



Glen Haven c1910, from Sleeping Bear Point

Glen Haven and the Maritime Museum

May 2023

Table of Contents

Table of Contents 2

Glen Haven 4

 General History 4

 Charles C. McCarty..... 5

 Philo Chamberlin 5

 David Henry Day 6

 1920 7

 1935 7

 Today 7

 Cannery 8

 Background 8

 FAQs..... 9

 D.H. Day Museum 10

 Background 10

 Blacksmith Shop 11

 Background 11

 FAQs..... 12

 The U.S. Lifesaving Service..... 13

 History 13

 USLSS Crew 14

 The Keeper 14

 Surfmen 15

 Duties..... 17

 Sleeping Bear Point Lifesaving Station 19

 Background 19

 FAQs..... 20

Appendix C: Timeline 22

 1800s 22

 Early 1900s 29

 1920s 31

 1930s 32

 1940s & Beyond 34

Supplemental Information..... 37

Native Americans	37
Pioneer Life.....	37
Lumbering	39
Tourists & Resorters.....	40
Sleeping Bear Inn.....	43
Warner (Farrant) House	44
Farming.....	45
The lives they led.....	46
Sources.....	50

Glen Haven

Painting of Glen Haven, c1882. Glen Haven dock is lower left.



The figure is cropped from the original image owned by Marion (Day) Warnes

General History

The area in Northern Michigan that is now Sleeping Bear Dunes National Lakeshore was first inhabited by Native Americans known as Anishinabek; including the Ojibwe (or Chippewa), Odawa (Ottawa), and Potawatomi tribal groups, they were connected linguistically and culturally. The Manitou Passage area was a shared hunting and fishing territory. The coming of the French explorers in the 1600s was soon followed by the fur trade and the subsequent conflicts between the French and British. The Anishinabek were part of the fur trade and its associated conflicts through various alliances and played important roles in the military conflicts of the era. With the completion of the Erie and Welland Canals in the early 1800s, the Great Lakes became a critical route from East to West. European settlers arrived on the Manitou Islands and then the mainland in the following decades.

During the time of white settlement, Native Americans were displaced, and treaties were broken so control over timber and mineral resources could be gained for economic growth. Despite these conflicts, Native Americans became an integral part of the regional economy as fishermen, lumbermen, farmers, and tradesmen. "They worked at mining and lumber camps, on survey crews, as stevedores on vessels plying the Great Lakes, and carried mail. Fishing remained an important occupation and hunting and trapping also continued in this region." (Tanner)

By the 1850s, steamship traffic on the Great Lakes was at an all-time high, with vessels carrying freight and passengers from Buffalo to Chicago. First impressions of Leelanau County were related by James J. McLaughlin, a passenger on the schooner Merrill, as they sailed through the Manitou Pass toward Grand Traverse Bay in 1849. (Byron)

"It was a beautiful morning in the early part of June, 1849.... It seems to us, as we gazed upon the beautiful scenery that met our eyes at every turn, that we found the 'Eldorado'. The forests were unbroken; the axes of the white man had not marred its beauty; the beach of the bay was not strewn with refuse of the sawmill, but all lay in the state that Dame Nature had kept it, beautiful beyond description."

Sleeping Bear Bay, along with South Manitou, provide the first natural harbors between Chicago and the Straits of Mackinac. These harbors were critical for the steamships, mainly those of the Northern

Transportation Co. (NTC), to safely stop and refuel with cordwood. Glen Haven emerged as a port town and would be shaped by the rising and falling fortunes of three men and their respective enterprises.

- **The McCarty Era, 1858 - 1870:** McCarty was the founder of Glen Haven. This was a local, extended family initiative to build a wooding station to serve NTC ships.
- **The Chamberlin / NTC Era, 1870 - 1886:** The NTC sought to have both the ships and the resources to fuel them. This era was characterized by complex financial transactions and reversals of fortune.
- **The D. H. Day Era, 1886 - 1928:** Day emerged from Chamberlin's shadow and expanded the cordwood and lumber business. As the timber era ended, he diversified with farming and resorts.

Charles C. McCarty was originally from New York, his brother-in-law was John E. Fisher, who had arrived several years earlier and was one of the founders of Glen Arbor. McCarty came to the area with his wife Elizabeth, they were later joined by Elizabeth's sister, Mary Ann Wood, who was the first official owner of the property where the dock would be built.



Between 1858 and 1870 McCarty and others acquired roughly two thousand acres of land in and around what is now Glen Haven through a variety of financial instruments—purchases, mortgages, and homesteading. In 1864 he built the dock, followed by the Inn or “Glen Haven Hotel” as it was known then, in 1866. He built a sawmill on Little Glen Lake and purchased the *E. A. Brush*, a tugboat, to move cordwood, freight, and people. (The *Brush* would later be renamed the *Alice Day* after it was acquired by D. H. Day.¹)

The *Detroit Free Press* wrote in 1865 that McCarty had “*thirty hands employed at chopping and hauling wood, also nine horse teams that are kept in constant use. 15,000 cords of wood will be sold this year at said dock ...*”

Also, in 1865, R. G. Dun, (a business and credit reporting agency founded in 1841 and remains today as Dun and Bradstreet), reported that McCarty had: “*... just started his business is heavily in debt but has a good dock and surroundings and if not pushed by his creditors is in a fair way to a fortune.*”

McCarty's enterprise came to be financially overextended, or experienced a downturn in business, or both. Between 1867 and 1870, the McCarty family and others sold their holdings largely to the Northern Transportation Company, or NTC.

Philo Chamberlin founded the NTC in 1848 and initially it was one of the most successful steamship lines on the Lakes, with twenty-four steamers. Chamberlin was animated by one of the great visions of the time: the establishment of a vast commercial and transportation route, stretching from East to West, involving both the Great Lake and railroads. As part of that vision, he began acquiring property in Glen Haven around 1867. But by 1870, the NTC was “suspended,” and so began a series of apparent changes in ownership of the wooding / lumber business at Glen Haven. The Vermont Railroad took over after the NTC, however, immense fires in 1871 destroyed the stored cordwood and all buildings in Glen Haven, except the store and hotel. The following year, the dock was at least partially destroyed by during a storm.

Between 1875 and 1886, the business was held by Chamberlin (again); Chamberlin's son-in-law William Butler; David H. Day and William Ellsworth; Butler (again); and D. H. Day (again) along with, for good measure, Day's younger sister. All of these people were related by blood or marriage. When Day and Ellsworth reportedly

acquired the Glen Haven properties in 1881, R. G. Dun noted that neither of them had the resources make the purchase. *"... the business is really owned by Chamberlin and is merely in their name for reasons best known by Chamberlin."*

When, in 1883, Day, deeded the land at Glen Haven to Butler, Chamberlin's son-in-law. R. G. Dun commented: *"No business is being done this winter & mortgages are on file on all the personal property ... the whole business is a puzzle."*

In 1884, Chamberlin worked to revive the business, but he died suddenly in March 1886. Butler, his son-in-law, held much of the Glen Haven property at the time. Butler quickly conveyed assets, some to Day, some to Day's twenty-five-year-old sister, who lived in Detroit. Then, in 1889, Day and Butler brought suit against the NTC, Day's sister, and others over a mortgage from 1876, which they now held. The settlement of the suit in 1890 resulted in Day acquiring more property in Glen Haven.



David Henry Day arrived in Glen Haven in 1877 or 78, appointed as an agent for the NTC by Chamberlin. They were not related by blood, but had a brother-in-law, William Ellsworth, in common. Over the next 10 years, Day directed operations in Glen Haven and worked for Hannah and Lay in Traverse City, overseeing the lumbering operations. By 1890 (see transaction details above) the DH Day Company was well established in Glen Haven as a lumbering operation, supplying cordwood and producing

hardwood lumber from the sawmill that was transported to the Glen Haven dock on a tramway built earlier by McCarty or the NTC.

On 20 December 1889 David Henry Day, thirty-six years old, and Eva Ezilda Farrant, nineteen years old, were married. Eva was the daughter of William and Ezilda Farrant, who managed the Sleeping Bear Inn from 1877 – 1883 and 1896 – 1907. She was a schoolteacher in the area for three years prior to their marriage, Day and Eva had nine children, with seven living to adulthood. They lived above the store, which had become the center of town life with the telegraph and post office located there. Day built a 50-foot ice skating and curling rink and a private tennis court reserved for family and friends. To the east of the store stood a granary and root cellar. To the north stood an icehouse where thick piles of sawdust kept as many as 5,000 blocks of ice weighing 150 pounds each, frozen for summer use. By 1905, there was also a generator building, which housed an Edison direct-current generator, making Glen Haven one of the first northern Michigan villages with electricity.

Day paid his lumberjacks 15 cents an hour, and dock hands 35 cents an hour, but pay was in "scrip" in lieu of money, which was only redeemable at the store, and if workers rented from Day, this was deducted from their pay. In terms of scale, Day's operation was not as large as that at Empire or the Glen Arbor Lumber Company, at its peak his sawmill produced 55,000 board feet of lumber per day, 20,000 in hardwood and 30,000-35,000 in hemlock.

By the early 1900s many wooding operations had closed, but Day's was still running thanks to his nearly 5,000 forested acres and early conservationist practices such as selective harvesting. But he also saw the end of the logging industry on the horizon and began to diversify. Day started a farming operation three miles south of Glen Haven, which he named "Oswegatchie" after the New York Community where his father was born, and

the Oswegatchie River. He also traveled back to his home state of New York and returned with fruit trees, thousands of them.

1920

Day had more than 5,000 cherry trees, as well as apples, peaches, and pears on his farm. He grew hay and corn to feed his 400 hogs and prize herd of 200 Holsteins, among the best in the state. The massive white barn, house, and three outbuildings (pig barn, creamery, and bull barn) still stand S. of Glen Haven on M109, though they are in private ownership and are not part of the park. In the mid-1920s, he established the Glen Haven Canning Company on the shoreline near the dock and shipped cherries and other fruits to Great Lake cities.

A diversification project promoted by Day that was far bigger than the canning company was tourism and resort development. In 1920, Day donated 32 acres along the shore of Lake Michigan between Glen Haven and Glen Arbor to the State of Michigan to become the D.H. Day State Park, the first State Park commissioned in MI. In 1922 he sold a large portion of land including reforested Alligator Hill for real estate development that was called Day Forest Estates. An 18-hole golf course was built, an air strip and clubhouse site were cleared, and access roads graded. The venture failed during the Great Depression, although the golf course operated for several more years.



When D.H. Day died in 1928 at the age of 76, newspapers said Michigan had lost "King David of the North". He was the first chairman of the State Park Commission, president of the Michigan Development Bureau, a member of the Western Michigan Pike Association, and served as a Leelanau County road commissioner. Eva Farrant Day remained in Glen Haven and lived until 1936.

1935 Louis Warnes and his wife Marion (Day's youngest daughter) began running Sleeping Bear Dunesmobile Rides out of Glen Haven. Using automobiles with modified tires, the couple drove tourists on scenic rides over the dunes along Lake Michigan. They started the rides with a used 1934 Ford that took four people at a time to the crest of the dunes and back for 25 cents each. The cannery building became the dune buggy garage. By the time the rides ended in 1978, there were 13 dunes wagons, each carrying 14 passengers on a 12 mile, 35 minute excursion.

By the mid-1970s, the National Park Service had purchased all of the village, although some residents retained occupancy rights. The Inn closed in 1972, and the store closed in 1978 when the Dunesmobile rides were terminated.

Today the buildings are being used for visitors to learn about the history of the Glen Haven area. The Cannery is a boat museum staffed by volunteers, the General Store is operated by a park concessionaire, along with a small D.H. Day museum, and the Blacksmith Shop is open and staffed by volunteers. The Sleeping Bear Inn was recently approved for a historic lease to the non-profit group Balancing Environment and Rehabilitation (BEAR). They have begun the rehab project and plan to open in 2023. One half mile West is the Sleeping Bear Point Lifesaving Station, detailed later in this document.

Cannery



Background

The Glen Haven Canning Co. “Cannery” was built in its current location in the mid 1920s by D.H. Day and his son, D.H. Jr. The business took advantage of the local fruit crops – especially cherries. Cherries were hand-picked by local farmers, put into wooden lugs that held about 22 pounds of fruit and were delivered here. The Cannery processed fruit grown in the Day family orchards and from all the fruit farmers in the area.

Cherries were processed by cleaning and pitting them, then packing them in metal cans, capping the cans and sealing the lids, cooking them, and then applying the label. Part of the work was to sit/stand alongside a conveyor belt and sort cherries. The boards in the floor cover a gutter in which the waste (twigs, leaves, stones, *etc.*) and cherry pits were washed outside. The canned produce was carried to the nearby dock and loaded onto ships bound for the large cities on the Great Lakes.

The Sand Dunes Rides operated from Glen Haven and were headquartered at the Store. The dune rides were highly successful, it became one of the most popular tourist attractions in the area with young and old alike coming to Glen Haven to ride on the Sleeping Bear Dunes. The “dune-mobiles” with their specially made “balloon” tires were stored and repaired in the cannery building. Note the overhead garage door in the NW corner.

The National Park Service acquired the cannery in 1971 and in the 1980s converted the space to a boat museum. In 2010 the building was rehabbed, and a new floor poured, note the original sections and markings that were replicated in the new cement.

FAQs

- How far from the Cannery to.....?

Maritime Museum	.5 miles
Sleeping Bear Point	1 mile
Dune Climb	2 miles
Glen Arbor	3 miles
PSSD	4 miles
Empire	7 miles
SMI Light	7.8 miles
Crib Light	8.7 miles
NMI	10.3 miles
PR Campground	17 miles
Leland	21 miles
Traverse City	29 miles
Wisconsin	53 water miles (West to Door County)
Mackinac Straights	94 water miles
Chicago	224 water miles
- How often does the ferry run? What does it cost?

Refer to MIT brochure or website as schedules change with season/weather. Do let visitors know it is a full day trip to SMI or multi-day to NMI.
- Dune Rides

Available at Silver Lake Dunes, 80 miles South. They were discontinued here in the 1970s.
- Light Houses:

Point Betsie Light	25 miles S. toward Frankfort
Grand Traverse Light	40 miles N. on tip of Leelanau county
Old Mission Light	48 miles – tip of Old Mission peninsula
South Manitou Light	Via MIT ferry from Leland
North Manitou Shoal Light	Privately owned, potential tours 2022
- Lake Michigan Overlook

This is the most popular stop on the PSSD (formerly known as #9) 450' above the lake, strongly recommended to not go down the bluff.
- Hiking close-by

Sleeping Bear Point Trail – 1 mile West. Windy Moraine or Shauger Hill near PSSD.
- The Inn

The non-profit group BEAR is obtaining an historic lease, to open in 2022.

- Glen Haven Dock:
300 feet straight out from the cannery, pilings still there but currently underwater.

D.H. Day Museum



Background

Most of the information on the store can be found in the Glen Haven portion of this document but following is a brief overview. The General Store was constructed in the mid-1800s by Civil War veteran John Helm who later sold it to Charles C. McCarty. In 1879 the Glen Haven Post office was located inside the store, in 1889 Eva Farrant and D.H. Day were married and made their residence on the second floor. In 1935 Louis and

Marion (Day) Warnes begin operating a Dune Ride business out of the store. In 1970 the National Park service acquired the property and in 1972 the store closed.

Today, the park concessionaire operates a business in the store, the upstairs and back are a ranger station, and the annex (small addition to the N.) houses artifacts, photos and information on the life of David Henry Day, it's known as the D.H. Day Museum.



Blacksmith Shop



Background

For centuries the blacksmith shop has been a prominent part of every village. From the heaviest axle to the smallest rivet, they are all made and repaired by the smith; bells, bits, hinges, and hooks, all made by the smith. They were an essential member of society, everyone needed something made or repaired by the smith. Loggers, ships, the sawmill, and homeowners all needed things made of iron.

Two period newspaper articles (see timeline) state that with the exception of the Hotel and Store, all the buildings in Glen Haven burned in the immense fires of 1871. There most certainly was a blacksmith shop built before the fire, possibly 1864 when the dock and mill were built. But the construction date of this shop is unknown, likely 1871 or 1872 during rebuilding from the fire.

There were many smiths through the years, John Basch was one of the first and lived in the Inn. In 1923 the shop closed along with the mill. It then served as storage for the cannery & migrant housing.

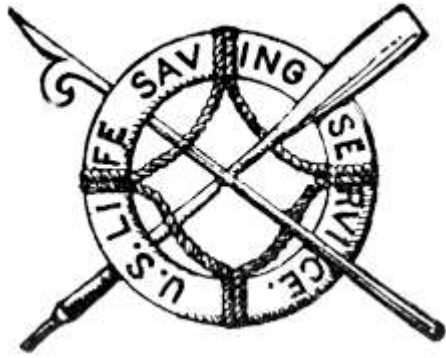
In 2002 the building was renovated and outfitted for demonstrating blacksmithing to visitors. The park hired a professional smith to train our first volunteers, they in turn have trained others through an apprentice system. Most of the tools and equipment were purchased at antique fairs and the Buckley Old Engine show, below is the history of some of the more interesting artifacts.

- The bench grindstone was found holding up the corner of a shed on North Manitou Island.
- The leg vise came from a farm on South Manitou Island.
- The drill by the back door was originally used at the North Manitou Island Life-Saving Station.

- The bellows was once used on a Great Lakes steamer and was one of the items in the Frederickson Maritime Collection donated to the park. It was complete, but the leather was worn out and had to be replaced. It is labeled “Chicago House Wrecking Co.” which was an outfit that recycled architectural elements from buildings that were torn down. Their 1898 catalog said that they purchased the entire stock of a bellows manufacturer who had gone bankrupt and offered bellows from handheld size up to 50” (ours is 42”).
- The heavy unpainted wagon was used on North Manitou Island to haul lumber from the sawmill to the dock and was donated by FSBD.

FAQs

- How hot does the forge get?
Over 3000 degrees F. We burn bituminous coal, that actually burns down to a substance called coke.
- Can you melt steel in the forge?
Yes, cold rolled steel that we use will melt around 2500 degrees F. Smiths learn to watch the color of the metal as its heating, to determine temperature and thus what types of work can be performed on it.
- How many times have you been burned?
Bruce Alton: “Once; it was so painful you never, ever do it again.”
- What kind of things do you make?
Blacksmiths are a type of artist, anything that can be made with clay can be made with hot metal, plus the right tools and skills. Our smiths generally make hooks, fire pokers, candle holders, dinner bells, and some hardware used in historic rehab of NPS structures.
- Do you sell the things you are making?
No, we don’t sell the items we make due to NPS policies. We do, however, give them away and visitors are welcome to make a donation in our donation box. Donations are used to purchase coal, steel, and tools.



The U.S. Lifesaving Service

"You have to go out, but you don't have to come back"

The first person to make this remark was Keeper Patrick Etheridge during a rescue from a ship stranded near Diamond Shoals, NC. Etheridge gave the command to man the lifeboat and one of the men shouted, "we might make it out to the wreck, but we'll never make it back." The old skipper looked around and said, "The Blue Book says we've got to go out - it doesn't say a damn thing about having to come back!"

Etheridge was not exaggerating. The *Regulations of the Life-Saving Service of 1899*, Article VI "Action at Wrecks" section 252, pg. 58, states: *"In attempting a rescue the keeper will select either the boat, breeches buoy, or life car, as in his judgment is best suited to effectively cope with the existing conditions. If the device first selected fails after such trial as satisfies him that no further attempt with it is feasible, he will resort to one of the others, and if that fails, then to the remaining one, and he will not desist from his efforts until by actual trial the impossibility of effecting a rescue is demonstrated. The statement of the keeper that he did not try to use the boat because the sea or surf was too heavy will not be accepted unless attempts to launch it were actually made and failed, or unless the conformation of the coast--as bluffs, precipitous banks, etc.--is such as to unquestionably preclude the use of a boat."*

History

The first movement in this country to offer organized assistance to those whose lives were in peril from shipwreck was made by the Massachusetts Humane Society, organized in 1786. In August 1848, William A. Newell, of New Jersey, made a vigorous and victorious appeal in the United States House of Representatives, the result being an appropriation of \$10,000 "for providing surf boats, rockets, carronades and other necessary apparatus for the better preservation of life and property from shipwreck on the coast of New Jersey." In 1853-54, Congress appropriated \$42,500 and fourteen new stations were added to those already on the coast of New Jersey, eleven were on the coast of Long Island. Twenty-three lifeboats were also placed at points on Lake Michigan, one of them was on North Manitou Island. Nicholas Pickard and his lumber crew built the boathouse according to written specifications provided by the Treasury Department. It is the only remaining structure in the United States built under the 1854 appropriation and was designated a National Historic Landmark in 1998.

The winter of 1870-1871 saw several well-publicized shipwrecks along the Atlantic coast and in the Great Lakes forcing Congress to create a genuine life-saving organization. The law appropriated \$200,000 for the Secretary of the Treasury to employ crews of paid Surfmén and to build stations wherever needed. In 1871, **Sumner Increase Kimball**, a young



lawyer from Maine, was appointed, the chief of the Treasury Department's Revenue Marine Division. One of his first acts was to send Captain John Faunce on an inspection of the lifesaving network. Faunce noted that rescue apparatus "was rusty for want of care and some of it ruined, some keepers were too old, few were competent, and politics had more influence in the selection of keepers than qualifications for handling boats." In short, the report painted a dismal picture. Kimball, using his own political know-how, reinforced with Faunce's report, proceeded to completely remake the lifesaving network. He employed a full time Keeper and six or seven Surfmen at all stations, built new stations, drew up regulations with standards of performance, set station routines, physical standards, and, in short, put the organization on the road to become a professional rescue organization.

In 1878, the growing network of lifesaving stations was organized as a separate agency of the Treasury Department and named the U.S. Life-Saving Service. Sumner Kimball was, of course, chosen as the General Superintendent, he held a tight reign over the Service and, in fact, remained the only General Superintendent of the organization. The law which created the U.S. Coast Guard, on 28 January 1915, by combining the USLSS and Revenue Marine Service, also provided for the retirement of Kimball and many of the older keepers and surfmen. The Service's reputation for honest, efficient, and non-partisan administration, combined with their professionalism and performance of duty, can be largely attributed to the efforts of this one man.

USLSS Crew

The [Keeper](#) oversaw each USLSS station. This was probably the most important job in the Service because the Keeper was responsible for selecting and training the Surfmen and for the day-to-day operations of the station. Keepers were required to have sufficient education to be able to write the official reports and conduct the business of the station. They also had to be in good physical condition, Keepers over 55 years old were required to have an annual medical exam to ensure that they could perform their duties. Nearly all Keepers worked their way up the ranks, serving for several years as a Surfman to demonstrate their competence and leadership abilities.

The Keeper was also the captain of the lifeboat and controlled the steering oar on drills and rescue attempts. Keepers were required to live at the station and to be responsible for maintenance of the facilities and equipment. No liquor was to be kept or sold at the station, and no one under the influence of alcohol was allowed at the station. Keepers were underpaid. They received less per month during the active season than the men who served under them. They also received considerably less than Lighthouse Keepers, who were paid an average \$600 per year (Keepers of important lights received \$800-\$1,000/yr). The duties of the USLSS Keeper were much more hazardous than those of the lighthouse Keeper, who sat warm and safe in his

light, while the USLSS Keeper risked his life in a small lifeboat fighting angry seas to rescue desperate passengers and crew of distressed ships.



Surfmen made up the crew of the USLSS station. The number of Surfmen at each station was based on the number of oars required to pull the largest boat at the station. Because most of the Great Lakes stations had self-righting and self-bailing boats requiring 8 oars, the crew was usually seven Surfmen and one Keeper. Surfmen were selected from the local area by the Keeper. They were generally experienced fishermen and boaters.

The qualifications for Surfmen were listed in a 1912 USLSS publication: *“a Surfman must be sound in body, being subjected to a rigid physical examination by a surgeon of the Marine Hospital Service. Any Surfman over 55 years of age cannot be reenlisted without a certificate from a medical officer specifically stating that he is qualified for his duties.”* A Surfman could be dismissed immediately for being absent without a satisfactory explanation. Drunkenness, profanity, or any scandalous conduct showing lack of good morals were also grounds for immediate dismissal. Normally Keepers would rehire the same crew from season to season. Surfmen transferred between stations and districts frequently, but approval was required all the way up to General Superintendent Kimball for such transfers. Surfmen were paid a wage of \$40/month from 1871 to 1882, when the rate went up to \$50/month. This did not include the cost of food and clothing. The Surfmen were required to pay the Keeper for their food and to purchase their own uniforms.

Surfmen were required to live at the station while on duty. Retention of Surfmen and Keepers was a continual problem because of the low pay. The USLSS pay scale was usually lower than these qualified men could make as sailors or even common laborers. For example, in 1880, USLSS Surfmen were paid \$1.33/day for the season (with \$0.40 deducted for food = \$0.93/day), while a sailor was paid \$2.00 per day for spring and summer and \$4.00/day during the fall. There was also no retirement benefit (pension) for USLSS employees. It wasn't until the USLSS merged with the Revenue-Cutter Service to form the Coast Guard in 1915 that retirement benefits were made available. During the period of 1876 to 1901, the USLSS in the Great Lakes lost 40 crew members. The largest operational cause of death was capsizing boats and drowning. Lifesaving was so dangerous that it was nearly impossible for a Surfman to buy life insurance.

The Keeper would normally stay on duty during the winter to maintain the station and equipment. Family life was difficult in the USLSS. While the Keeper's family could live in the station, there was no provision for families of the Surfmen. Single Surfmen lived in the station. Married Surfmen usually built or rented a small cottage near the station where their families lived. Surfmen were allowed time off during the daylight hours one day per week. The day off was rotated among the crew. Many Surfmen had part time jobs as loggers in the winter or raised gardens or cattle to supplement their income. In 1889 the service became uniformed, this gave the service an air of professionalism, but was initially unpopular among the crews because they had to purchase the uniforms from their meager pay. They were required to wear uniforms when on duty, and it is rare to find a photo of a USLSS Keeper and Crew out of uniform. The Surfmen each had a number based on seniority and capability, which was displayed on their uniform sleeve. Surfman number 1 was the Keeper's assistant, while Number 7 was the newest member of the crew.



South Manitou Island USLSS Keeper & Crew

The professionalism and commitment of the men of the USLSS is exemplified by this account of an off-duty rescue: It was Christmas day of 1906 and Surfman Ward Bennett, of USLSS Charlevoix, and his brother Frank, of USLSS Sleeping Bear Point, were spending Christmas at home on Glen Lake, MI. *The brothers were watching a group of children skating on the lake when they heard a scream and saw a boy struggling in the water and broken ice about 50 rods [almost 300yds] away. Without hesitating a moment Ward, calling to his brother to follow with a pole or rope, rushed to where the boy had gone down the third time, and throwing off his coat, dived in after the drowning boy. The water was some 12 feet deep, and after groping around for some time on the bottom, Surfman Bennett located the boy, caught him by the shoulders, and brought him to the surface. His brother, meanwhile, having grabbed a rope from a shed nearby, was waiting for him, and with the assistance of bystanders, soon got the two out of the ice and water. The two Lifesavers then applied the resuscitation techniques they had been taught, and in about ten minutes the lad (Harry Tobin) had sufficiently recovered to be removed to a near-by house and a little later to his home.*



No. 12-6 Coast Guard Station, Sleeping Bear Point, Glen Haven, Mich.

Duties of the USLSS Crew included lookout duty (also called watch) that was maintained 24 hours/day every day. The Surfman on lookout literally “stood” watch. The USLSS believed that a man standing watch was more alert than one sitting. Falling asleep while on watch was grounds for immediate dismissal. South Manitou Island USLSS keepers log from Nov 14, 1906: “I visited the lookout and found the watchman Surfman Harold H. Barnard

asleep, lying on the floor, and for thirteen minutes I watched him, then woke him up and suspended him for neglect of watch duty. Pending the result, I have employed Benth Johnson to go on duty at midnight as temporary Surfman.”

If the lookout could not see the patrol limits from the tower, he would walk the beaches at least three times to a point where he could see the patrol limits. If two stations were close enough together, the patrols from adjacent stations would meet halfway and the surfmen would exchange a cheque, the keepers could confirm patrols this way. The three stations within Sleeping Bear Dunes National Lakeshore are isolated from each other, so the patrol would carry a Detex-Newman patrol clock. When the Surfman got to the end of his patrol, a key was located on a post that he would insert into the clock and turned to make a mark on a paper dial indicating the time and proving that he had gone the whole distance. The Keeper would check the paper scroll each day to ensure patrols were being completed. As soon as there were telephones, the three watch towers in the Manitou Passage were connected by phone cables strung across the bottom of Lake Michigan. The cable is still visible on South Manitou Island south of the Ranger Station near the site of the lookout tower. Beach patrols were always walked at night and during foggy or stormy weather when visibility was not good from the tower.

The weekly routine was standardized throughout the USLSS. Sunday was a day of rest and sometimes worship. But even on Sundays, the daily watch and



beach patrols were conducted. On Monday and Thursday, the crew practiced with the beach cart and rigging the breeches buoy. Tuesday was for boat drills, occasionally capsize drills were performed at the discretion of the Keeper.



Sleeping Bear Point Crew practicing techniques to restore the apparently drowned back to life.

The crew would purposely capsize and then right the surfboat to be prepared for an accidental capsize during a rescue operation. Capsize drills were the most dangerous drills, so they were usually done during calm, warm weather because they took such a toll on crew and equipment. Wednesday was for signal practice with flag codes. Thursdays the crew repeated the beach apparatus drill, but this time they also practiced firing the Lyle Gun to get the rescue lines out to the sinking ships. Fridays were used to practice the “resuscitation of the apparently drowned”, techniques for restoring breathing and treating hypothermia along with basic first aid. Saturdays were spent cleaning the station and equipment.

Sleeping Bear Point Lifesaving Station



Background

In 1877 the dangerous Manitou Passage was protected by only one lighthouse (South Manitou Island) and one USLSS station (North Manitou Island). The 1877 USLSS Annual Report noted that a station would be placed at Sleeping Bear Point, but that it had not been built. The situation remained the same through the 1890s as shipping increased on Lake Michigan. In 1894, land was formally set aside, with the proposed site for the station at the point where the Manitou Passage to the north and the Lake Michigan shoreline to the south could be observed. From time to time a letter would come in to the USLSS office in Washington from D.H. Day of Glen Haven requesting that a station be built on the land already set aside for it, but no station was built.

By August 1899, still no station had been built and D.H. Day again wrote to remind Kimball, in a letter dated August 4, of the need for a station at Sleeping Bear Point. He reported that the steam barge *Toltec* and her consort *Mixtec* had recently grounded at Sleeping Bear Point *"exactly abreast of the proposed station"* and needed help to get free from the sand. Day continued: *"I sincerely hope the station will be built this fall for this is a very bad point catching a number of boats each year, and it is a mystery to me that there has not been more loss of life, and I am daily in fear that it will not always turn out that way, hence my anxiety to see the station built."* Finally, on April 23, 1901, sealed bids were taken for the construction of a Lifesaving Station at Sleeping Bear Point, and one at South Manitou Island. The contract was awarded to Robert Newcombe of Manistee, MI with a completion date of November 1, 1901. He was to build two identical stations using the design of the Marquette, MI USLSS. Each station was to have a dwelling, outbuilding, and boathouse with incline (ramp to the lake). The construction method shows that these USLSS structures were built strong enough to withstand

storms and be moved if needed.

Construction of the boathouse is a fine example, using 4x4s instead of 2x4s, diagonal bracing, and good workmanship. There are no nails in the frame members; the frame is covered with diagonal tongue-and-groove boards for more strength; the siding is board and batten. The diamond-shaped holes along the sides provide ventilation to dry out equipment stored inside. Letters discussing the need of a 7th crewman also confirmed the existence of a telephone at the site by 1904. A watch tower was built in front and to the west of the dwelling. Photos show the tower was built higher sometime after 1910.

By 1931, the routine effort of removing sand and leveling the ground to counteract the action of the wind and water, combined with the frequent rough seas out on the point making it difficult to launch the surfboat, prompted the US Coast Guard to move the station. All the station buildings were moved along the shore to their present location in the late summer of that year. The second boathouse was moved from its position nearby to the new site, but its doors now faced inland, and the building became a garage. The station house was placed onto a cement foundation over a full basement. The new location was about a mile east of Sleeping Bear Point and somewhat protected from rough waves in Sleeping Bear Bay. Moving the station cut off visibility to the south, so a wooden lookout was placed on top of the dune at Sleeping Bear Point. In 1941 during World War II, when the Coast Guard took on the extra demands of wartime duty, the station was deactivated. On February 8, 1956, the land and buildings were returned to the public domain with the Bureau of Land Management taking responsibility. From 1956 until 1970 when Sleeping Bear Dunes National Lakeshore was formed, the station remained empty and unused.

In 1984, the station and boathouse were restored to their 1901-02 condition and are now used to interpret the significance and history of the United States Lifesaving Service. Please see [appendix B](#) for descriptions of the boats, equipment and displays of the museum.

FAQs

- Did the track go all the way to the water?
No, not at this station. Storms out of the northwest push waves and ice up to the end of the track and would have damaged it if it went closer to the lake. The track was used to get the boat partway to the water; then wooden rollers were put under the boat, and it was rolled across the sand, which was easier than to continually repairing the track. At stations located on more protected harbors, the track sloped right into the water.
- Was the water closer in the past?
The shoreline has moved and is still moving today. You can see the small mounding (high and low spots) between the station and the lake, those are old fore-dune shorelines. Also, the lake levels are cyclically rising and falling, 2020 saw record high water levels, while 30 years earlier there were record lows. So, the shoreline is dynamic, but it was

likely much closer in 1902.

- Where are the active Coast Guard Stations now?
There are small boat stations at Manistee, Frankfort, and Charlevoix, and about every 40-60 miles all around the great lakes. There is an air station in Traverse city with helicopters, their area of operations covers all of Lakes Superior & Michigan plus the northern half of Lk. Huron.
- Why was this station closed?
The Coast Guard started using gasoline engines in the larger (34 & 36 foot) boats in the 1920s and 30s. These boats could go farther and faster than the surfboat but required a station located on a harbor. Stations located on open beaches couldn't use these boats and were phased out after ships acquired radios and could call for help, negating the need for a beach patrol. Also, the CG needed its crews to man ships during WWII, thus many stations like Sleeping Bear Point were closed during the early years of the war.
- Was this the most dangerous area of the Great Lakes?
The Manitou Passage is a pretty dangerous area, attested to by the three Lifesaving Stations in such close proximity (here, SMI & NMI). But in terms of loss of life, there were other areas that were worse. Across the lake, the tip of Door County was known as Portes De Mortes, literally "Deaths Door", due to the unforgiving rocky shoals, and of course Lake Superior is always treacherous due to the year-round cold water.
- What is the small white building in the middle of the lawn?
That is known as the powder building. It stored black powder and was also used as an outhouse or privy.
- What is the red building?
The red building has had a complicated life. It was first built here, near the shore as a second boat house, when the station was located out on the Point, to give an option for a smoother launch site when seas were from the S. When the motor surfboat arrived in 1912, it was also stored in the red boathouse. In 1931 when the station was moved off the dunes, it was moved back from the beach, turned around so the big doors faced inland and became a garage.

Appendix C: Timeline

1800s

- 1836 Through the Treaty of Washington, the Chippewa and Odawa cede to the United States the northwestern Lower Michigan peninsula, including present-day Leelanau Peninsula and the Manitou Islands.
- 1837 Michigan enters the Union.
- 1839 Sylvester Sibley and a crew of four survey State land in what is now Leelanau County, including Township 29 North, Range 14 West (what would become to be known as Glen Arbor Township), which includes the future site of Glen Haven.
- 1849 Orange Risdon and William Austin Burt resurvey all the state land in what is now Leelanau County. Sibley had made many mistakes, so Risdon and Burt retraced and reestablished the lines of the original survey.
- c1850 John LaRue (1848), John Dorsey (1851), Carsten Burfiend (c1852) and John E. Fisher (c1854) are the first Euro-American settlers to establish living quarters in Township 29 North, Range 14 West - Glen Arbor Township.
- 1851 Sep 18, Joseph Harper (from Manistee) makes first land purchase in Glen Arbor Township (9.82 acres - near Life Saving Station).
- 1855 The *Saginaw* anchors in or near Sleeping Bear Bay. The steamboat is the first known propeller ship to stop along the shore of Glen Arbor Township.
- 1856 Charles and Elizabeth (Darwin) McCarty come to Glen Arbor Township from Fond du Lac, Wisconsin.
- 1858 June 7, McCarty purchases 80 acres from Federal Government. This later became D. H. Day's "Oswegatchie" farm.
- 1861 Northern Transportation Company steamers begin to make daily stops in Glen Arbor.
- 1863 Nov 21, Mary Ann Wood purchases lot numbered 2 of Section 20, Township 29 North, Range 14 West, containing 49.10 acres according to the United States Survey thereof" (future site of Glen Haven), from the United States of America. The northern edge of Lot 2 borders Sleeping Bear Bay.
- 1864 Charles C. McCarty builds the dock at Glen Haven.

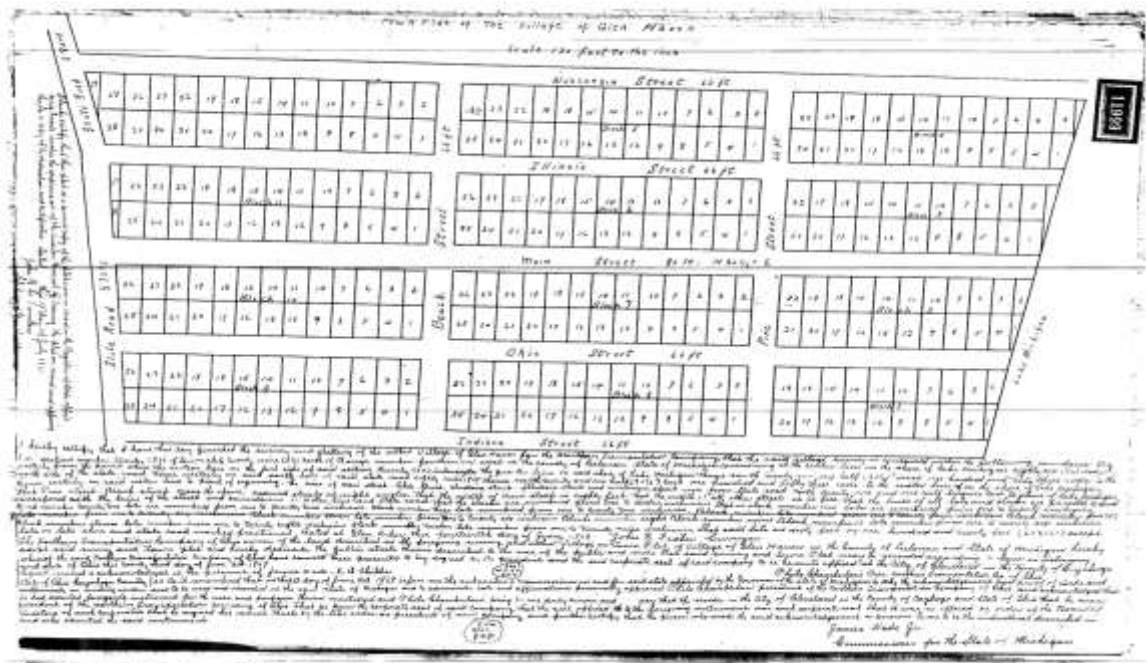
First blacksmith shop built? Exact date unknown, but it would have been among the first structures in the village. Would have burned in fires of 1871...see below.

- 1864 May 4, Mary Ann Wood enters homestead claim for 156.8 acres at Glen Haven. This was the horseback journey to and from Traverse City that she made with her cousin Harriet Fisher. See *"The lives they led"* section.
- c1865 Civil War veteran John Helm starts a general store in Glen Haven. Helm retains the store for only a short period of time, then relocates the business outside the village - possibly in Burdickville. According to John Helm's son's account, Helm first met McCarty on a ship northbound from Chicago; McCarty, always generous and hospitable, offered Helm the opportunity to start a store in an unused building he owned at Glen Haven, even though he (McCarty) already was in the mercantile business there. Then, in 1867, when Helm was building his store at Burdickville, McCarty sent a crew of men over from Glen Haven for the "raising" of the timber frame.
- 1866 Glen Haven Hotel / Sleeping Bear Inn built. The sign dated 1857 is possibly for business name only, in different location. Reference: primary source, letter dated 18 Dec 1866 contained in the book *Long Distance Love*, by Jodie Sewall *"...Charlie Fisher is clerking at the store for Mr. McCarty. The snow is about a foot deep and it is real lonesome. They are finishing the hotel that commenced in July."*
- 1867 C. C. McCarty and his wife Elizabeth N. McCarty sell Lot 2, Section 20, Township 29 North, Range 14 West (Glen Haven) containing 49.10 acres (excluding a quarter-acre parcel sold to John Helms - general store property), and other lands including the sawmill on Little Glen Lake to the Northern Transportation Company of Ohio for \$4,000.
- c1868 A two-and-one-quarter mile wooden tramway is constructed between the sawmill on Little Glen Lake and the Glen Haven dock. The tram enters at the southern end of Glen Haven and then follows Main Street (today known as M209) north to the dock. It is not known if the tramway was built earlier by Charles C. McCarty or by the Northern Transportation Company.
- 1869 Glen Arbor Township builds a road from Glen Haven to the NTC's dock on Glen Lake and south from there to the township line. A bridge is built with funds raised by private subscription - near where the "mill pond" is today.

Enos Mathews was Glen Haven's first postmaster, appointed October 25, 1869.

1869

Northern Transportation Company contracts John E. Fisher (McCarty's brother-in-law) to survey Glen Haven (Lot 2, Section 20, Township 29 North, Range 14 West.). As drawn, the survey includes Main Street (today known as M209); Beach and Pine Streets set perpendicular to Main Street, and Wisconsin, Illinois, Ohio, and Indiana Streets aligned parallel to Main Street. The secondary roads measure sixty-six feet wide and Main Street eighty feet wide. According to the text accompanying the survey, the streets were dedicated to the use of the public. The survey further subdivides Lot 2 into twelve blocks, each block containing twenty to twenty-nine parcels.



1870 Construction of the Manistee and Leland state road is complete, connecting the coastal communities of Frankfort, Platte, Empire and Glen Haven, Michigan. A portion of present-day state highway M-22 follows the historic route of the early road.

1871 Devastating fires throughout the Midwest. Reports of damage to Glen Haven.

The Grand Traverse Herald , October 12, 1871 "From various sources we learn that the village of Glen Haven, in Leelanau County, was nearly and perhaps entirely destroyed by fire, on Monday last ... At the time parties left from whom our information is derived, 2,000 cords of wood had been burned and every building in the village except the Northern Transportation Company's store, the hotel and one dwelling house."

Detroit Free Press. Oct 14, 1871 "From the captain of the Propellor City of Toledo, which also arrived here last evening, we learn that the village of Glen Haven, in Grand Traverse Bay, was entirely destroyed by fire on Sunday evening, together with between four and five thousand cords of wood belonging to the Northern Transportation Company. About forty families left homeless and destitute by the calamity."

1872 Dock partially destroyed by a storm.

The Grand Traverse Herald, October 3, 1872: "we learn[ed] that on Sunday morning last some 250 feet of the Northern Transportation Company's dock, at Glen Haven, was swept away by the winds and waves. The storm was one of unusual severity, and, as our informant says, "the dock was just crushed by the force of the waves." This will probably prevent wooding at that point for the remainder of the season."

1876 Deeds indicate that Philo Chamberlain, president of the Northern Transportation Company, purchases Lot 1 (27.15 acres, just east of Glen Haven) and Lot 2 (49.10 acres, Glen Haven) - both in Section 20, Township 29 North, Range 14 West (Glen Arbor Township) - and other lands, for \$5,340 from the Northern Transportation Company in a foreclosure sale in July, 1876. Four months later he then re-sells the properties for \$40,000 to the Northern Transit Company. This may have been a way

to reorganize the Northern Transportation Company under a new name. Philo Chamberlain is also the president of the Northern Transit Company. The sale excludes the quarter-acre parcel “sold to John Helm in Lot 2”.

- 1878 D. H. Day arrives by steamer at the age of twenty-seven to serve as the Northern Transit Company's agent in Glen Haven. Day is the younger brother of Philo Chamberlain's sister-in-law. Prior to his appointment at Glen Haven, Day had worked for four years as a passenger agent for Northern Transportation Company in Detroit. William and Ezilda Farrant, husband and wife, operate the Sleeping Bear Inn. Day rents a two-room suite at the inn.
- 1881 The land at Glen Haven owned by the NTC was conveyed to D. H. Day and William Ellsworth for \$13,206.47, plus two steamships, the Lawrence and the Champlain. However, research into these transactions has shown that neither Day nor Ellsworth, both working for annual salaries, had the resources to purchase the land. R. G. Dun: “the business is really owned by Chamberlin and is merely in their name for reasons best known by Chamberlin.” Day then spent some years in the 1880s living and working in Traverse City for Hannah and Lay Co. *See Summary of Financial Transactions for more detail.*

Glen Haven was depicted in two separate illustrations, (see following page) one was a map of the village included in the 1881 *Atlas of Leelanau County*. The second is a painting owned by Marion (Day) Warnes, Day's youngest daughter, thought to be from 1882. However, the two images differ significantly in the number of buildings shown. This could be a result of inaccurate mapping, artistic embellishment, or it may be that the second painting depicts Glen Haven at a high point in the McCarty era.



Both show buildings facing “Main St.” and a “key-shaped” dock at the northern end, extending into Glen Haven Bay. The plat map includes the same roads and parcel divisions as depicted on the 1869 survey commissioned by the Northern Transportation Company. Eleven buildings are identified on the map, including the Glen Haven Hotel (Sleeping Bear Inn), Store NTC Co., P.O. (store, post office inside), B.S. & Wagon, NTC Co. (blacksmith shop and wagon shop), a barn, and a school (Glen Haven School). Unidentified buildings are likely houses and barns.

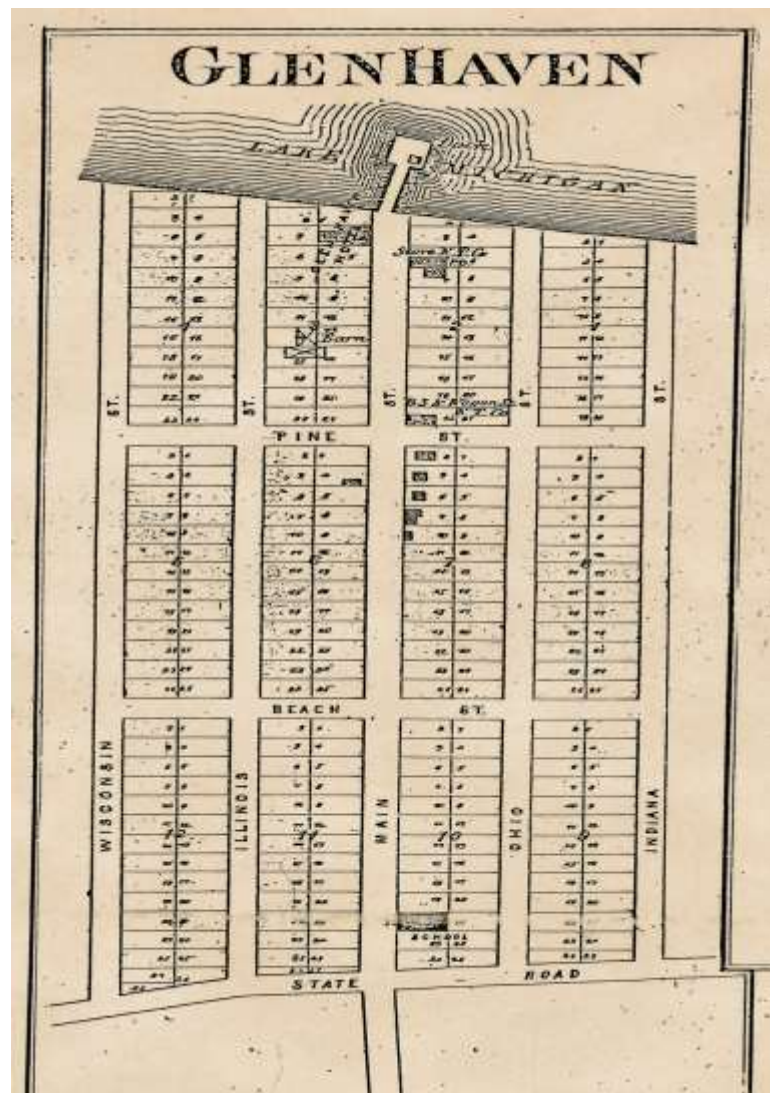
The painting depicts about twenty-two buildings, twice as many as on the 1881 plat map. It does not depict the secondary roads included on the 1869 & 1881 plat maps. The alignment of Glen Haven (Main Street) is indicated in the painting by spacing of the buildings and the location of the dock. It also depicts a primarily open landscape with scattered evergreen trees. Without supporting photographs or written descriptions of the landscape during this period, it is difficult to determine the accuracy of the vegetation portrayed in the painting. Photographs from the early 1900s depict significantly more vegetation surrounding the village, especially to the east (see cover photo c1910.)

1889 On December 29, 1889, D. H. Day, thirty-six years old, marries nineteen-year-old Eva Farrant, daughter of the innkeepers at the Sleeping Bear Inn. They live above the store and have nine children, seven of whom live to maturity

1890 Day house built just to south of the General Store, Eva never moves in, prefers living above the store.

1890 Day begins letter campaign to USLSS advocating for a station at Sleeping Bear Point.

1894 Seymour Transportation purchases the Northern Michigan Line and forms the Northern Michigan Transportation Company. D. H. Day may have sold his interest in the Northern Michigan Line soon after he acquired the *Lawrence* and the *Champlain*. The Northern Michigan Transportation Company's steamboats continue regular stops at Glen Haven.



Land is formally set aside at Sleeping Bear point for future construction of U.S. Lifesaving Service Station.

- 1895 Land that the Warner/Farrant house (the current VIP Center in the yellow house) sits on is sold by Thomas Young, to Miner Farrant for \$75. The house was likely built soon after and occupied by Miner and Elvina (Kelderhouse) until 1910, then rented to August and Rose Warner, and to John Basch. Miner Farrant sold the property to Day in 1919.

Early 1900s

- 1901 Congress appropriates money to build a Life-Saving Station at Sleeping Bear Point, west of Glen Haven. Bids went out in April, work began in July, the construction was finished in December. Contractor was Robert Newcombe & the first Keeper was William Walker.
- 1902 Sleeping Ber Point Lifesaving Station is inspected, accepted, and officially opened.
- 1904 Existence of phone lines at Sleeping Bear Point LSS seen in a letter detailing the need for a seventh Surfman.
- 1905 Day purchased and installed an Edison gas powered direct-current electric generator (*GT Herald August 10, 1905*). He also constructed a curling rink and tennis court southeast of the Store. The ice was lit at night, with Day flashing the power on and off to warn players the generator would be turned off. Remains of both are visible today.
- The Farrant's add a North addition to their house, construction by Burr Getman of Empire.
- 1906 Grand Traverse Herald 11-8-06: "D H Day started on his farm house on his farm this week. He has a large force at work under the supervision of Mr. Van Sickle, of Traverse City, who has charge of the work and it is expected to complete it outside before bad weather sets in."

- 1907 D. H. Day purchases narrow-gauge railroad tracks and a locomotive from the dismantled J. O. Nessen Mill at Glen Arbor and installs them between the sawmill on Little Glen Lake and the Glen Haven dock. The narrow-gauge railroad provides quicker access between the mill and the dock than the original horse-drawn tram, increasing the operation's profitability. As aligned in 1907, tracks arc around the Glen Lake Swamp to the foot of a knoll behind the Sleeping Bear Inn, then enter a roundhouse.



- 1907 Grand Traverse Herald 9-12-07: "D H Day is building a large barn on his farm. It will be 40 x 100 feet, with cement basement for 50 head of cattle. The plans were made by F. E. Moore, architect, of Traverse City, Burr Getman of Empire will superintend the building."
- 1907-08 Western Michigan Pike Assoc. promoting tourism in Northern MI.
- 1908 Grand Traverse Herald 10-2-1908: "The Glen Haven hill is being cut down and regraded. The hill is now 17 feet to the hundred. It is the intention to reduce the grade to 8 feet to the hundred. When complete it will be one of the easiest hills in the region. The work is being done at the private expense of D. H. Day."
- 1910 D. H. Day owns more than five thousand acres in the Sleeping Bear Dunes area, including the farm three miles south of Glen Haven developed in the early 1870s by the Northern Transportation Corporation.
- 1913 The opening of state highway M-22 in Leelanau County provides easy automobile access to the Sleeping Bear area and promotes the spread of tourism. M22 - the Manistee to Leland State Road renamed – it was one of the original "State Trunk Line Highways.
- 1915 In January, President Woodrow Wilson signs the "Act to Create the Coast Guard", Sleeping Bear Point is now a U.S. Coast Guard Station.
- 1919 D. H. Day donates a 32-acre site directly east of Glen Haven (fronting Sleeping Bear Bay) to the Michigan State Park Commission. In honor of his donation, the commission names the park D. H. Day State Park. The commission constructs a campground, log cabin, and road between the park and Glen Haven. Day is named

Michigan's first State Park Commissioner.

1920s

- 1923 D. H. Day's sawmill (Day Lumber Company) closes, several years beyond the end of the Michigan lumber boom, due to his method of selective cutting.
- 1925 Glen Haven Canning Company "canning plant" construction begins. Built on the shoreline near the dock, the canning company processes cherries and apples from D. H. Day's farm and from local orchards. The processed fruit is shipped from the Glen Haven dock to down-lake markets. D.H. Day Jr. manages the cannery.



Looking northeast to the Glen Haven Canning Co., c. 1933.
Note the narrow-gauge railroad tracks.

- 1926 First gas pump installed in front of the store.
- 1928 D. H. Day dies on April 17, 1928, at the age of seventy-six without a will. Following his death, Eva Day transfers responsibility for the estate to the Grand Rapids Trust Company.

The Sleeping Bear Inn is enlarged, modernized and the front porch is enclosed. In addition, a two-story, six-bay garage (known today as the Sleeping Bear Inn garage) is also constructed just south of the inn. According to Marion (Day) Warnes, a barn sheltering driving horses for carriages and sleighs originally stood on the location of the garage. It is not known if the Inn renovation and construction of the garage were initiated and/or completed before or after Day's death.

In June 1928, the State of Michigan designates Glen Haven Road (along with a portion of M-22) as state highway M-109, due in large part to the efforts of D. H. Day. Day learned of the impending designation just prior to his death. Construction of M-109 in this area requires realignment of the Glen Haven Road.

- 1929 Enterprise 6-20-1929: "The road from Empire to Glen Haven has now been made a state trunk line and will be known as M-109. This road will be the scene of a complete rebuilding. Where it reaches Glen Lake instead of running along the shore it will be placed back of the lots and near the Sleeping Bear. This will continue up the long hill and from the summit of the Glen Haven hill will be filled toward the Glen Haven School House. This will make an enormous fill but will avoid the present road on the hill where there is a sharp turn at each end of a steep grade."

Plans are made to remove the narrow-gauge railroad tracks near the Glen Haven Canning Company. It is not known when the tracks are finally removed.

1930s

- 1931 Due to shifting sands, the Sleeping Bear Point Coast Guard Station (originally built in 1902 by the U. S. Life-Saving Service on Sleeping Bear Point) is moved to its current location just west of Glen Haven.

Sleeping Bear Drive may have been constructed as early as 1931, to provide access from Glen Haven to the new U. S. Coast Guard Station.

Steamboat service continues to Glen Haven until 1931. Since the late 1920s there have been few passengers disembarking and little cargo unloaded at the dock due to the poor economy and the popularity of motorized vehicle travel.

By the end of 1931, features that had played a dominant role in the character of the landscape during the nineteenth and early twentieth centuries are gone or greatly diminished. The railroad stops running and the tracks have probably been removed; steamships no longer stop at the Glen Haven dock; the blacksmith shop has been reduced to a storage facility; and garages have replaced all or most of the village barns. Lost with these activities are associated small landscape features such as stacks of lumber, railroad switch signals, metal equipment awaiting repair around the blacksmith shop, and livestock equipment. Dock activity on a smaller scale will service boats carrying fresh fruit to the Glen Haven Canning Company and then transport processed fruit to market. The Sleeping Bear Inn, the Store continue to operate.



Looking North along the Glen Haven Dock circa mid-1930s

- 1933 Jan 1, State of Michigan takes over county road from Glen Arbor to Glen Haven, closing the gap between M-109 and M-22. Length 2.0 miles. (Leelanau Enterprise 12-8-1932 p. 4].
- 1935 Louis and Marion (Day) Warnes begin operating a dune ride tour business out of the General Store. Inspiration for the new business comes from a modified Model A roadster used by the Frankfort Glider Club and stored at Glen Haven. The club equips the automobile with oversized balloon tires in order to tow-sail planes to the top of the dunes. The Warnes' outfit five automobiles with similar tires and call them *dunesmobiles*. The business is very successful and becomes one of the region's most popular tourist attractions.
- 1936 Eva Day (Farrant) dies after suffering a stroke.
- Dec 24, The Glen Haven Post Office closes. At the time of the closure, the post office is located in the former village paint shop, on the north side of the blacksmith shop. It is not known when the post office relocated to the paint shop from the store.

- 1937 Through the Grand Rapids Trust Company, D. H. Day's children purchase the remaining Glen Haven land and buildings at nominal fees. Several parcels, including the store, have been purchased earlier by family members prior to the establishment



of the trust.

- 1938/9 The last year school was held at Glen Haven. In August of that summer the GH school building was moved to Glen Arbor, next to the GA school, to be used for the younger students. Port Oneida, Miller Hill schools were also closed.

1940s & Beyond

- 1941 The former Glen Haven Post Office (originally the village paint shop) is moved to its present location next to the Day house. The post office is remodeled into a one-car garage (known today as the Day House garage.)
- c1941 Coast Guard Station Sleeping Bear Point deactivated.
- c1945 The Glen Haven Canning Company closes in the mid-1940s. In later years, the

building served as a garage and repair shop for the Warnes' dune ride business.

- 1955 Coast Guard Station Sleeping Bear Point land and buildings are returned to public domain, the Bureau of Land Management taking responsibility. *CG Historian Office*
- 1970 October 21, 1970, Sleeping Bear Dunes National Lakeshore is signed into law through Public Law 91-479.
- 1972 Sleeping Bear Inn closes.
- 1978 The Warnes' Dune Ride business ceases operation, and the store closes.
- 1979 The Sleeping Bear Inn is listed on the National Register of Historic Places.
- 1983 The Glen Haven Village Historic District is listed on the National Register of Historic Places.
- 1984 Sleeping Bear Point Coast Guard Station opens as the Maritime Museum



- c1985 By the mid-1980s, the National Park Service has purchased all property within Glen Haven. A number of residents retain occupancy rights.
- 1992 The park's Development Concept Plan for Glen Haven is approved.
- 1998 North Manitou Island USLSS Boathouse is designated a National Historic Landmark.

c2003 NPS rehabbed the exteriors of the inn, store, Day house, blacksmith shop & generator bldg.



2005 Occupancy rights expire for the last remaining Glen Haven resident.

2010 The NPS rehabbed the cannery, repoured all concrete and replaced the sill.



2022 The non-profit group Balancing Environment and Rehabilitation (BEAR) begins a 40-year historic lease at the Sleeping Bear Inn. Rehab starts in April, with plans to open in 2023.

Supplemental Information

Native Americans

Elizabeth Westman was born in Glen Haven in 1905 and gave the following account in a 1975 interview: (*Weeks*)

“I was born in Glen Haven, the youngest of seven children and a member of the Odawa tribe. We lived in a long building built by Mr. Day. The building was a short way from Sleeping Bear Inn. There was a slaughterhouse nearby and we got some meat from there. We used to cook in a three-legged iron kettle with no top on it. We put hog's heads in there and made head cheese. We caught fish and had many fish-frys. We saved the grease and fried doughnuts in it. We did all our cooking outside. We were sharecroppers, too, so we had enough food. We were given brown stamps for shoes and green stamps for vegetables. Mother taught me how to make baskets. We used the black ash for weaving when we could get it. We sold our baskets down by the pier and at the Tanawatha Resort. When the noon dinner bell rang there, all the people came – some days Mother made fifty dollars. She also took orders for more baskets. We were busy in the spring gathering maple syrup and making sugar candy. We sold that, too. There were about thirty Indians living in our area. They were all related. The name of the other family was Jackson.”

Pioneer Life

Early settlers in the Leelanau Peninsula came from a variety of backgrounds. There were a significant number of Civil War veterans among them, many arrived via steamship, often by the route from Ogdensburg, N.Y. As for immigrants from other countries, those in the 1860s and 70s tended to come from Canada (including French Canada), with increasing numbers from Germany, Britain, and the Austro-Hungarian areas of Europe (the “Bohemians” among them), and Scandinavia soon after

The following characterized pioneer life. (The information using census data is from 1910, the earliest currently available.)

- Farming was an essential but not sufficient part of getting by for many families. In 1910, 74% of the land in Leelanau County was in farms, and the “average” farm was 110 acres, with about half the acreage improved.
- Households often consisted not only of a nuclear family, but other relatives, boarders, and servants.
- Demographics: In the 1910 census, Leelanau County was over 95% white, with others placed in the categories then used: Indian, Chinese, Negro (Indigenous people were not consistently counted.)
- Making a living:
 - Many people might both farm and work seasonally, for instance, in a sawmill, felling and transporting timber, etc. Or a family might both farm and run a store, or work in a position such as cooper, wagon-maker, or millwright.

- Many—most—people were poor and making a living and having enough to get by was a major preoccupation.
- There were many people who owned no land and worked as servants and day- or farm-laborers. Summarizing census data from 1910 to 1930, roughly a third of respondents described themselves as “laborers” of one sort or another.
- Pioneers bought and sold land among family and community members: land was a principal asset in the era before banking was widely used by ordinary people.
- Women worked. The occupations attributed to men were often the pursuits of a couple, or of the entire family.
- Children not infrequently were taken in by neighbors or relatives after the death of a parent. They might live with a new family, while their widowed parent lived not far away.
- People had fun. Dances and parties were frequent, often covered by the newspapers with attention to the details. There were various kinds of work “bees,” quilting, cornhusking, laying in wood for the winter.
- Literacy data are available from the 1910 census, only for males of voting age. 7% of such males in Leelanau County were not literate. For white males born in the U.S., it was 3%; for those born in other countries, it was 10%. Literacy would continue to increase for younger people.
- Educational opportunities grew substantially in the late nineteenth century and were a great source of community pride.
 - An eighth-grade education was standard, and a substantial achievement, until perhaps the late 1880s, when a high school was established in Traverse City, followed by a high school in Empire.
 - Students’ achievements were celebrated in recitations, performances, and debates that were well-attended and covered in detail by local newspapers.
 - Children often boarded near school, especially during the winter, in order to be able to attend.
 - In the 1910 census, 92% of people aged 6 to 14 were attending school, and 73% of those aged 6 to 20.
- People traveled and moved more than we tend to think. Roads were very poor, making inland travel very difficult, but travel by steamship and later railroad became increasingly accessible. People might stay with relatives elsewhere for months at a time or move quite frequently within a small geographic area.
- Pioneer era circumstances changed over time: automobiles, gradual electrification, some manufacturing in the area, but, in general, it is fair to say that rural life changed very slowly, well into the twentieth century.

In Glen Haven, the Gazetteers,ⁱⁱ completed by the postmasters, tell us the following:

- Mail Delivery: once weekly until 1875. Twice weekly until 1889. Thrice weekly until 1893—then daily. Land cost between \$1 and \$15 per acre. Mail delivery was directly tied to the frequency of the stage coach that passed through Glen Haven to Traverse City. The

fare for the stage was \$2 and remained constant from 1873 to 1893. In poor weather and in winter both the stage and mail delivery were irregular.

- The nearest railway service was Traverse City, until 1903, when it became Empire. The nearest banking was also Traverse City, until 1919, when it became Empire.
- The population was variously reported as 50, 100, 150.
- The lumber mill and shipping interests in Glen Haven were as follows: the Vermont Central Railroad (1873); the Northern Transportation Co. (1875 to 1881); the D. H. Day Co. (1883); Butler & Co. (1885); the D. H. Day Co. (1887 and thereafter).
- Products shipped included (listed as they were first mentioned): lumber, wood, maple sugar, potatoes, (1875); “some farm products,” grain, bark (1883); fruit (1885).
- Occupations and businesses in Glen Haven, aside from the lumbering and shipping noted above, (listed as first mentioned) included: hotel and livery, dock, general store (1873 – 1881); cooper, tug captain, telegraph operator, blacksmith, sawyer, shoemaker, wagonmaker (1883 – 1885); Justice of the Peace, fisherman, millwright, grain and livestock (1887 – 1897); Notary, Town Treasurer, schoolteacher, music teacher, life-saving station (1899 – 1909). After 1910, there is a sharp reduction in the number of businesses listed in Glen Haven, with the saw mill, general store, hotel, electric light plant and logging railroad all listed under D. H. Day.

Lumbering

After the fur traders, trees were what brought the European settlers to the region, the northern MI forests were full of virgin pine and hardwood. North and South Manitou islands were settled first, as early as the mid-1820s. It may sound surprising that they chose the islands first, but consider that all travel was by water, settlers were no more isolated on an island than the mainland, and South Manitou offered the best natural deep-water harbor between Chicago and Mackinaw. It wasn't until the 1850s that the settlers moved to Glen Haven.

Lumber camps were first established to cut cordwood for the steam ships. As the ships transitioned to coal, which is a much better fuel than wood, sawmills were built to cut lumber and supply boards to the growing towns and cities throughout the region.

Many lumberjacks were single or did not have their families with them in this “wilderness”. They were recent immigrants trying to get established. Their families lived with relatives in the cities or were still in their homelands waiting to be called over. Two such settlers were the Shauger brothers from Plymouth, Wisconsin, who established homesteads in Northern Michigan. Daniel, John, and brother-in-law Ebenezer Cobb arrived in Glen Haven in 1865. They located homestead sites north of Empire on what is now called Shauger Hill and in 1867 their father, mother, wives, and 6 brothers and sisters joined them on the homestead, where they farmed and continued to cut wood to supplement their income. Most of the later lumber crews were starting farms on the recently cleared land while working in the lumber camps during winter.

A crew of 15 men and a foreman operated the Day sawmill. Every day at noon the whistle blew and could be heard for miles. Day initially paid lumberjacks 15 cents/hour and dock hands 35 cents/hour. Pay in Glen Haven was in the form of “scrip” redeemable only at the Day Store that

carried a wide variety of groceries, dry goods, hardware, and furniture. By 1910, lumberjacks earned 17.5 cents and dock hands 40 cents, which was not much of a raise. Lumberjacks and dock hands lived in the logging camps, the inn, or in small houses. Rent was cheap and was of course deducted from their salaries.

Late in the 19th century, the banks of Glen Lake were piled high with lumber. Homesteaders cleared their own land or allowed Day to log their property. John Bumgardner served under Day as sawmill foreman in the early 1900s. The Bumgardner house was always occupied by mill or farm workers. John and his wife Cynthia had nine children who played and attended school with the Day children.

During much of the boom from the Civil War (1860-65) until about 1900, Michigan was the national leader in lumber production.

- From 1869 to 1899, Michigan produced more lumber than any other state; sometimes as much as the next three states combined.
- A total of 161 billion board feet of pine and 50 billion board feet of hardwoods. This could build a one-inch plank road a half mile wide from New York to San Francisco
- In dollars, Michigan lumber exceeded the value of all the gold of California by a billion dollars.ⁱⁱⁱ
- Nearly twenty million acres—about a third of the state—was deforested. The debris left behind contributed to great fires across several decades.

Tourists & Resorters

There were 400 steamers sailing the Great Lakes in the 1850s. For three decades, water travel was more comfortable than roads, in 1882 the Leelanau Enterprise, (newspaper based in Leland) reported that business in Glen Haven was “booming” but that roads were “very bad.”

Steamers carried passengers for immigration, business and recreation starting in the late 19th century. As population centers grew in the Great Lakes region, urban residents chose to travel to smaller lakeshore communities like Glen Haven as an affordable vacation away from the cities. People visited the Manitou Passage area to take advantage of the swimming, boating, fishing, beachcombing, hunting, tennis, and golf. Cool breezes off the lake, sunsets, and pure water in lakes and streams provided relief from the sweltering heat of the cities. The atmosphere was said to be beneficial for relieving malaria and hay fever.

Many families of Chicago businessmen would vacation for the summer in northern Michigan, to be joined on weekends by their fathers traveling aboard lake boats. Large passenger vessels were often luxuriously appointed, including suites with baths, dining salons, and dance orchestras.

During the period between 1910 and 1931, festive crowds gathered at the Glen Haven docks, especially on weekends, to greet the incoming steam ships. Motor coaches awaited newly arriving resort guests while many summer home residents rode to the docks to meet fathers and husbands visiting for the weekend. “They leave Chicago Friday night, “explained a tourist publication, “and get here the next morning, first stop. They're with their families until Sunday night when the boat takes 'em back again, ready for the job!”

The Northern Transit Company promoted the Glen Lake area to “pleasure seekers” of peace and quiet, fishing and camping. By 1878, the NTC had 24 vessels traveling from Ogdensburg, NY, to Chicago and Milwaukee. Some of the ships were named the *Illinois*, *Puritan*, *Missouri*, and the *Manitou*.

Travel leaflet printed by NTC:

“The steamers of this line will leave Glen Haven this season as follows: Daily Tuesdays and Wednesdays expected at 10 o'clock in the morning. For Mackinaw, Cheboygan, Duncan City, Presque Isle, Port Huron, Toledo, and Cleveland. To the Pleasure Seeker: Glen Lake is well stocked with all kinds of fish, and those wishing to enjoy a quiet rest and good sport can here find the opportunity at a nominal expense. Boats and small steamer on the lake to let. Those who like camping out can find no better place than Glen Lake to spend a vacation. Any further information cheerfully furnished by D. H. Day, Agent N. T. Co.”

The *Manitou* was very well-known and very classy, built in 1893, she carried 75 crew and 2,000 passengers. A 1901 flier referred to it as “The Palatial Steamship *Manitou*”, “The Ideal Summer Trip”, and “First class service in every way.”

“Nearly seventy-five percent of the traffic on the Manitou's weekend trip out of Chicago is for Glen Haven cottages, and tourists disembarked at the Glen Haven docks for Northport, Traverse City, the sundry Glen Lakes and even the resorts on the other side of Grand Traverse Bay.” (Record Eagle, 1926)

“Steamers had main cabins that rivaled hotel rooms in comfort, and plush furnishings.” (Leelanau Enterprise).

Gladys Dillon Young, former summer visitor at Glen Lake as a child in 1906, quoted from a 1975 interview. (*Beautiful Glen Arbor Township*)

“I remember the boat, Manitou, which we came up on. It hauled lumber as well as passengers. And I especially remember the little train that went to the Glen Haven pier from the end of Glen Lake. There was a boarding house down by the mill pond for the mill hands. This little train hauled logs down there. I rode the train at times when Alice Day used to invite me to come visit her. (Above the store in Glen Haven.) “Yes, that's where people would meet and sit for hours on the front porch waiting for boats to come in. Boats never seemed to come when they were due. People always went down on Sundays to watch. That was the highlight of the week. “

In 1911, Glen lake had 6 resorts on its shore. Resort property on Michigan lakes increased in value from 50-100% per year in the early 1920s, enticing vacationers with a pleasant climate and scenery, dances, sports activities, and the chance to mingle or flirt with their peers. Large front porches at resorts provided a transitional space between nature and “civilization”. The

1920s were boom times in the tourist business. A half-million tourists spent \$35 million in 1920, while only six years later, in 1926, 4.5 million tourists spent \$270 million.

Sleeping Bear Inn

The Inn was built in 1866 by McCarty and was one of the few structures to survive the great fires of 1871. The Inn was simply called the "Glen Haven Hotel" for many years. In 1879, William Farrant, an early proprietor, placed an advertisement in the Gazetteer appealing to fishermen, calling it the "Lakeview Hotel," but the name did not catch on locally. It seems to have been only in the early 1900s that it came to be called the "Sleeping Bear Hotel."

The Inn served a combination of short-term guests, travelers, salesmen, local people passing through town and longer-term boarders, such as local schoolteachers and blacksmiths. At times, there might be a surge of laborers. In 1877, William Farrant and his wife, Ezilda, hosted the area's Independence Ball at The Glen Haven Hotel. Admission was \$1, and music was provided by King's Band.

In the 19th century, managers of hotels were usually called "conductors" or "proprietors." Most hotels or inns included a livery. The proprietors were assisted by servants, who might live on-site. The information below about the people who managed the Inn was obtained from the Gazetteers and from census data. The first mention of the Inn was in 1877.

1877 to 1883: William and Ezilda Farrant, hotel and livery.

1883 to 1889: Thomas Young, hotel and livery.

1889 to 1893: James Post, hotel and livery.

1893 to 1896: Charles Carr, hotel and livery.

1897 to 1907: William and Ezilda Farrant, hotel; H. King, livery as of 1897-1899.

1910 to 1920, D. H. Day is listed as the proprietor of the "Sleeping Bear Hotel" in the Gazetteers, though it is not likely he managed its day-to-day operations. The Inn ceases to be mentioned in the Gazetteers after 1920. Census data provides the following:

1910: Welphe and Cora Barber, ages twenty-six and twenty-four

1920: Chase Alsher

In 1904 a room cost \$1.25/day or \$6.00/week - cheap for that time period. In 1928, major renovations were made to the inn, wicker furniture was added to the front porch for dining. Chimneys were relocated, bathrooms and other plumbing fixtures were added, the kitchen was modernized, sleeping rooms on the second floor were separated, the hand-dug basement was expanded, and a garage was built



Courtesy Empire Museum

Warner (Farrant) House



History is easily oversimplified—how else can the story be told? For many years, Glen Haven was described as if it were a unified property, passing from McCarty to Chamberlin to Day. Research has shown the reality to be more piecemeal, more complex. The house now used as the Park Service Volunteer Center is a case in point.

Miner Farrant (son of Inn proprietors William & Ezilda) and Elvina Kelderhouse Farrant were the original

owners and residents of the house. They lived in it from about 1895 until 1910 with their two daughters: Jane, b. 1895, and Frances, b. 1904. They moved out of Glen Haven in 1910, but Miner continued to own the house until 1919.

The property's history: The lot the house stands on was owned by the Northern Transit Company in the 1870s. In 1879, the NTC sold it to a local man, James Young. Sometime between 1879 and 1895, ownership passed to Thomas Young. In 1895, Thomas sold it to Miner Farrant for \$75. (Whether or not the house had been built by 1895 is unknown; if not, it was built soon after.)

The Farrants and the Youngs would have been well known to one another. Both families had been in the Leelanau Peninsula by the 1860s. Both families were a presence in Glen Haven, and both had family farms in "East Empire," along what is now M72. Both families had managed the Sleeping Bear Inn: Miner's parents, William and Ezilda, and Thomas Young. So, this was the sale of property between two men long familiar with one another.

The Farrants enlarged the house in 1905, with the addition of a new kitchen, almost certainly the small wing to the north. The work was done by Burr Getman of Empire.

In 1910, Miner Farrant and his family moved from Glen Haven to the family farm, the Maples, in East Empire. But Miner continued to own the house in Glen Haven, most likely renting it out. In 1919, he sold it to D. H. Day for \$450. Residents of the house after the Farrants included blacksmith John Basch and August and Rosie Warner.

Farming

In *Michigan Agriculture - A historical background*, written in 1921, Chase described mid-19th century, pioneer farming conditions:

“Michigan got a rather bad reputation in the East, and it was early officially declared that little of the territory was fit for human habitation.”

“The battle with the trees, and after them the stumps, some of them of enormous size and well-nigh indestructible, was grueling labor for both man and beast at a time when high explosives, mechanical stump pullers, and tractors were not yet at the disposal of the pioneer as they are today.”

“One seldom finds in the recollections of pioneer life by those who shared it, any longing for the return of the “good old days” which did not leave many impressions save those of toil and privation.”

In Glen Haven, as the lumber industry declined, D.H. Day turned to agriculture as a way to diversify his operation. The local climate proved to be suitable for growing fruit, prevailing southwesterly winds, cooled by the waters of Lake Michigan, blew over the land to help retard early growth until after the threat of frost. At the end of the season the lake warmed enough to keep early cold spells from damaging the crops before they matured. The region enjoys 150 days of growing weather vs. 100 days a few miles inland.

Day hired a foreman to manage the “Oswegatchi” farm, renting the farmhouse to the man and his family. Day walked from town to the farm every evening to check on his operation. He knew the name of each champion Holstein, the amount of milk each produced, and when each had calved. The barn that was in the village housed 20 horses, six draft animals and nearly 100 hogs. The barn was struck by lightning in 1920; the horses and draft animals were rescued but the hogs burned to death, the stench remaining for days. The structure was rebuilt but was torn down by the 1930s. (Cockrell)

The Western Michigan Development Bureau, founded by Day, promoted the area to investors and settlers to develop the west Michigan agricultural and industrial potential. Its slogan was “Every possible acre working all the time at that for which it is best adapted.” Day even went on trips to farmers' conventions in Detroit and Chicago to give his sales pitch for Glen Haven agriculture. Large numbers of new settlers were persuaded to come, while Glen Haven residents were persuaded to stay and stick things out. Some were successful, but others used unwise agricultural methods or failed due to the Depression. New families helped offset the emigration that was taking place as the big cities grew and the lumber industry declined.

The time between 1900-1920 was a golden era for the Sleeping Bear area according to Karamanski in “A Nationalized Lakeshore”. The agricultural economy was thriving and growing with the demand for grain and dairy products. Fruit was a new economic opportunity. After a few years of growing traditional crops, though, the sandy, acidic soil became depleted of organic material. Many farmers supplemented their winter income by working for the lumber company,

cutting, and hauling trees.

The lives they led

Mary Ann Wood was a sister of Elizabeth McCarty. Her husband, William W. Wood, served with the 147th New York Infantry. He was captured and sent to Andersonville. After learning of his imprisonment, Mary Ann and her daughter left New York and joined the McCarty's. Mary Ann purchased 49.1 acres in Glen Haven, where the dock was later built, and made an additional homestead claim. To stake a claim, one had to go to Traverse City. On May 6, 1864, the Grand Traverse Herald reported that "two ladies, Mrs. John E. Fisher and Mrs. Wood, rode on horseback from Glen Arbor to Traverse City, on Wednesday last, transacted their business at the Land Office, and returned the next day." The trip today is thirty miles, on current roads. Roads in those days were poor to worse—it was almost easier to take a steamer to Chicago than to get to Traverse City. Mary Ann Wood and Harriet Fisher were intrepid pioneer women. Mary Ann's husband would die a prisoner in February 1865, just a few months short of the end of the Civil War.

As for **Charles McCarty**, he left Michigan after his wooding station failed and the property had been sold. He moved to Chattanooga, Tennessee, where he worked as a blacksmith and bred and raced racehorses. His wife, Elizabeth, was severely disabled by a stroke. After her death, he and his sister-in-law, Mary Ann Wood, were married.

Three Generations in Glen Haven: The Farrants

William and Ezilda Farrant emigrated from Canada in 1867, along with other members of the Farrant family. Like many French Canadians, they were displaced by the combination of population growth and the scarcity of suitable farmland in Quebec. Their first home was a log cabin in Kasson Township. They managed the Sleeping Bear Inn for the first time from 1877 to 1883, and in 1877, they hosted the area's Independence Ball.

Like many early pioneers, William and Ezilda had multiple enterprises. They had a farm, "The Maples" in East Empire, and an interest in a sawmill on Glen Lake. In addition to the Sleeping Bear Inn, they conducted the Occidental Hotel in Traverse City, the first of that city's commercial hotels, in the 1890s, returning to the Sleeping Bear Inn again from around 1896 to 1907. They raised six children. Ezilda died in 1910, and William Farrant returned to Canada, like fully half of those who emigrated from Quebec, and lived until 1925.

William and Ezilda had five daughters and one son. Four daughters became local teachers: Eva (schoolteacher, married D. H. Day), Ida (schoolteacher and writer), Kathryn (music teacher), and Bessie (schoolteacher). They had one other daughter, Alice. Miner, second oldest, was the only son.

Miner Farrant, b. 1872, in the log cabin in Kasson township, Miner worked as a cook in a lumber camp as a boy. In 1891, he married Elvina Kelderhouse of Port Oneida. Miner knew everyone and did a little—or much—of everything over the course of his life. He took correspondence

courses in accounting and became the bookkeeper (akin to being an accountant today) for the Day Company; he did much of the purchasing for the business in Chicago and served as lumber company foreman. In Glen Arbor Township, he was one of the long-serving Justices of the Peace, as well as Township Treasurer. In 1910, he left the Day Co. and became a dairy farmer. Then, around 1920, interested in the new world of automobiles, he became a Leelanau County road commissioner, and he and John Seabright established a successful Dodge dealership in Traverse City. He died in 1957, aged 86. He had never parted with the family farm, the Maples, which remained in the family until 1963.

Frances Farrant Buech (like “beech”) b1904 in the Warner (Farrant) house now used by the NPS volunteers, and she lived there with her parents, Miner and Elvina, and her older sister, Jane, until 1910. She was a little girl surrounded by family: her grandparents managed the Sleeping Bear Inn, her Aunt Eva and Uncle Henry (D. H. Day’s family name) lived over the store with her cousins, and her aunts were local teachers. Frances Farrant gave us a child’s eye view of the times. She remembered her father driving a sled across the frozen lake to South Manitou in winter, fishing off the big dock with her mother, and going to school with her cousin, Estelle Day. Once, when she was about three, Frances, alone in the dining room of the house after the midday meal, carefully “battered” the soles of her shoes with the leftover mashed potatoes and skated around on the rug—her mother was not amused. She recalled her grandmother, Ezilda, who stood about 4’8”, lifting up her long black skirts and dancing a French jig. And she remembered many square dances—her father, Miner, was one of the callers. As a small child, she fell asleep while the party went on around her.^{iv}

Loss and Endurance:

Mary Favreau Farrant Payment was born in Ogdensburg, N.Y. in 1855. Her father’s death in 1869 transformed the family’s circumstances. Her mother moved with her four children to Glen Haven, taking the steamer, the Nashua. Mary went from a Catholic convent education to working with her family. They had a log house and made a living cooking and sewing work clothes for the men who cut cordwood. They lost their home in the 1871 fires; another was built. Mary married **Marshall Farrant**, a younger brother to William, of the Sleeping Bear Inn. Marshall farmed, logged, and had a store at Burdickville. The couple had five children. Four of those children died young. Then, in 1910, Marshall was killed in a logging accident on Christmas Eve Day, when a top log slid off a loaded sled, carrying him with it. Ten years later, Mary re-married **Frank Payment**, one of the early Civil War veterans in the area. She outlived her remaining son, and after Frank’s death at the age of ninety-five in 1932, she moved downstate near her grandson, Ray. She returned to the Leelanau area on a number of occasions, including the Old Settler’s Picnic in August 1940. From the *Leelanau Enterprise*: “Mrs. Marshall Farrant was there and presented the writer with a picture of the Old Settlers taken at the second picnic in the Van Ostrand Grove ... each face stands out so perfectly and distinctly.” The second picnic would have been in 1894.^v

Pioneer, Midwife, First Female Captain:

Florence Raymo Haas is remembered as the first licensed female captain on the Great Lakes and the namesake of Florence Lake on South Manitou Island, but that is only a small part of her

extraordinary life. She was born in Wisconsin in 1863 to Isaac and Isabelle Reimeu, both originally from Canada. Isaac was a handsome man of many trades: lumberjack, deep sea diver, farmer, fisherman, and blacksmith. Isaac, Isabelle, and their eight children arrived on South Manitou in 1871. During her youth Florence learned the skill of sailing from her father.

At 16, she married Joseph Haas. It was said that they eloped because Joseph's mother disliked Florence—both being women of strong opinions. Joseph and Florence had a small farm near the lighthouse on South Manitou. Together they farmed, fished, and carried the mail from Glen Haven aboard their boat "Reliance" in order to support their children. Florence was also the island midwife, with an impeccable record of never losing a baby. She received her license to pilot a boat on the Great Lakes in 1911, in her late 40s. The following year Joseph drowned in Lake Michigan after falling from his boat and hitting his head while loading cargo. He was spotted by the Surfman on watch in the United States Life Saving Service lookout tower, but he could not be revived.

An article hailing Haas describes the time she had to calm a panicked lumberman when her boat was caught in a sudden squall on Lake Michigan. Half-way between south Manitou and Glen Haven, "he became greatly alarmed and offered her \$500 to turn back," according to an article in the Grand Rapids Evening Press. "With a flash in her blue eyes, she turned upon him and said: 'You keep still and I'll land you on the other side for 50 cents, which is the regular fare.' "

Florence and her son Lawrence continued making the mail runs for about a year after her husband's death. She lived briefly in Green Bay, and then returned to the lakes as a cook aboard the car ferry Ann Arbor No. 4, a ship known to hold the record for the most accidents. The No. 4 struck a rock jetty, limped into Elberta, Michigan, and sank on Valentine's Day 1923 in 22 feet of water. It is quite possible that Florence was aboard.

Florence had invested in property in Texas and moved there, after making arrangements for her funeral, to be sure she was buried with family in Green Bay. She passed away in 1943 at the age of 80.^{vi}

An anecdote about Joseph Haas: February 3, 1881, two men came from the South Manitou Island, to Glen Haven, on skates. If you think that was exciting, on March 22, 1883, **Joseph Hass**, crossed Lake Michigan on foot from South Manitou Island to Leland. It was the first time the feat had been performed that particular winter. Joseph Haas had scarcely arrived in Leland before a seam opened behind him exposing quite a broad strip of water.^{vii}

Keeping Pioneer Memories Alive:

Born in 1879, **Ida Farrant** became a schoolteacher and wrote for local newspapers, especially the *Leelanau Enterprise*. She did not marry, perhaps the better to do as she wished, for she seems to have had a most interesting life. The daughter of William and Ezilda Farrant, Ida grew up in Glen Haven and East Empire, and benefitted from the expanded education offered in Traverse City. She became a schoolteacher, steadily adding to the grades she was qualified to teach. She was interested in birds and plants, and made sure her students learned about them as well. For much of her life, she resided in or around Glen Haven, but she spent months at a

time in Texas with friends and traveled often to Chicago by steamer. The columns she wrote reflected her affection for her pioneer past, and often give us a glimpse of the festive side of a hard life. They also reflect the longstanding environmental concerns in Leelanau County. From 1943:

Ida Farrant of "Glen Lake—West End" should receive a medal from the Department of Conservation for her wise advice regarding the care and treatment of our native flora and fauna. Frequently in her column she mentions some particularly lovely wild flower or plant that is slowly meeting destruction through careless indiscriminate picking by so called "nature lovers." This week, Ida is speaking on behalf of the wild and lovely bittersweet.^{viii}

The Lives of Animals:

What do we know about the domesticated animals of the Leelanau area in the pioneer era? Much less than we should, given their importance. The information we do have stresses their monetary value and numbers. The agricultural supplement for Leelanau County in the 1910 census shows 1,444 farms, with the following animals: Cattle, 9,456; of these, 4,618 were dairy cows; Horses, 3,336; Pigs and swine numbered 5,001; sheep numbered 2,388; poultry numbered 57,079. The supplement also tells us the value of the animals.

At the risk of over-generalizing, the average farm had 6.5 cows, half of them dairy; 2.3 horses; 3.5 pigs; 1.7 sheep; and 40 chickens and other poultry. The value of this assortment of animals was around \$455. Of course, in reality, farmers might specialize, with some farms having many more of one type of animal than another. Put another way, in 1910, the "average" cow was worth \$20; a horse, \$123; a pig, \$8; a sheep, \$4; and a chicken? Not much.

Fall was butchering time. Winter was hard on animals as well as people, and it was expensive to feed and water and maintain livestock over the winter. Of course, this does not capture all the dogs, cats, and canaries of the era, nor the bonds that existed between people and at least some of the animals.

Summary of Financial Transactions of Glen Haven:

This section summarizes what is currently known about the business transactions by the NTC, its founder Philo Chamberlin and his associates.^{ix}

- In 1880, as surety for a loan, Chamberlin conveyed selected property at Glen Haven—but not the land or the contents of the hotel—to his son-in-law, William W. Butler. Most of the fleet was sold at fire sale prices. The Northern Transit Company existed in name only.
- In 1881, the land at Glen Haven owned by the NTC was conveyed to D. H. Day and William Ellsworth for \$13,206.47. The motives for and opacity of this transaction were commented on at the time. R. G. Dun noted that neither Day nor Ellsworth, both working for annual salaries, had the resources to purchase the land, "the business is really owned by Chamberlin and is merely in their name for reasons best known by Chamberlin."
- In 1883, D. H. Day, acting for unnamed parties, deeded the land at Glen Haven to William W. Butler, Chamberlin's son-in-law, again for \$13,206.47. R. G. Dun: "No business is being done this winter & mortgages are on file on all the personal property ... the whole business is a puzzle."
- In 1884, Philo Chamberlin and his wife moved to Glen Haven. He had crews in the woods nearby, advocated that Glen Haven be the terminus of a proposed railway, and "engaged in

- arrangements to bring the land into market.”
- In March 1886, Chamberlin died in Traverse City. The *Grand Traverse Herald* reported that “Mr. Chamberlain who has resided in Glen Haven for the past few years died very suddenly last Wednesday morning. Apoplexy or paralysis of the heart was supposed to be the cause...” On April 15, the *Herald* wrote that “Mr. Butler, of Cleveland, and Mrs. Chamberlin have sold some of their furniture and rented the dock, store, railroad track, tug on Glen lake and saw mill to John Tobin. They also rented the hotel, 13 cows and farm to the Young Bros.”.
 - William W. Butler and D. H. Day, then residing in Traverse City, acted quickly to assist Day in acquiring the holdings in Glen Haven. On March 26, 1886, Butler had the land at Glen Haven conveyed to Day’s twenty-five-year-old sister, Margaret, who lived in Detroit. Butler also assigned two mortgages on the Company’s property to Day. The effect of these transactions was that Day acquired the holdings at Glen Haven, in his sister’s name, for a total of \$12,515, paid with a combination of promissory notes and \$7,815 cash. Perhaps Perry Hannah, for whom Day had been working during the 1880s, assisted with the cash.
 - In 1889, Day and Butler brought a foreclosure suit in Leelanau County against his sister, Margaret, the NTC, and others, asking that the 1876 mortgage, which they now held, be foreclosed. The Circuit court decreed that Glen Haven properties be sold to satisfy the amount due.
 - May 1890: properties in Glen Haven were “sold and struck off” in separate parcels to D. H. Day, “subject to the lien of the said William W. Butler as mentioned in said decree . . . and which said amount is the sum of \$4906.06 and interest thereon at the rate of six percent.” It is very likely that by mutual prior agreement, in the end Day paid little or nothing to Butler other than the two promissory notes he had signed four years before.

Sources

1. Albright, John. *Historic Structure Report, Sleeping Bear Pt. Coast Guard Station* (NPS, 1980)
2. Bullington, Neal. *Wrecks, Stranding’s, and the Life-Saving Service/Coast Guard in the Manitou Passage Area*, (NPS, 1993)
3. Byron, Christine, *Vintage Views of Leelanau County* (Sleeping Bear Press, 2002)
4. Chase, L. A. *Michigan Agriculture, A historical background* (Michigan Department of Agriculture, 1921)
5. Cockrell, Ron. *D. H. Day’s Kingdom* (NPS Special Study of the Glen Haven Area, 1984)
6. Dietrich-Smith, Deborah. *Cultural landscape report, Glen Haven village historic district* (NPS, 2007)
7. Ellis, David. *Michigan Postal History: The Post Offices 1805-1986* (The Depot, 1993)
8. Empire Museum
9. Giambarba, Paul. *Surfmen and Lifesavers* (The Scrimshaw Press, 1985)
10. Given, David. *Development Concept Plan for Glen Haven* (NPS, 1992)

11. Haswell, Susan. *A Garden Apart* (NPS, 1994)
12. Hayes, E. L. *Atlas of Leelanau County, Michigan* (Titus, 1881; U of M e.book, 2006)
13. Hill, Donna. *Shipwreck Season* (Clarion Books, 1988)
14. J.G. Holmstrom, *Modern Blacksmithing* (Frederick J. Drake Co, 1904)
15. Karamanski, Theodore. *A Nationalized Lakeshore: The Creation and Administration of Sleeping Bear Dunes National Lakeshore* (NPS, 2000)
16. Keller, Mae (with Bond, Kay & White, Andrew), *The Farrants*, (Mission Pt. Press, 2021)
17. Leelanau County Register of Deeds; www.geocities.com
18. Leelanau Enterprise, weekly newspaper founded in 1877
19. McLellan, M.C. *United States Life-Saving Service – Beach Apparatus Drill* (Treasury Department, 1883)
20. National Register Documentation for Sleeping Bear Dunes sites
21. Noble, Dennis. *A Legacy: The United States Life-Saving Service* (U.S. Coast Guard, 1987)
22. Noble, Dennis. *That Others Might Live – The US Life-Saving Service, 1878-1915* (The Naval Institute Press, 1994)
23. Rader, Robert. *Beautiful Glen Arbor Township: Facts, Fantasy and Fotos* (Village Press, 1977)
24. Ratigan, William. *Great Lakes: Shipwrecks and Survivals* (William B. Eerdmans Publishing, 1977)
25. Scott, Marie, retired NPS Interpreter
26. Sewall, Jodie. *Long Distance Love* (Sewall Publishing, 2018)
27. Shanks, Ralph. *The US Life-Saving Service – Heroes, Rescue and Architecture of the Early Coast Guard* (Costano Books, 1996)
28. Tanner, Helen. *Atlas of Great Lakes Indian History* (University of Oklahoma Press, 1987)
29. Traverse City Record Eagle, daily newspaper founded in 1858
30. Weeks, George. *Sleeping Bear, Yesterday & Today* (Petoskey Publishing Co., 2005)
31. Weeks, George. *Sleeping Bear: Its Lore, Legends and First People* (Historical Soc of Michigan, 1988)
32. White, Andrew; Historian.

Endnotes:

¹ The Glen Arbor Dock, also called the "Central Dock," was built in the 1850s. Later McCarty built his dock at Glen Haven, and Thomas Kelderhouse built a dock at Port Oneida in 1861 or 1862. Andrew White, personal communication.

¹ It should be noted that cordwood, unlike more finished wood products, does not necessarily require a mill, although a mill was built later. Cordwood need only be cut to certain size specifications.

¹Detroit Free Press, August 4, 1866.¹ R. G. Dun & Co., the predecessor to Dun and Bradstreet, was a commercial reporting agency in the 19th century and a pioneer in credit reporting. The reports covered businesses large and small, in communities large and small.

¹ Leelanau County Michigan, Deed Book 8: pp. 292–9.

¹ obit

ⁱDetroit Free Press, August 4, 1866.

ⁱⁱ R. L. Polk and Co., et al. *Michigan State Gazetteer and Business Directory*. Detroit: C. F. Clark [etc.].

ⁱⁱⁱ Weeks, George. *Sleeping Bear: Yesterday and Today*. p. 74

^{iv} This section is condensed from *The Farrants of Glen Haven and Empire: A Story Restored*.

^v Based in part upon "Biography of Mary Favreau," *Leelanau Enterprise*, June 1, 1944.

^{vi} Condensed from "Florence Haas, Great Lakes Captain," *The Leelanau Historical Society*, March 15, 2022, <https://www.leelanauhhistory.org/leemuse/>

And "Great Lakes' First Woman Boat Captain Remembered for Steely Nerve, Sass," January 30, 2019

https://www.mlive.com/news/2018/05/great_lakes_first_woman_boat_c.html

^{vii} *South Manitou Island Memorial Society Newsletter*, 1992/1993, Vol.3, No.3

^{viii} *Leelanau Enterprise*, October 21, 1943.

^{ix} White, Andrew. "Glen Haven: Charles McCarty, Philo Chamberlin, and the Northern Transportation Company." In *Glen Arbor Township History*. Forthcoming. Additional research may expand this account, which is current as of March 2022.