HISTORIC RESOURCE STUDY

SLEEPING BEAR DUNES NATIONAL LAKESHORE

SOUTH MANITOU ISLAND LIGHTHOUSE COMPLEX 1883

National Archives

JIM MUHN

NATIONAL PARK SERVICE

1984

HISTORIC RESOURCE STUDY

SLEEPING BEAR DUNES NATIONAL LAKESHORE

MICHIGAN

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1979

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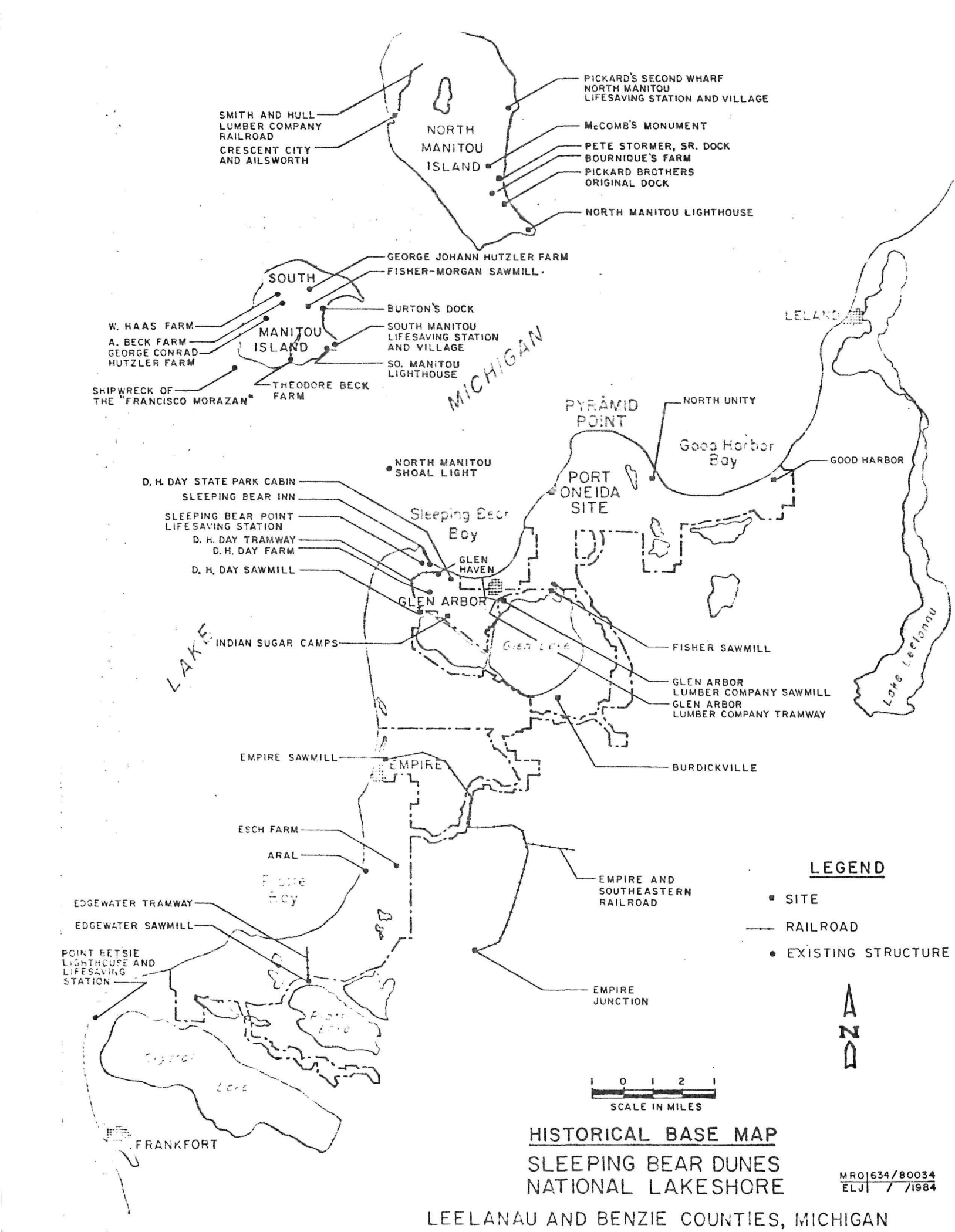
In the end, however, I must take all responsibility for any mistakes in this study.

Jim Muhn



HISTORICAL BASE MAP

SLEEPING BEAR DUNES NATIONAL LAKESHORE

LEELANAU AND BENZIE COUNTIES, MICHIGAN

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INTRODUCTION

The human story of the area that is now known as Sleeping Bear Dunes National Lakeshore began with the periodic utilization by prehistoric Indians 3,000 years ago. This pattern of seasonal use by aboriginal peoples continued into more recent historic times. The Indians used the Sleeping Bear Dunes area* for hunting, fishing, and gathering activities, and in so doing, became familiar with the area. This familiarity gave rise to legends relating to the natural features and intertribal conflicts.

European penetration of the Lake Michigan region occurred in the early seventeenth century. The French led this exploration, and within a century had become familiar with the Sleeping Bear Dune as a natural landmark.

After the explorers came the fur traders. For nearly two centuries the fur trade dominated the history of the western Great Lakes. During this time, the canoes of French, British, and American fur traders plied the waters of the Manitou Passage. The extent to which these men used the Sleeping Bear Dunes area is not clear, however, it is certain that some furs did come from the Lakeshore's dense woods.

Expansion of the American frontier into the Old Northwest Territory in the early 1800's resulted in the development of commercial shipping on the western Great Lakes. Lake Michigan soon became a major artery, and the Manitou Passage became an important shipping channel. Recognition of the passage's significance to navigation came early. In 1840 the U.S. Lighthouse

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*The Sleeping Bear Dunes area refers to those lands within the boundaries of the present National Lakeshore, and the areas between the Lakeshore's three mainland sections (the Empire and Glen Arbor vicinities).

Board completed a lighthouse on South Manitou Island. The continuing importance of the Manitou passage to navigation on Lake Michigan led to the improvement and expansion of its lighthouse system in the decades to follow, and the establishment of lifesaving stations to assist those ships which ran aground or sank in spite of the navigational aids.

Introduction of the steamboat to the Great Lakes in the early 1800's had a significant impact on lake transportation, and the historical development of the Sleeping Bear Dunes area. Steamboats had an almost insatiable appetite for wood, and this fact necessitated the location of cordwood docks throughout the Great Lakes. Around 1835 a cordwood dock began selling fuel to passing steamers from South Manitou Island, and around it grew the first white settlement of the Lakeshore. A decade later, a similar operation started on North Manitou Island, and in the late 1850's wooding docks could be found on the mainland. The establishment of cordwood docks in the Sleeping Bear Dunes area encouraged others to settle there. Among these first settlers were fishermen, farmers, and, most importantly, loggers.

Lumbering fast became the leading economic activity; a status that continued until the eve of the First World War. Most logging occurred on the mainland and North Manitou Island. Small communities sprang up around the sawmills built throughout the area.

The depletion of local forests forced the end of logging in the Sleeping Bear Dunes area. This caused economic, social, and political changes, and the same dismal fate that met many former lumbering regions in Michigan confronted the Lakeshore. Fortunately, commercial fishing, agriculture, and tourism in the area promised stability.

Until recently, commercial fishing contributed to the local economy. The fishermen entered the Dunes area in the early 1800's. For almost a century, commercial fishing ranked as the third most important industry in the region, until local fishermen, like their counterparts in the lumber industry, depleted their resource.

Agriculture proved more successful. Early agrarians in the area of the Lakeshore found conventional farming somewhat difficult. However, the climate along Lake Michigan's eastern shore favored the growth of fruit trees. Many farmers planted apple and cherry orchards, and, along with potatoes as a cash crop, farmers provided some stability to the local economy and population.

As the lumber industry declined in the Sleeping Bear Dunes area, tourism increased. Early settlers and visitors of the area recognized the natural beauty of the islands, dunes, and inland lakes. However, not until after the turn of the century did large numbers of tourists come to the area. At first they stayed at small resorts; later some of those who enjoyed the beauty and solitude of the Sleeping Bear Dunes area built summer homes. This influx of tourists and summer residents gave new life to some of the former sawmill communities and saved them from becoming ghost towns like so many others.

Unfortunately, tourists and summer home builders threatened the natural features that brought them to the area. To preserve a part of the Sleeping Bear Dunes area from development, Michigan's first state park was donated in 1921. Forty-nine years later, Congress created of Sleeping Bear Dunes National Lakeshore, setting aside a larger portion of the area for future generations to enjoy.

CHAPTER I

CHILDREN OF THE MANITOUS

CHAPTER I

Children of the Manitous

The human story of Sleeping Bear Dunes National Lakeshore begins with the aboriginal peoples of the western Great Lakes: the North American Indian. These people first entered the area of the Lakeshore 3,000 years ago, and continued to utilize it until white settlement of the area began in the mid-nineteenth century. During that time, they never established any permanent villages. Instead, the Indians used the Sleeping Bear Dunes area on a short-term basis for its hunting, fishing, and gathering opportunities.

The Prehistoric Period

Drawn to the Lakeshore because of the opportunities it offered, the Indians came primarily from the northwestern part of Michigan's Lower Peninsula.[1] Archeological evidence indicates that these aboriginal peoples began to utilize the Sleeping Bear Dunes vicinity circa 1,000 B.C., and that they had a primitive lifestyle known as "Archaic."[2] For northern Michigan, the Archaic lifeway consisted of hunting and food-gathering; large mammals and fish were the primary targets of the Archaic Indians. The locations of their camps changed seasonally with the presence or absence of game, fish, fruits, and other food-stuffs.

Sleeping Bear Dunes National Lakeshore has one archeological site that definitely dates to the Late Archaic provenience: North Manitou 3 (see Archeological Base Map). It is a small brief occupancy site suggestive of a hunting or gathering expedition for short intervals over a period of years.[3]

After the Late Archaic period an apparent occupational hiatus occurred in the Sleeping Bear Dunes area, and the reasons for this phenomenon remain unexplained by archeologists. Not until the late Middle Woodland period (A.D. 200-A.D. 600) did the Indians use the area again, as evidenced by the early component of the Fisher Lake site, an apparent fishing station.[4]

The Woodland lifeway was similar to the Archaic, but more sedentary, characterized by the manufacture of pottery and the domestication of plants. In northern Michigan hunting and fishing remained important, since climatic conditions prevented over-dependence upon agricultural products.

For the Lakeshore, the latter part of this provenience (A.D. 600-A.D. 1620) was the most pronounced period of prehistoric occupation and exploitation. Eleven of the known sixteen archeological sites associated with the area, including the later component of the Fisher Lake site, date to that time. Evidence shows that most of these sites were used for hunting, fishing, and wild-rice collecting by small groups on a short-term basis.[5]

Short-term occupation characterized Indian use and occupation of the Sleeping Bear Dunes area during the prehistoric period.[6] Archeologists feel that this was primarily the result of the area's lack of major riverine or lacustrine features and its ecotonal vegetation pattern, for neither of these conditions are considered conducive to intensive prehistoric settlement.[7] Influenced by these natural factors in combination with others, short-term use would also characterize the Indian presence in the Sleeping Bear Dunes area during the historic period.

The Historic Period

The first century of the Lower Peninsula's historic period (which began in the early 1600's) was marked by constant warfare, and Indian occupancy and use of the entire peninsula was seriously hindered. The warfare began at the close of the area's prehistoric period as a result of Iroquois aggression, which forced the tribes inhabiting the Lower Peninsula at that time, the Potawatomi, Sauk, and Foxes, to flee westward.[8] During the seventeenth century, war parties of the five Iroquois nations, which were located in central New York state, constantly raided this half of Michigan to gain control of its fur trade. The Iroquois incursions practically depopulated the peninsula, and made it a sort of "no man's land" between themselves and the tribes located on the Upper Peninsula and Wisconsin.[9] Still, the hostilities on the Lower Peninsula did not completely stop Indians from those two regions from wandering into its forests.

The Ottawa and Chippewa tribes gradually replaced the Potawatomi, Sauk, and Fox Indians on Michigan's Lower Peninsula. The Ottawas migrated westward across the peninsula during the mid-seventeenth century; a process which spanned several decades. They were initially a semi-sedentary people who obtained their livelihood through a combination of fishing, hunting, and agriculture. Of these, only hunting was a year-round occupation, and that status changed when Europeans made trapping more appealing than the hunt. Hunting then joined fishing and farming as a seasonal occupation. Even then, the Glen Lake vicinity was a favorite hunting ground of the Ottawas. During the early eighteenth century, they visited the Glen Lake area at least once every three years.[10]

Familiarity with the Dunes region encouraged the Ottawas to settle in this area after the decline of Iroquois power.[11] They apparently created no settlements in the present National Lakeshore boundaries, although they did create settlements nearby. In the early 1740's, the Ottawas discussed Grand Traverse Bay as a possible site for a new village,[12] but decided on L'Arbre Croche instead. The Ottawas eventually created several settlements along Lake Michigan, including a few in Leelanau Peninsula.[13]

The Chippewa (Ojwaba) tribe also inhabited portions of the northwestern Lower Peninsula, although they are more commonly associated with the Upper Peninsula.[14] Related to both the Potawatomi and Ottawa tribes by language (the Algonquin linguistic stock), the Chippewas were essentially a nomadic people whose subsistence was based on hunting, fishing, and some rudimentary agriculture.[15] Chippewa villages dotted the Dunes region, including settlements on the Beaver Islands and Grand Traverse Bay.[16]

The Chippewas and Ottawas dominated the western half of the Lower Peninsula until settlers from the young American nation pushed into its virgin forests. In 1836 the Indians ceded this half of the peninsula and its islands to the United States under the provisions of the Treaty of Washington, although they retained the right to hunt the land until white settlement of the area began.[17] The Indians continued to use the area until the 1850's.

Most of our knowledge of the Indians of the Sleeping Bear Dunes is based on the period between the Treaty of Washington and the initiation of white settlements. Although available sources are limited and general, they provide the best picture of Indian use of the Lakeshore during the historic period.

Evidence shows that the Indians of the historic period used the Lakeshore for hunting and obtaining maple sugar.[18] The site of one group of "extensive Indian sugar camps" was found on the slopes of Alligator Hill by a surveying crew in the fall of 1850 (see Historical Base Map).[19] Toward the end of the era of Indian domination, another activity replaced hunting and gathering sugar: trading with the white man.

An early history of Leelanau County states that while no Indians inhabited the Manitou Islands, they visited the islands frequently to trade with whites there. The Indians were probably attracted to the Manitous for trading purposes when ships began to stop regularly to shelter and refuel. The potential of trade with the Indians prompted the establishment of a small trading post on South Manitou Island in the late 1840's, which was later relocated to Sleeping Bear Bay.[20] However, trading activities within the area of the Lakeshore were short-lived, for when white settlement of the area began, Indian trading and other activities discontinued.

White settlement of the Dunes area caused the death of the traditional Indian patterns of occupation and use of the Lakeshore. The white settlers cut the area's trees and plowed the earth. The few Indians who continued to enter the Lakeshore from surrounding territories came to work for local lumber companies and farmers.[21]

. . . . . .

Much knowledge of the prehistoric and historic periods of Indian utilization of Sleeping Bear Dunes National Lakeshore is shrouded by the misty haze of time, but from what we know

of these two periods it appears that the Lakeshore's aboriginal presence was characterized by the establishment of seasonal camps to take advantage of the area's hunting, fishing, and gathering opportunities. The Indians established no permanent settlements in the region. As a result, they left little impact upon the land and little physical evidence of their presence.

ENDNOTES

[1]William A. Lovis, Robert Mainfort, and Virgil E. Noble, An Archeological Inventory and Evaluation of the Sleeping Bear Dunes National Lakeshore, Leelanau and Benzie Counties, Michigan (East Lansing: Michigan State University, 1976), p. 96.

[2]Ibid., p. 93.

[3]Ibid. Four other archeological sites in the Sleeping Bear Dunes area may also be of the late Archaic provenience (see Archeological Base Map for updated sites). The first of these sites is outside of, but adjacent to, the Lakeshore, and is known as the Dunn Farm site. It is a burial pit of either Late Archaic or Early Woodland origin; further testing will determine which period (Ibid., pp. 92-93). The other three sites are within the Lakeshore, the Stanze site, North Manitou 5, and North Manitou 6, but they cannot be adequately dated on artifactual or geochronological grounds (Ibid., pp. 95-96).

[4]Ibid., p. 94.

[5]Ibid., pp. 94-95.

[6]The conclusion concerning the Sleeping Bear Dunes area's prehistoric occupational pattern may be erroneous. The archeological survey of the mainland done by Lovis, Mainfort, and Noble did not include all the shorelines of the area's inland lakes, and it is not known whether more densely occupied sites, like the Fisher Lake site, were located beside these bodies of water. If such sites did exist, they would change the interpretation of the area's occupational pattern (Ibid., p. 92).

[7]Ibid., p. 90.

[8]David Horowitz, The First Frontier: The Indian Wars and America's Origins, 1607-1776 (New York: Simon and Schuster, 1978), p. 150.

[9]Willis Frederick Dunbar, Michigan: A History of the Wolverine State (Grand Rapids, Michigan: William B. Eerdsmans Publishing Co., 1965), pp. 53 and 64. In 1701 the French made peace with the Iroquois Indians. However, this tribe continued to attack Indians from Wisconsin and the Upper Peninsula. See Paul Chrisler Phillips, The Fur Trade, Vol. I with concluding chapters by J. W. Smurr (Norman: University of Oklahoma Press, 1961), p. 291.

[10]W. Vernon Kinietz, Indians of the Western Great Lakes: 1615-1760 (Ann Arbor: University of Michigan, 1940), p. 237.

[11]A brief but good work on the culture, religion, lifeways, and history of the Ottawa is W. Vernon Kinietz's Indians of the Western Great Lakes, and Henry Rowe Schoolcraft's History of the Indian Tribes of the United States: Their Present Condition and Prospects, and a Sketch of Their Ancient Status, 6 vols. (Philadelphia: J. B. Lippincott and Co., 1857) provides some valuable observations and insights about these people.

[12]Kinietz, Indians of the Western Great Lakes, p. 230.

[13]Edmund Littell, 100 Years in Leelanau (Leland, Michigan: The Print Shop, 1965), pp. 1-2. In addition to the villages on the Leelanau Peninsula, Mr. Littell felt that there must have been a village in the vicinity of present Glen Arbor, since a trading post was established there at one time (see page 6) for the purpose of trading with the Indians (page 2). However, all the evidence that has been found concerning the Indian presence in the Sleeping Bear Dunes area indicates that the Indians only had seasonal camps around Glen Lake.

[14]In his history of Leelanau County, Mr. Littell feels that one of the villages on the Leelanau Peninsula may have been inhabited by Menominee Indians, a tribe that was located on the Wisconsin shore of Lake Michigan (Ibid., p. 2), but he does not provide any explanation of how he reached this assumption. No evidence was found during the course of the research on this project to support this contention.

[15]The culture, religion, lifeways, and history of the Chippewa are presented in a concise and thorough manner in Indians of the Western Great Lakes by W. Veron Kinietz. His bibliography also provides the reader with books that would be of value, if one should choose to delve into the life and history of the Chippewa people. Henry Rowe Schoolcraft's History of the Indian Tribes provides one with some invaluable insights of Chippewa that inhabited the Lower Peninsula.

[16]Schoolcraft, History of the Indian Tribes, 4:203 and 5:192.

[17]Charles J. Kappler, Indian Affairs: Laws and Treaties, 5 vols. (Washington, D.C.: Government Printing Office, 1904), 2:450-2:456.

[18]Only three contemporary accounts of the Indian presence in the Sleeping Bear Dunes area have been found, and they only give passing mention to the Indian camps they saw. The first Indian camp was seen by an Englishwoman who was sailing north on Lake Michigan in 1836, and she says that she observed "a few Indian dwellings" along the shore of the mainland opposite the Manitou Isles [Myron H. Vent, South Manitou Island: From Pioneer Community to National Park (Springfield, Virginia: The Goodway Press, Inc., 1973), p. 13]. These dwellings probably comprised a small hunting and fishing village. Three years later a survey crew entered the area of the Lakeshore to mark its townships and their subdivisions, and while measuring what is now Glen Arbor Township, the surveyor noted the existence of a hunting and sugar camp [Robert Dwight Rader and the Glen Arbor History Group, Beautiful Glen Arbor Township: Facts, Fantasy, and Fotos (Leelanau County, Michigan: Village Press, 1977), pp. 10-11]. In 1850 most of the Lakeshore's townships were resurveyed to correct errors of the original survey and the sugar camps in the narrative were noted.

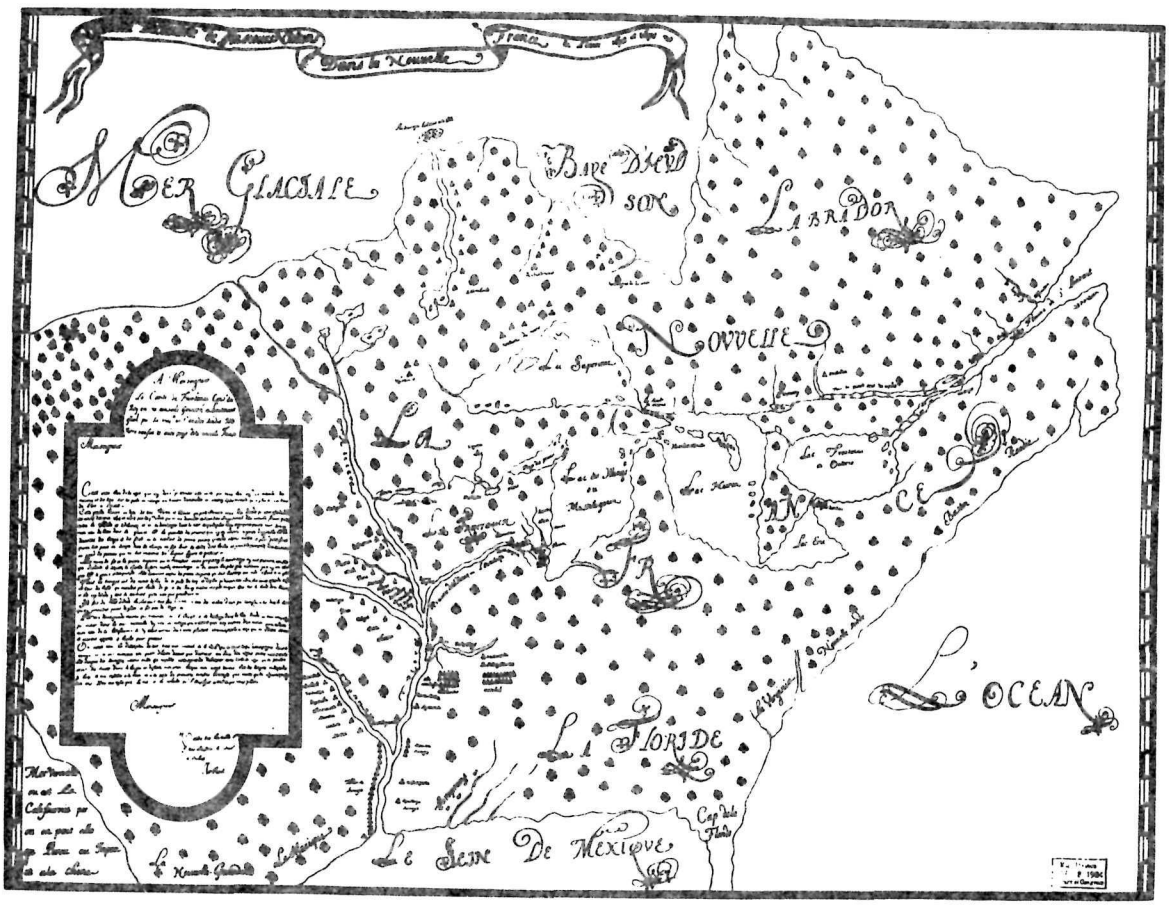
[19]U.S. Field Notes N&W, Michigan, p. 412. A copy of the 1850 map of Michigan T29N, R14W that shows the location of these sugar camps is at the National Lakeshore's headquarters.

[20]Elvin Sprague, The Traverse Region, Historical and Descriptive (Chicago, H. R. Page and Co., 1884), p. 223.

[21]The employment of Indians with local lumber companies and farmers is discussed briefly in Chapters IV and V, respectively.

CHAPTER II

COMING OF THE WHITES



Joliet's map of New France, drawn ca 1673. This map shows an awareness of off-shore islands in Lake Michigan. (Library of Congress)

Painting depicting Les Voyageurs. (Library of Congress)

CHAPTER II

Coming of the Whites

The first Euro-Americans to pass through the area of Sleeping Bear Dunes National Lakeshore were explorers and fur traders. First came the French, then the British, and later the Americans. While each group was familiar with the Lakeshore, none attempted to establish itself in the area until the mid-nineteenth century. Consequently, these early Euro-Americans left little more than written references of their awareness of the Sleeping Bear Dunes area.

Early French Exploration

The French were the first Europeans to have seen the area of the Lakeshore. These Europeans penetrated the Great Lakes region by way of the St. Lawrence River in the seventeenth century. A variety of motives compelled them to venture forth into this unknown area. Some Frenchmen searched for a route to Asia; others had visions of empire; a few came to spread the Christian faith among the Indians; and many sought profit via fur trading opportunities. Drawn by such motives, the French eventually found their way to Lake Michigan.

In 1634, while searching for a route to Asia, the French discovered Lake Michigan.[1] For much of the seventeenth century, they limited their activities to the Lake's Wisconsin shoreline. French reluctance to venture along Lake Michigan's eastern shore, where the Sleeping Bear Dunes area is located, resulted largely from Iroquois aggression on the Lower Peninsula.[2]

Continuous hostility between the Iroquois nations of New York and the Indians of the western Great Lakes made Michigan's Lower Peninsula a "no man's land" throughout the 1600's. The depopulation caused by this constant intertribal warfare meant limited trading opportunity for the French on the Lower Peninsula,[3] and since the Iroquois considered the French their enemy, the French had little incentive to explore and exploit Lake Michigan's eastern shoreline.[4] Despite these circumstances, a few intrepid Frenchmen ventured along Lake Michigan's southern route[5] in the late seventeenth century.

The identity of the first Frenchman to see the Lakeshore area may never be known.[6] Recorded history, however, gives the honor to two men named Pierre Porteret and Jacque (?).[7] Pierre and Jacque had been the attendents of the famous explorer and missionary, Father Jacques Marquette, on his last voyage in 1674-75. While preaching in the Illinois country,[8] Father Marquette, who had been in poor health, became seriously ill. Hoping to reach St. Ignace on the Straits of Mackinac[9] before he died, Father Marquette directed his two attendents to take their canoe up the unknown route along Lake Michigan's eastern shore. Marquette died before he reached the Sleeping Bear Dunes area,[10] but his two companions continued the journey north.[11]

Pierre and Jacque's impressions of the Sleeping Bear Dunes area have been lost to the oblivion of time. Fortunately, the same was not true for the Frenchmen that followed four years later.

In late 1679, Rene Robert Cavelier, Sieur de La Salle, set out to establish a settlement in the Illinois country. La Salle led part of his men along Lake Michigan's western shore, while Henry de Tonty led the other half down the eastern shoreline. They met at the St. Joseph River.[12]

Tonty made little mention of the journey in his memoirs,[13] but the geographic information concerning the southern route eventually reached French cartographer Jean Baptiste Louis Franquelin.[14] Franquelin completed a map of the region in 1684, using information obtained by La Salle and his crew in their travels from 1679 to 1682. The map, reproduced for King Louis XIV in 1688, showed major rivers, lakes, bays, islands, settlements, and landmarks. Among the geographical features Franquelin presented were the "L'ours qui dort" (the Sleeping Bear),[15] and two islands northwest of the Bear--obviously the Manitous.[16] Franquelin's map contains history's first geographical record of the Sleeping Bear Dunes area.

Little is known of French activity along this route following Tonty's journey in 1679. Although Iroquois war parties limited French use of Lake Michigan's southern route to the Illinois country, the French became well acquainted with the route by 1698. Frenchmen who traveled on Lake Michigan considered the southern route better than the northern one.[17] For Frenchmen using the route at the end of the seventeenth century, "the Sleeping Bear" and the Manitou Islands must have been familiar landmarks.

The Fur Trade Era

In 1701 the French and Iroquois made peace.[18] This event had a significant impact on the history of the western shore of Michigan's Lower Peninsula. The chief obstacle to the French presence along the shoreline had been removed. Now the French had an opportunity to exploit the peninsula's fur trade potential.

In the seventeenth and eighteenth centuries, the fur trade was the basis of New France's[19] economy. The importance of this trade greatly affected French expansionist policies into the western Great Lakes region. This policy led to the establishment of fur trading posts on Lake Michigan. In the early 1700's, the centers of French fur trading activity on the lake were located at Green Bay, the Chicago River, the St. Joseph River, and the Straits of Mackinac.[20] A convenient route between the latter two points soon developed along the Lower Peninsula's west shoreline.[21]

To the coureurs de bois and voyageurs[22] who used Lake Michigan's southern route, L'ours qui dort became a familiar landmark. Some of these travelers may have camped, stopped to rest, or even possibly traded with Indians along the shores of the Lakeshore, but the French made no attempt to establish themselves in the Sleeping Bear Dunes area.[23]

French dominance of the Great Lake's fur trade ended with the conclusion of the French and Indian War in 1763. In that year, France ceded the Great Lakes region and Canada to its perennial enemy, Great Britain.[24] However, French-Canadians remained a part of the Great Lakes fur trade.

French-Canadian coureurs de bois and voyageurs now used their extensive knowledge of the Great Lakes to further British fur trading aspirations. It is from the French-Canadians that British traders and officials first learned of the Sleeping Bear Dunes area. Like the French, the British made no attempt to locate a trading post within the vicinity of the Lakeshore.[25]

The conclusion of the American Revolution in 1783 resulted in the transfer of the Lower Peninsula to the new American nation.[26] However, British refusal to relinquish control of Fort Michilimackinac on the Straits of Mackinac and Detroit hampered American fur trade development on the Lower Peninsula. Jay's Treaty in 1795 rectified the trading-military situation on the Lower Peninsula in favor of the United States, but not until after the War of 1812 did American interests gain control of Michigan's fur trade.[27]

The Golden Age of Michigan's fur trade occurred during the American period.[28] Fur trading activity along the Lower Peninsula's western shore increased, most of it controlled by the American Fur Company. From the Grand River Valley to the Straits of Mackinac, the company established trading posts to obtain furs from the Indians. For many years, a fleet of company boats carried furs on an annual journey from Grand River to the American Fur Company post at Mackinac Island.[29] To those company employees that made the yearly voyage, and to those who traveled the route on routine business, "the Sleeping Bear" provided a familiar landmark.[30]

Although the American Fur Company never established a trading post in the Sleeping Bear Dunes area,[31] this did not mean that the area of the Lakeshore had no potential as a trading location. When steamboats began to refuel and shelter at the Manitou Islands, Indians in the vicinity of the Sleeping Bear Dunes canoed from the mainland to trade. The potential of this trade came to the attention of one man in the late 1840's. John Lerue[32] felt that the Indian trade was promising, and established a small trading

post on South Manitou in 1847. The next year Lerue moved his operation to the mainland in the vicinity of present Glen Arbor (see Historic Base Map). Little is known of Lerue's small post on the mainland; it probably did poorly, for Lerue apparently discontinued the venture soon after he located on Sleeping Bear Bay.[33]

Lerue's failure is not surprising. By the time he established his small, independent trading post in the area of the Lakeshore, the fur trade in Michigan had all but died. The supply of pelts had dwindled, the demand for furs in Europe had dropped, and an advancing American nation was replacing the native residents of the Sleeping Bear Dunes.

. . . . . .

Whether French, British, or American, explorers and fur traders that moved along Lake Michigan's eastern shore knew of the Sleeping Bear Dunes area. They made little direct reference to the area, and made only one small attempt to establish themselves there before the mid-1800's. Yet, contemporary maps and comments show they were aware of "the Sleeping Bear" and the Manitou Isles, which they used as landmarks on their journeys along Lower Peninsula's west shoreline. The knowledge these early Euro-Americans gained on the area of the Lakeshore soon became known to schooners and steamboats that began to ply the waters of Lake Michigan in the early nineteenth century.

ENDNOTES

[1]Milo M. Quaife, Lake Michigan (New York: Bobbs-Merrill Company, 1944), p. 20.

[2]Dunbar, Michigan: A History, p. 64.

[3]The effects of intertribal warfare on the Lower Peninsula during the seventeenth century is discussed on page 3 in Chapter I.

[4]Dunbar, Michigan: A History, p. 64.

[5]The route along Lake Michigan's eastern shore became known as the southern route to the French. The route along the Wisconsin shoreline was referred to as the northern route.

[6]It is possible that coureurs de bois (fur traders) may have wandered through the Sleeping Bear Dunes area first. That the French knew little of the Lower Peninsula's western shoreline and the Sleeping Bear Dunes area prior to 1676 is illustrated by contemporary maps.

In 1672 the Jesuits of Paris published a map of Lake Superior. The map, which goes as far as Green Bay on Lake Michigan, shows that the French had no geographical knowledge of the Lower Peninsula's western half south of Little Traverse Bay. One year later, the explorer Louis Joliet produced a map of eastern North America. The map shows that Joliet knew little about the true geographical character of Lake Michigan's east shore. There is speculation that some of the islands plotted by Joliet in Lake Michigan represent the Manitou Isles (Vent, South Manitou, p. 8). However, the southernmost of these islands probably is one of the Fox Islands. [These maps can be found in Louis Karpinski's Historical Atlas of the Great Lakes and Michigan (Lansing: The Michigan Historical Commission, 1931), p. 14 and 16].

[7]The names of these two Frenchmen comes from Father Jacques Marquette's journal. Unfortunately, Jacque's last name has been lost [Louise Phelps Kellogg, ed. "Marquette's Last Voyage, 1674-1675" in Early Narratives of the Northwest: 1634-1699 (New York: Charles Scribner's Sons, 1917), p. 262].

[8]The Illinois country can be described as being the northern half of the present state of Illinois.

[9]St. Ignace was founded by French Jesuits in 1671 on the northern shore of the Straits of Mackinac. In its early history, it became the central point of French activity in the western Great Lakes.

[10]Some historians believe that Father Marquette died at the mouth of the Betsie River. This is but a short distance south of the Lakeshore. However, most historians accept the contention that Father Marquette died at the mouth of Pere Marquette River further south [Dunbar, Michigan: A History, p. 67n].

[11]Father Marquette's final journey comes from a contemporary account. The text of this account is in Louis Phelps Kellogg's Early Narratives of the Northwest, pp. 269-280.

[12]Myron Vent contends in his book South Manitou Island that La Salle saw the Manitou Islands on this voyage (mistakenly given the date of late 1680). This would mean La Salle took Lake Michigan's eastern shoreline, which he did not. Whether La Salle ever traveled along the western shore of the Lower Peninsula is uncertain. It is known that he never used this route prior to 1683, the year in which he went from the Illinois country to Quebec. The route that La Salle took on this last journey across Lake Michigan is unknown. It is possible that at this time La Salle followed the southern route (For La Salle's activities on Lake Michigan see Francis Parkman, La Salle and the Discovery of the Great West (Boston: Little, Brown, and Company, 1907), pp. 138-306).

[13]Kellogg, Early Narratives, pp. 288-289.

[14]Tonty is the only one among La Salle's followers that appears to have had an opportunity to map the Lower Peninsula's western shoreline during the years from 1679 to 1683. Therefore, it is probable that Franquelin's source of information on Lake Michigan's east shore came from Tonty (See Tonty's memoir in Louise Phelps Kellogg's Narratives of the Northwest and Francis Parkman's La Salle about Tonty's activities in the area of Lake Michigan).

[15]"The Sleeping Bear" is an isolated group of vegetation on the large dune which is known as the Sleeping Bear Dune. The vegetation, when seen from Lake Michigan, takes on the shape of a bear lying down.

[16]Franquelin's 1688 version of his map on eastern North America and the discoveries of La Salle can be found as an insert in Kellogg's Narratives of the Northwest. A good discussion of this map's significance is provided by Francis Parkman in his definitive work La Salle, pp. 455-456.

[17]These remarks about southern route were made by M. Jean Frs. Buisson de St. Cosme in a letter he wrote in 1699. St. Cosme traveled across Lake Michigan in 1689 on his way to the lower Mississippi River (Kellogg, Narratives of the Northwest, p. 343). Henry de Tonty accompanied St. Cosme after he departed the Straits of Mackinac. It is Tonty that probably told St. Cosme about Lake Michigan's southern route.

[18]Phillips, Fur Trade I, p. 304. Dunbar, Michigan: A History, pp. 82-83.

[19]The name of France's colonial possessions in Canada and the Great Lakes region.

[20]Phillips, Fur Trade I, p. 462.

[21]Many Frenchmen that canoed the southern route used it to take advantage of its northerly currents (Kellogg, Narratives of the Northwest, p. 272). For those paddling fur laden canoes, the currents made the long journey from the St. Joseph River to the Straits of Mackinac a little easier. French familiarity with "the Sleeping Bear" is illustrated by a Jesuit who passed the landmark in 1721. Traveling from the Straits of Mackinac to the St. Joseph River, Pierre Francois Xavier de Charlesvoix noted a "Kind of Bush" that took on the appearance of an animal. He said the French called it "L'ours qui dort (the sleeping bear)" [J. B. Plym, ed. "Fort St. Joseph Historical Leaflet," No. 1 (Niles, Michigan: May 1942), p. 8]. The importance of this landmark to the French who traveled along Lake Michigan's eastern shore probably prompted Charlesvoix to locate L'ours qui dort on his 1744 map of the Great Lakes (Karpinski, Historical Atlas, p. 43).

[22]Coureus de bois means "wood runners." These men traded with the local Indian populations for furs. Voyageurs manned the canoes and other boats that the traders used to transport goods. In the British period, the voyageur was typically the half-breed son of a French father and an Indian mother.

[23]For a more complete picture of the French period of the fur trade in the Western Great Lakes region, see selected chapters in volume I of Paul C. Phillips' The Fur Trade; The Fur Trade in Canada by Harold A. Innis (London: Oxford University Press, 1930); and Ida Amanda Johnson's Michigan Fur Trade in the University Series V (Lansing: Wynkoop, Hallenbeck and Crawford Company, 1919).

[24]The French and Indian War was the last in a series of conflicts between France and Britain for the dominance of North America. See Dunbar's Michigan: A History (pp. 101-119).

[25]A more complete discussion of the British fur trade period is presented by Paul C. Phillips in both volumes of his work The Fur Trade, and by Ida Amanda Johnson in her Michigan Fur Trade.

It is of interest to note that in Atlas of Michigan edited by Lawrence Sommers (Lansing: Michigan State University Press, 1977) there is a map of major British trading posts in Michigan during the 1760's (p. 112). On this map there is a trading post located on Sleeping Bear Bay. Unfortunately, this is an error. All major works on the British period of the fur trade in the western Great Lakes that have been consulted show that the British never established a post in the Sleeping Bear Dunes area. That this was an error has been confirmed by Madison Kuhn, Professor of History at Michigan State University. He was the historical consultant for the atlas.

[26]During the negotiations of the Treaty of Paris, which ended the American Revolution, the American delegation submitted a proposal that called for the boundary between the United States and Canada to marked by the 45th parallel (Dunbar, Michigan: A History, pp. 148-149). Had this proposal been accepted by the British, the mainland area of Sleeping Bear Dunes National Lakeshore would be in the United States, but the Manitou Islands would be a part of Canada. How different the historical development of the Lakeshore might have been.

[27]For a more complete explanation of this period of the fur trade, see volume II of Paul C. Phillip's Fur Trade, and Michigan Fur Trade by Ida Amanda Johnson.

[28]Ibid.

[29]This annual journey was organized by Rix Robinson from 1821 to 1834 [Mary F. Robinson, "Rix Robinson, Fur Trader," Michigan History Magazine 6 (April 1922): 278].

[30]In his work Lake Michigan, Milo Milton Quaife made reference to the fact that Gurdon Saltonstall Hubbard, an American Fur Company employee, described "the Sleeping Bear" as it looked in 1822. Unfortunately, Hubbard's autobiography could not be secured during the course of research. Consult The Autobiography of Gurdon Saltonstall Hubbard, Pa-pa-ma-ta-be, "The Swift-Walker" (Chicago: R.R. Donnelley and Sons Co., 1911) for additional information on this subject.

It should be noted that American Fur Company employees were not the only American's familiar with the existence of the area of the Lakeshore. Early maps of the United States show that American cartograpahers had knowledge of the area (see Karpinski, Historical Atlas). Also, early nineteenth century travelers on the Great Lakes made note of the Lakeshore. A good presentation of their remarks can be found in Myron Vent's South Manitou Island.

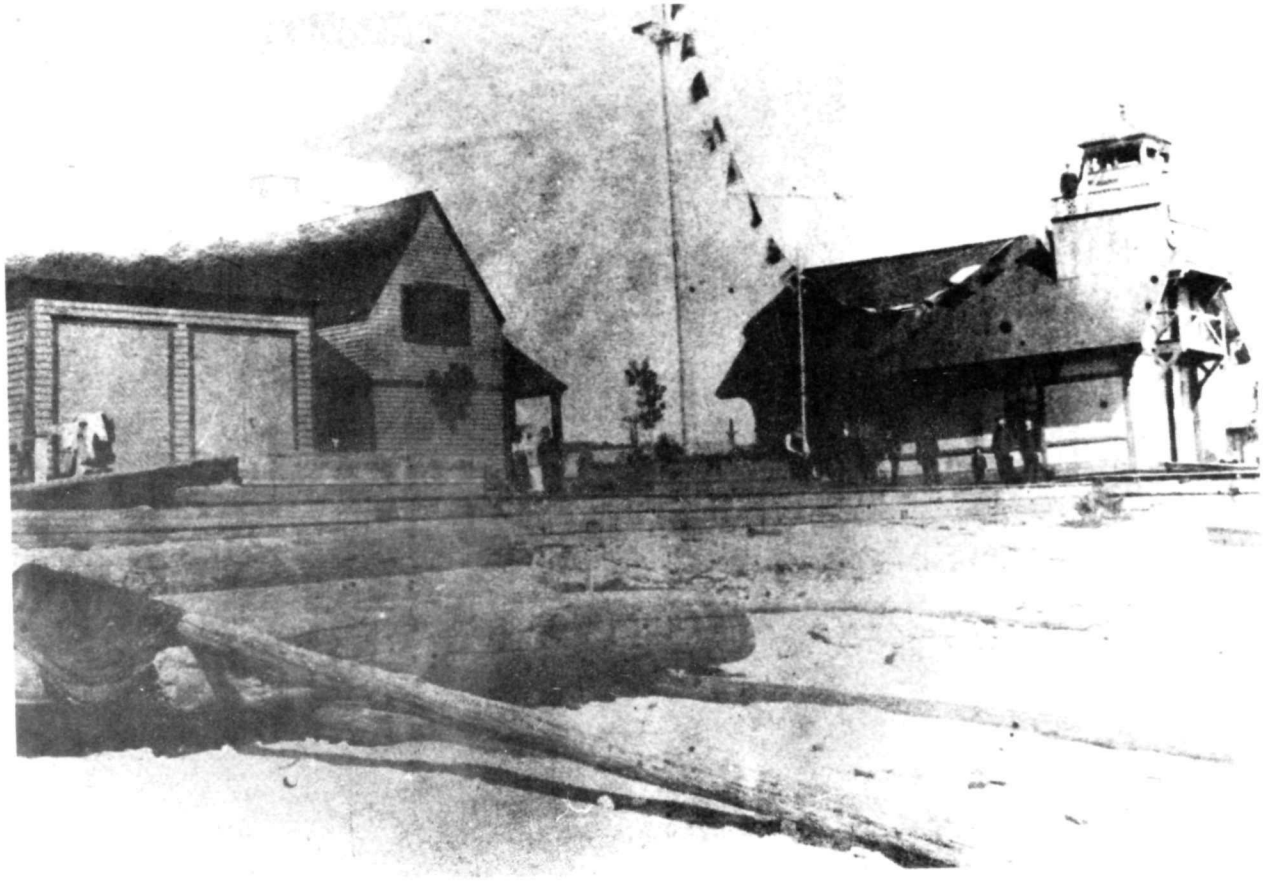
[31]A map of American Fur Company trading posts in Johnson's Michigan Fur Trade (Appendix) shows that the company had a post at nearby Grand Traverse Bay.

[32]Lerue has been accepted as the proper spelling of this name rather than the more commonly used LaRue. This decision is based on the fact that the descendants of John Lerue at Empire, Michigan, use this spelling.

[33]Sprague, The Traverse Region, p. 223. When Lerue gave up this venture is not clearly known. It appears that he probably abandoned the trading post on the mainland in 1849, for when Orange Risdon resurveyed present Glen Arbor Township he made no mention of a trading post, even an abandoned one, in his field notes. It is interesting to note that in Ida Amanda Johnson's Michigan Fur Trade, a map of independent trading posts during the American fur trading period locates a post on Sleeping Bear Bay. Undoubtedly it is the post established by Lerue in 1848.

CHAPTER III

NAVIGATING THE MANITOU PASSAGE



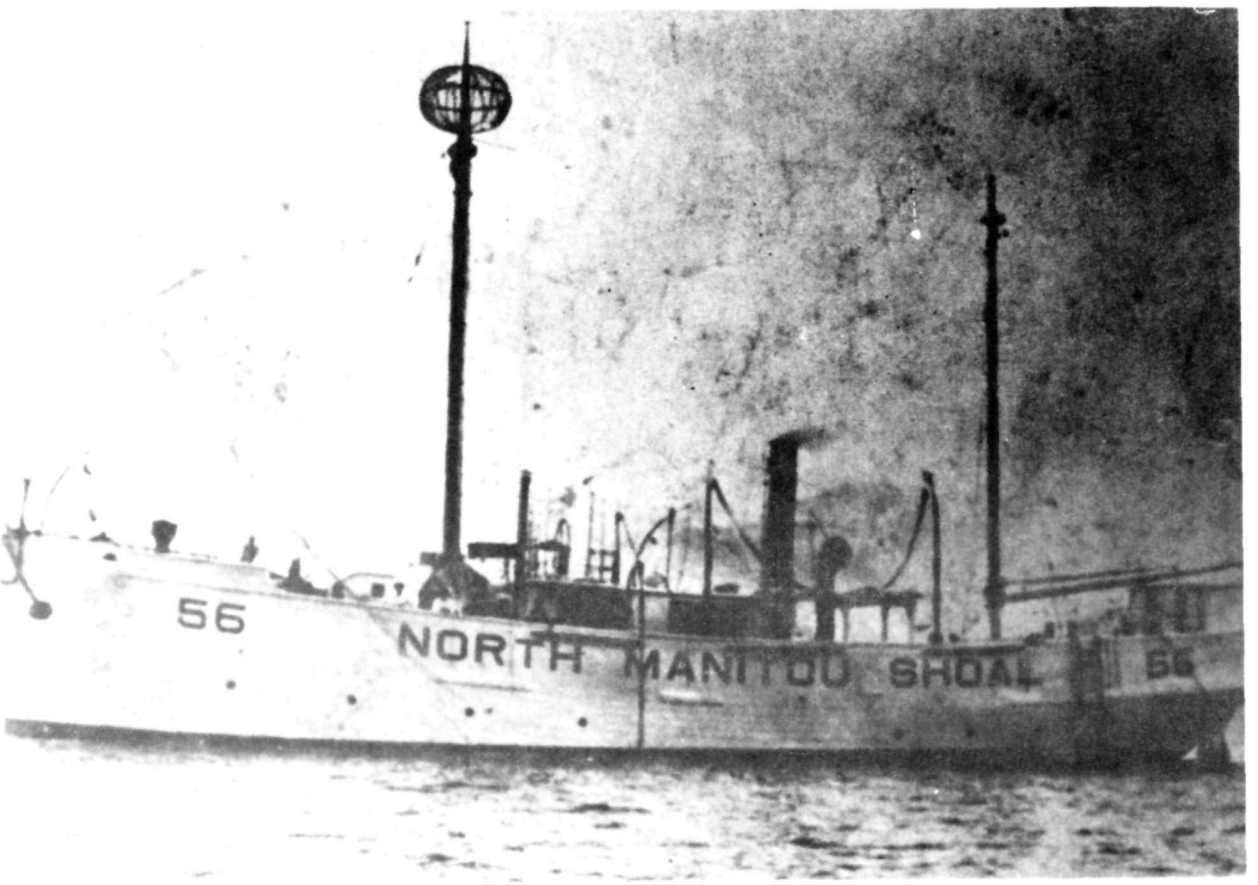
North Manitou Island Lifesaving Station, 1893.
Note: skeletal tower is protected with siding for the winter. (Stormer Collection, Betty Kramer)

Keeper's Residence, North Manitou Island Lifesaving Station, 1900. (Joseph Stormer Collection, Betty Kramer)

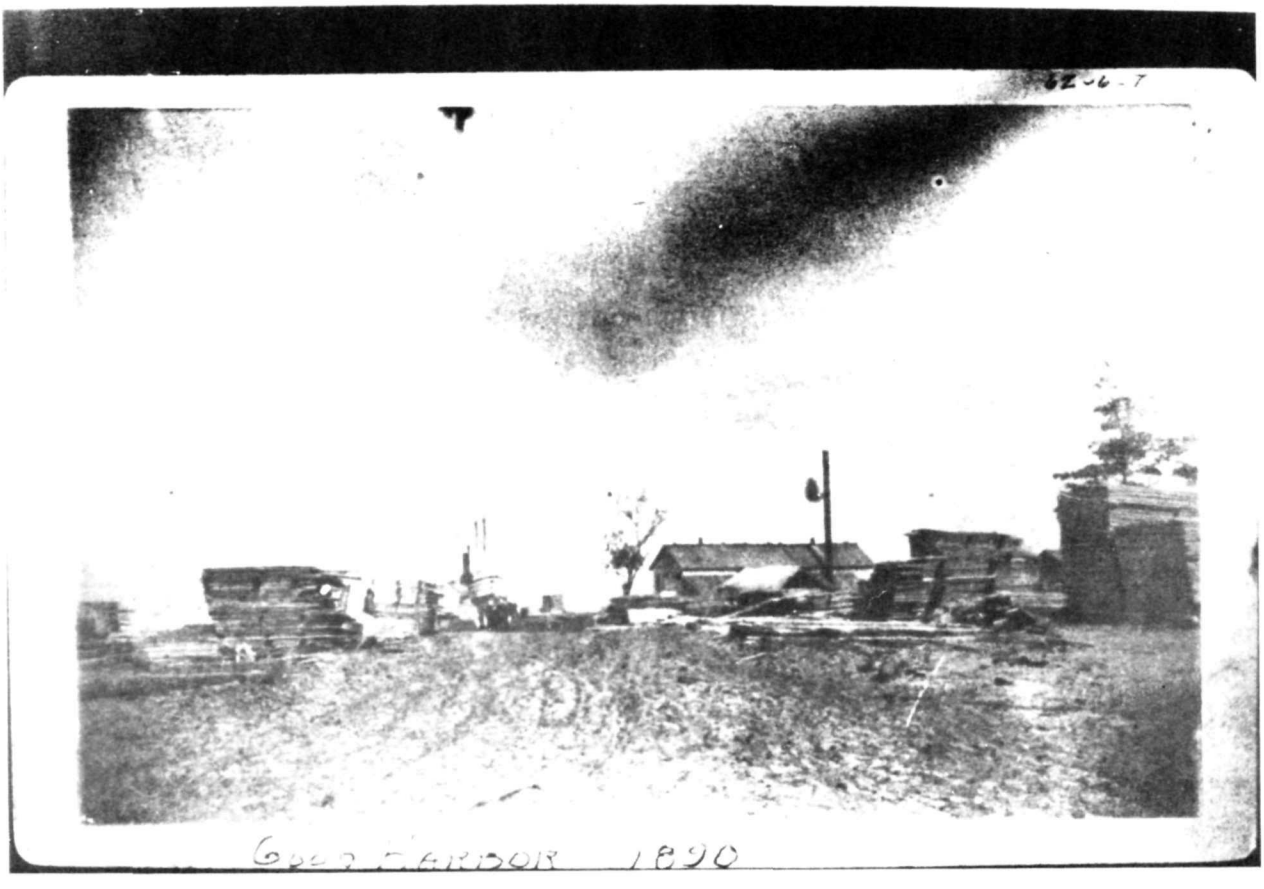
North Manitou Island's lighthouse and fog signal house, 1902. (Joseph Stormer Collection, Betty Kramer)

Sleeping Bear Point Lifesaving Station, ca 1910.
(Sleeping Bear Dunes Collection)

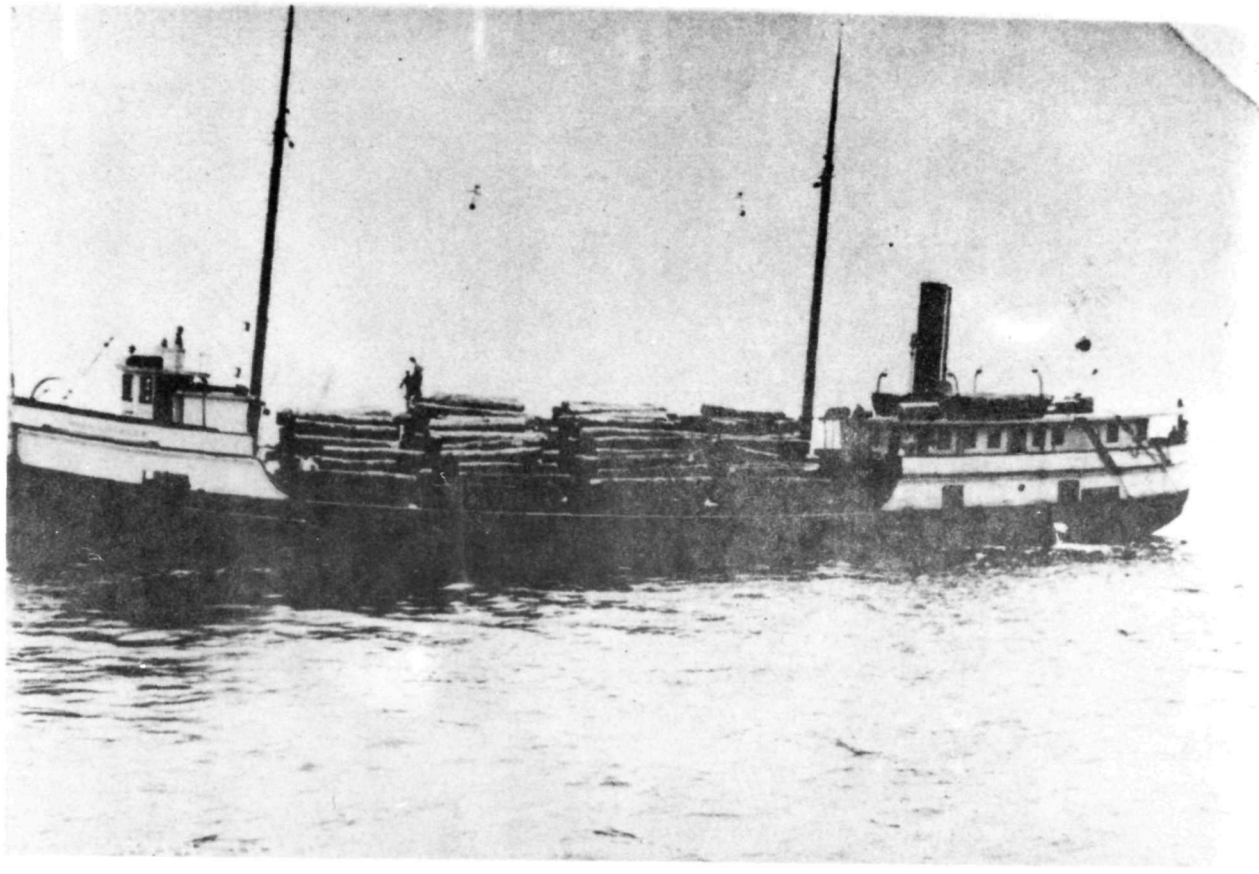
South Manitou Island Lifesaving Station, ca 1935.



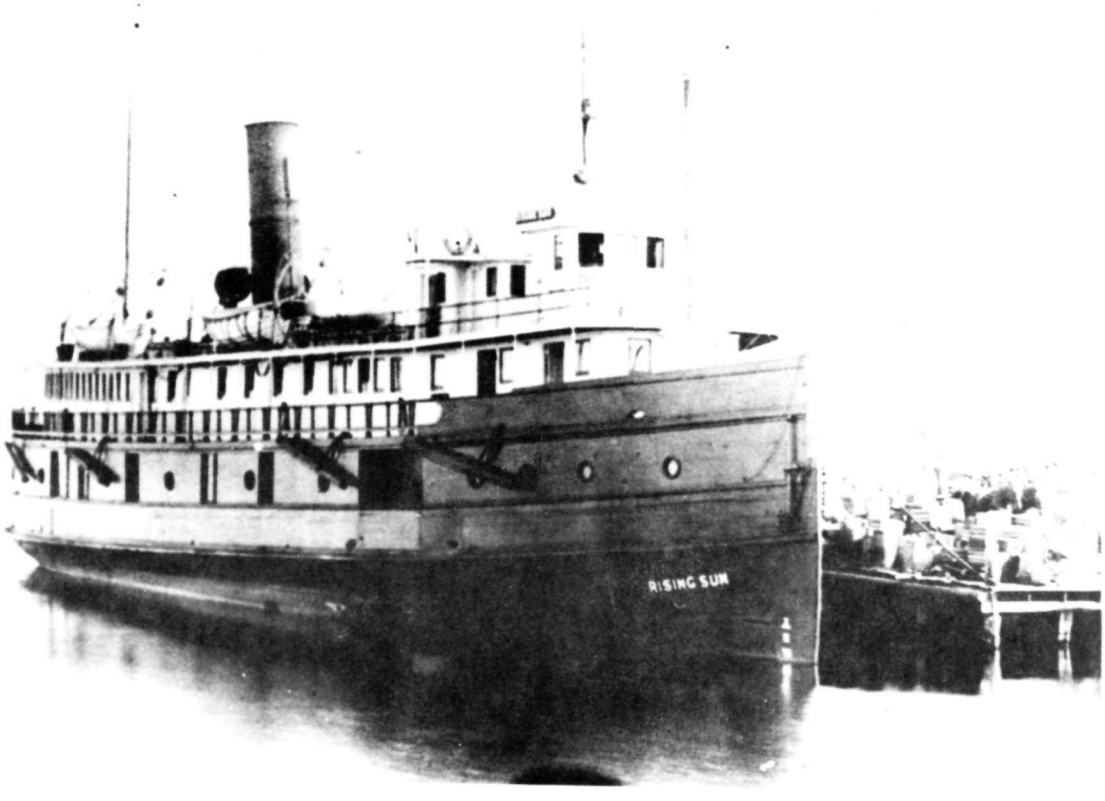
Lightship No. 56, North Manitou Shoal, no date.
(Sleeping Bear Dunes Collection)



The dock area at Good Harbor, 1890. This is the only known photograph of Good Harbor. (Leeland County Historical Museum)

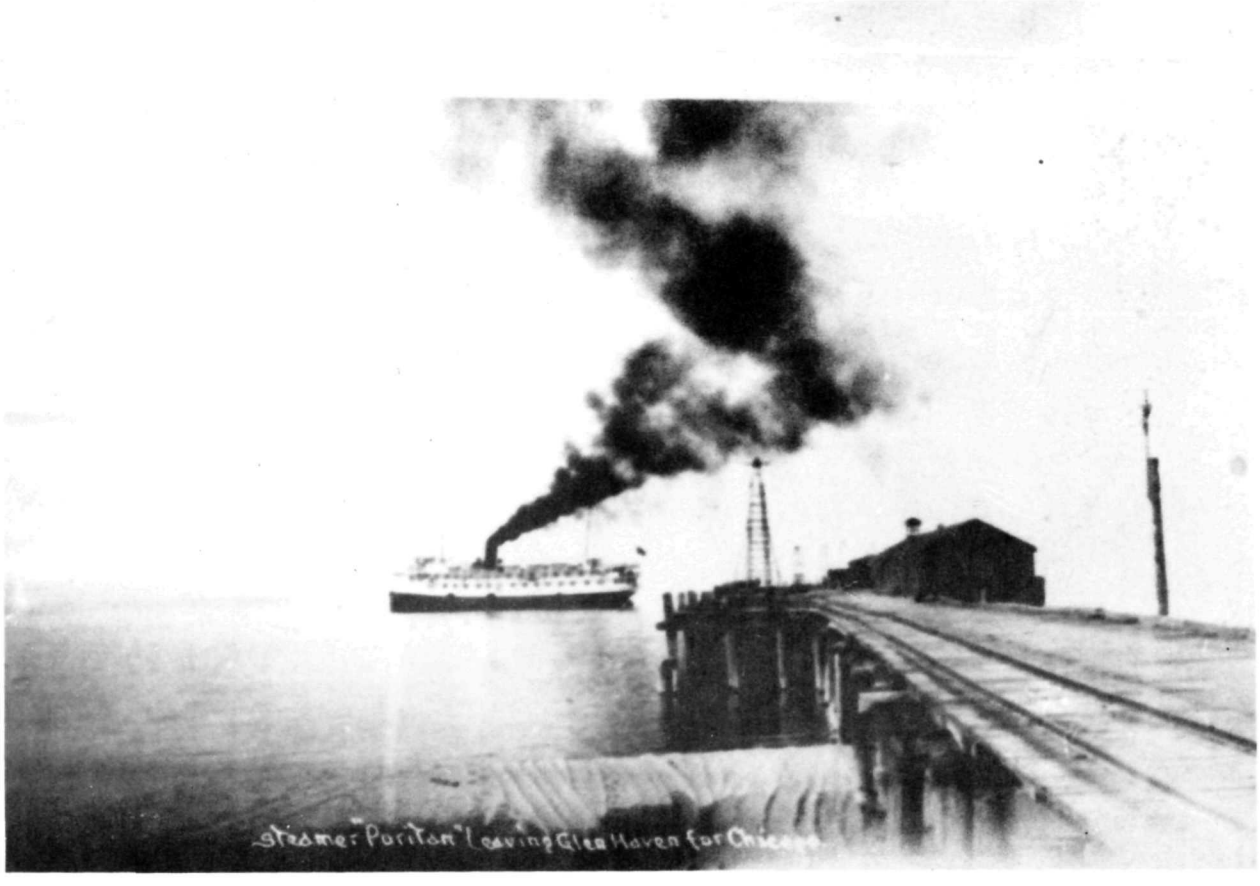


The Edward Buckley leaving North Manitou Island for the Empire Sawmill, 1911. (Overlease Collection, M.S.U. Archives and Historical Collection)



The Rising Sun. (Sleeping Bear Dunes Collection)

The wreck of the Rising Sun, 1918. (Sleeping Bear Dunes collection)



The Great Lakes passenger ship, Puritan, leaving Glen Haven dock, ca 1920. (Sleeping Bear Dunes Collection)

D. H. Day Dock and Sleeping Bear Point Lifesaving Station, ca 1930. (M.S.U. State Archives and Historical Collection)

CHAPTER III

Navigating the Manitou Passage

By the early nineteenth century "the Sleeping Bear" had become a well-known landmark along Lake Michigan's east shoreline. Schooners and steamboats replaced the fur trader's canoe, and the Sleeping Bear Dunes area became known for more than the "couchant bear" on its largest dune. The Manitou Passage[1] offered a good channel of navigation to larger ships sailing through Lake Michigan, and South Manitou Island had an important harbor of refuge for mariners wanting shelter from lake storms. These two factors combined to make the Lakeshore one of the most significant areas to commercial navigation on the Great Lakes. This importance resulted in the United States government's construction of lighthouses and lifesaving stations to aid those ships that sailed through the Manitou Passage.[2]

Lighthouses

Completion of the Erie Canal in 1826 was responsible for the development and rapid growth of commercial navigation on the Great Lakes. The canal linked middle America with the Atlantic seaboard states. Economic benefits to both regions proved significant as grain and lumber moved east and manufactured goods and people went west at a cheaper and faster rate than had been previously possible.[3]

With the growth of major commercial centers on Lake Michigan, shipping became an important aspect of the lake's economic life. Each year the number of schooners and steamboats increased to

meet the ever increasing business of the Lake Michigan ports. As more ships plied Lake Michigan's waters, the number of shipwrecks on the lake also grew.

Sailing on Lake Michigan can be a difficult task when a mariner is confronted by fog or a violent storm. Both meant trouble to ships, but storms posed the most serious threat. Unlike vessels on oceans and seas, those on the Great Lakes cannot drift before gales without the constant danger of striking shore. The Great Lakes afford ships very little room to maneuver during storms; for this reason many consider the Great Lakes more hazardous than the sea during rough weather. Of all the Great Lakes, Lake Michigan is reputed to be the most treacherous.[4]

For ships on the Great Lakes, the safest place during a storm is a port or a sheltered harbor. During much of the nineteenth century, ships sailing a direct route along Lake Michigan's eastern shore between Chicago and the Straits of Mackinac, a distance of 300 miles, had only one place of refuge during storms: the bay at South Manitou Island.[5] The significance of South Manitou Island's bay as a shelter to mariners came to the attention of the federal government early in the nineteenth century. In separate studies conducted in 1837 and 1838, two Navy lieutenants assessed the western Great Lakes' need for lighthouses. Their respective reports told of South Manitou's importance to navigation, and recommended that a lighthouse be erected on the island.[6]

In 1838 Congress acted upon the recommendation by appropriating monies for the construction of such a facility. Work on the island's lighthouse began the following year. It took only

one year and $4,567.40 to complete the structure.[7] Located on the southeast end of the island (see Historical Base Map), the 1840 South Manitou lighthouse was a one-and-one-half story brick building surmounted by a cupola that held a stationary light of the fourth order.[8] In addition to the light, the station at South Manitou had a bell fog signal.[9]

For a decade, South Manitou had the only light along the Lower Peninsula's northwestern shore, which magnified its importance to mariners sailing through this part of Lake Michigan. Later, additional lighthouses were constructed along the eastern shores of Lake Michigan to serve the ever-increasing traffic, but the importance of South Manitou's light was not diminished. In 1858,[10] a new structure, similar to the original, was erected, along with a fog signal house to hold the station's 1,000-pound fog bell. Before long, these modifications proved insufficient.[11]

After the Civil War, the Great Lakes experienced a shipping boom. In 1869 and 1870, the Lighthouse Service noted that the principle commerce of the Great Lakes traveled through the Manitou Passage,[12] and they believed that South Manitou had the most frequently used harbor of refuge on the Great Lakes. Considering these observations, the Lighthouse Service recommended to Congress that the elevation of the light at South Manitou be raised, and that a lens of a higher order and distinctive character be placed in the proposed tower to provide mariners with a better point of reference.

Congress appropriated funds and in 1871 work on South Manitou's third light began. The Lighthouse Service retained the 1858 keeper's dwelling, but removed the light tower on its roof. A tall brick tower located next to the house replaced the old cupola. The tower, completed in 1872, had a focal plane 100 feet above the surface of Lake Michigan and a stationary

Fresnel lens[13] of the third order that could project its white light a distance of 17-3/4 miles.[14] Three years after the completion of the new light tower, the lighthouse at South Manitou received another important improvement: a steam fog signal. The new fog signal was the first steam powered signal on Lake Michigan.[15] These improvements enhanced South Manitou's significance as a beacon of safety to ships sailing Lake Michigan in the late 1800's.

During the late nineteenth and early twentieth centuries, minor alterations in the construction of the lighthouse were made.[16] Changes in the shipping traffic patterns of Lake Michigan caused far more reaching effects at South Manitou. Steamboats that formerly refueled at the island discontinued their stops.[17] Construction of artificial harbors along Lake Michigan diminished the importance of South Manitou's bay as a harbor of refuge; the construction of a more modern and strategically placed lighthouse on the Manitou Passage in the 1930's[18] by the Coast Guard,[19] and the development of ship technology eventually eliminated the need for a lighthouse on South Manitou. In 1958 the Coast Guard decided to abandon the station.[20]

While in operation, the lighthouse on South Manitou Island played a significant role in the history of navigation on the Great Lakes. However, it was not the only light established on the Manitou Passage. Sailors on Lake Michigan in the 1800's considered the Manitou Passage the safest route on the lake.[21] This made the passage one of the heaviest used routes on Lake Michigan, and it was apparent that additional lighthouses were needed in the vicinity.[22]

In 1895, Congress appropriated monies to the Lighthouse Service for the construction of a lighthouse on North Manitou Island (see Historical Base Map).[23] Immediately, the Lighthouse Service took steps to acquire land for a lighthouse reservation, and drew plans for the structures to be erected at the new facility.[24]

Construction of the new lighthouse complex began in 1896 with the erection of a keeper's dwelling and fog signal house. Two years later work began on the steel skeleton frame light tower. Before long an alternating red and white light flashed from the new tower's fourth order light as a beacon to ships sailing through the Manitou Passage.[25]

Unfortunately, the importance of the new lighthouse was soon diminished by the development of a shoal off North Manitou Island's southern tip. The shoal extended half-way out into the Manitou Passage, and posed a hazard to ships sailing through the passageway.

In 1907 the Lighthouse Service recommended that the shoal at North Manitou be marked by a lightship. Congress failed to respond to the Lighthouse Service's request, but in 1910 an answer to the problem was found when a lighthouse was erected at White Shoals, near the Straits of Mackinac. This made the White Shoals lightship, No. 56, available for transfer. Soon the No. 56 was relocated to the North Manitou shoal.[26] Together with the lighthouse on North Manitou Island, the lightship marked the shoal during the navigational season[27] until 1927.[28] In that year Lightship No. 56 was replaced. A new ship, No. 89,[29] assumed the vigil in the Manitou Passage. No. 89 was eventually replaced by a permanent structure located at the end of the shoal.

The need for such a structure was recognized by the Lighthouse Service as early as 1923. For more than a decade, the organization asked Congress to appropriate the monies needed for the proposal. Eventually, Congress funded the project, and in 1935 the Lighthouse Service completed a station at the North Manitou shoal (see Historical Base Map). The modern facility had a red light with the power of 250,000 candles and a radio beacon.[30]

The construction of the lighthouse crib in the Manitou Passage eliminated the need for a lightship, as well as the lighthouse on North Manitou Island. The lightship was relocated upon the completion of the new shoal lighthouse. The station on North Manitou Island was closed down that same year, and soon after was sold to private interests.[31]

Only the 1935 light on the North Manitou shoal still guides ships through the Manitou Passage. The other beacons that once lit the passageway are now dark. South Manitou Island's lighthouse remains standing, but, with the exceptions of a barn and two privies, the light station on North Manitou was claimed by the waters of Lake Michigan.

When in operation, the two lighthouses and the lightship in the Manitou Passage marked the safe way through the Sleeping Bear Dunes area. Still, these beacons could not prevent the occurrence of shipwrecks.[32] To render assistance to the ships that encountered trouble while sailing through the Manitou Passage, the United States government provided another aid to mariners: lifesaving stations.[33]

Lifesaving Stations

In the 1870's the U.S. Life-Saving Service began to construct a series of lifesaving stations throughout the Great Lakes.

The importance of the Manitou Passage to commercial shipping encouraged the Life-Saving Service to erect one of its first stations on Lake Michigan at North Manitou Island.

The Life-Saving Service leased a site near Pickard's dock for a lifeboat station in 1874 (see Historical Base Map). Three years later, a single story frame structure, surmounted by a watch tower, began its vigilant watch for ships in distress in the Manitou Passage.[34] The station was relatively inactive at first, but by 1883 became very busy assisting vessels in distress.

The importance of this station and the institution of a full-time crew eventually prompted the Life-Saving Service to expand the facility. Beginning in 1897, the North Manitou station grew to include a dwelling, blacksmith shop, storehouse, boathouse, water tower, storm signal tower, two privies, and a movable watch tower in addition to the original station building.[36]

The station continued operation into the early part of the twentieth century, but by the late 1930's, the U.S. Coast Guard (successor to the Life-Saving Service) saw little need for a lifesaving facility at North Manitou. The Coast Guard closed the station and its buildings were surplussed.[37] Although the North Manitou facility was closed, two other stations still provided assistance to those in trouble.

The need for facilities in addition to the North Manitou station was recognized in the late 1800's.[38] The Life-Saving Service made plans for lifesaving stations at Sleeping Bear Point and South Manitou Island in 1878 and 1885 respectively, but for reasons still unclear no action was taken to build the two stations at that time,[39] although an obvious need for their construction existed.

The need for the two stations was aptly pointed out by a newspaper correspondent, Charles Burmeister, in 1889. Writing to the general superintendent of the Life-Saving Service, Sumner I. Kimball, Burmeister cited the dangers of the Manitou Passage, specifically including a brief history of shipwrecks in the area.[40] Despite the convincing arguments presented in this 1889 letter, the Life-Saving Service took no concrete action until the turn of the century.

Construction of the two identical lifesaving stations began in 1901.[41] The facility at South Manitou Island was completed later that same year; its counterpart at Sleeping Bear Point was finished early the following year. By 1902 there were three lifesaving stations operating in the area.[42]

Shifting sand along Sleeping Bear Point in the 1920's necessitated the relocation of the mainland station in 1931. At that time, the Sleeping Bear complex was moved near the village of Glen Haven (see Historical Base Map), where it stands today.

Advances in lifesaving equipment and methods in the twentieth century made it apparent that the Manitou Passage did not need three lifesaving stations in the 1930's. One-by-one, the stations closed. North Manitou went on inactive status first, followed by the Glen Haven station during the opening years of World War II.[43] In 1958, the South Manitou station also fell victim to the technological advances.[44]

Assistance is still rendered to ships in distress on the Manitou Passage, but now vessels are aided by helicopters and fast moving rescue craft from Frankfort, Grand Traverse, and Petosky. The efficiency of this new approach was demonstrated in 1960 when the freighter Francisco Marazon ran aground off the shore of South Manitou Island (see Historical Base Map).[45]

. . . . . .

The Sleeping Bear Dunes area played an important role in the early maritime history of the Great Lakes. The Manitou Passage afforded sailors in the nineteenth and twentieth centuries one of the safest routes through Lake Michigan, and South Manitou Island provided ships with the only natural harbor of refuge on Lake Michigan's eastern shore between the Straits of Mackinac and Chicago. These factors prompted the establishment of lighthouses and lifesaving stations to aid vessels through the Lakeshore's waters. With the exception of the lighthouse at North Manitou Island, these facilities are still extant, and it is in these buildings that a significant part of the Great Lakes maritime history is reflected.

Commercial navigation on the Great Lakes had more of an impact on the historical development of Sleeping Bear Dunes National Lakeshore than the construction of lighthouses and lifesaving stations. Ships brought the first settlers, and most of these individuals concerned themselves with the exploitation of the Lakeshore's predominant natural resource - trees.

ENDNOTES

[1]The Manitou Passage is that part of Lake Michigan which lies between the Manitou Islands and the Lakeshore's mainland.

[2]In addition to the construction of lighthouses and life-saving stations, the Federal government had maps of the Great Lakes drawn. The initial mapping of the Manitou Passage in the 1840's is discussed in Appendix II.

[3]For a general discussion of the history of navigation on the Great Lakes see J. B. Mansfield, History of the Great Lakes, 2 vols. (J. H. Beers Co., 1899); Harlan Hatcher, The Great Lakes, (New York: Oxford University Press, 1944); and Walter Havignurst, The Long Ships Passing: The Story of the Great Lakes (New York: McMillan Publishing Co., 1975). A good discussion of the maritime history of Lake Michigan is presented in selective chapters of Milo Milton Quaife's Lake Michigan.

[4]Dennis L. Noble and Michael T. O'Brien. Surfboats and Sanddunes (unpublished manuscript), p. 2.

[5]Vent, South Manitou Island, p. 15.

[6]Ibid., pp. 13 and 15.

[7]U.S. National Archives, Record Group 26, Records of the U.S. Coast Guard, South Manitou Clipping File.

[8]The lens used in lighthouses are ranked according to the intensity of the light they project. A light of the first order is of the brightest quality.

[9]Vent, South Manitou Island, p. 46.

[10]At present, the construction of the 1858 lighthouse is shrouded in mystery. There is no record of its construction and funding in the National Archives for the South Manitou lighthouse. Yet, it is obvious that a new structure was erected in 1858, for the present lighthouse keeper's dwelling (the 1858 lighthouse) has the date "1858" inscribed in brick on its south-west elevation.

[11]U.S.N.A., R.G. 26, South Manitou Clipping File.

[12]Use of the Manitou Passage was not restricted to ships sailing to ports along Lake Michigan's eastern shore. Many vessels that have traveled through the Manitou Passage have been enroute between cities on the Wisconsin shore and the Straits of Mackinac. To take advantage of a more direct route, these ships set on a course across Lake Michigan. This point of land is to the south of the Manitou Passage (see Historical Base Map).

[13]In Myron Vent's South Manitou Island and Arthur and Evelyn Knudsen's A Gleam Across the Waves: The Biography of Martin Nicolai Knudsen (privately published, 1948), it is stated that the lighthouse at South Manitou had a revolving light. This is not true. The construction of the 1871-72 tower made it impossible to install the necessary clockwork like machinery and weights. This fact is also confirmed by the lighthouse's records at the National Archives.

The Fresnel lens used in the tower had been developed in France in the 1820's. The principle of the invention centered around a series of concentric glass prismatic rings and Triangular prisms placed around a central lens. This allowed the light reflected off the lens to be emitted as a narrow, horizontal beam of light. Consequently, the Fresnel lens could project its light further than the previously used mirror systems. It is probable that the island's 1858 light also had one of these lens.

[14]U.S.N.A., R.G. 26, South Manitou Clipping File and Point Betsie Clipping File. The tower at South Manitou Island is a design found throughout the Great Lakes. A duplicate of the South Manitou tower is located at Pictured Rocks National Lakeshore: Au Sable Lighthouse Station. The historic structure report for this lighthouse is presently being completed. When finished, it could be of value to researchers working on the history and construction of the South Manitou light.

[15]T. Michael O'Brien, Guardians of the Eighth Sea: A History of the U.S. Coast Guard on the Great Lakes (Washington, D.C.: U.S. Coast Guard, 1975), p. 26.

[16]Most of the source materials on the structures at the South Manitou lighthouse are at the National Archives. However, the Coast Guard recently discovered a collection of microfilm that has drawings and correspondence on the lighthouses and life-saving stations throughout the United States. The microfilm has many drawings not available at the National Archives, making the film a valuable collection of source materials. The microfilm is now at the U.S. Coast Guard Academy library, but all the drawings for South Manitou, as well as the other facilities within the Lakeshore, have been xeroxed and sent to Sleeping Bear Dunes National Lakeshore.

[17]The use of South Manitou as a refueling stop for early steamers is discussed in the following chapter.

[18]The lighthouse built in the Manitou Passage is discussed in further detail below.

[19]The Lighthouse Service became a part of the U.S. Coast Guard in 1939.

[20]Vent, South Manitou Island, p. 51.

[21]U.S. National Archives, Record Group 26, Records of the U.S. Coast Guard, North Manitou Clipping File.

[22]U.S. National Archives, Record Group 26, Records of the U.S. Coast Guard, Grand Traverse Clipping File and Point Betsie Clipping File. Like South Manitou, the light at Grand Traverse was rebuilt in 1858.

[23]The Lighthouse Service first recommended the establishment of a light on North Manitou Island in 1892, but called for the structure to be located at the north end of the island. It was intended for the light to mark the passage between North Manitou and South Fox Islands (U.S.N.A., R.G. 26, North Manitou Clipping File).

[24]Original plans for the North Manitou light tower found in the National Archives show that the Lighthouse Service had intended to erect a cylindrical metal tower. No reason to the change of a simple frame, skeleton tower was found in the course of research.

[25]U.S.N.A., R.G. 26, North Manitou Clipping File.

[26]Lightship No. 56 was one of three lightships built by the Craig Shipbuilding Company of Toledo, Ohio, in 1891. The three vessels were the first self-powered lightships on the Great Lakes [Lt. Richard D. White, Jr., "Destination Nowhere: Twilight of the Lightship," Proceedings 102 (March 1972): 68]. No. 56 was 100 feet in length, had a 20 foot breadth, and a depth of 14 feet for its 101.16 ton weight. The white oak constructed vessel had six lanterns, three on the foremost and three on the mainmast, with Funck burners. The ship also had a steam-operated whistle for a fog signal (U.S. National Archives, Record Group 26, Lightship No. 56, White Shoals, Lake Michigan Clipping File).

[27]The navigational season on the Manitou Passage was considered to be from March to late November. In some cases it was longer, but the months of December, January, and February usually found the passageway frozen over.

[28]U.S.N.A., R.G. 26, Lightship No. 56 Clipping File and O'Brien, Guardians of the Eight Sea, p. 24.

[29]Lightship No. 89 was built in 1908. It had a length of a little over 88 feet and used a single light for a beacon to mariners. It also had a fog whistle [U.S. Annual Report of the Commissioner of Lighthouses to the Secretary of Commerce for the Fiscal Year Ended June 30, 1932 (Washington, D.C.: Government Printing Office, 1932), p. 13].

[30]Hans Christian Adamson, Keepers of the Lights (New York: Greenberg Publishers, 1955), p. 320.

[31]U.S. Department of Commerce and Labor, Great Lakes Notice to Mariners 105 (Washington, D.C.: Government Printing Office, 1935), p. 134, and U.S.N.A., R.G. 26, Site File, North Manitou Lighthouse (Michigan No. 25).

[32]A compilation of shipwrecks in the Sleeping Bear Dunes area can be found in Appendix III.

[33]Until the establishment of full-time crews for all lifesaving stations in 1889, there were two types of stations on the Great Lakes. First, there was the lifesaving station. Lifesaving stations had full-time crews and all the equipment necessary to successfully render assistance to vessels in distress. This type of station was located in isolated areas. The other type of station found on the Great Lakes was the lifeboat station. Located in populated areas, lifeboat stations had a full-time keeper to man the station and a crew of local volunteers that received pay for each rescue they performed. The lifeboat station was the prevalent type of station on the Great Lakes from 1875 to 1889 (See O'Brien, Guardians of the Eighth Sea, for discussion of these stations and how they operated).

[34]U.S. Annual Report of the Operations of the United States Lifesaving Service for the Fiscal Year Ended June 30, 1877 (Washington, D.C.: Government Printing Office, 1877), p. 9.

[35]A list of ships assisted by the North Manitou station from 1877 to 1914 is found in Appendix IV.

[36]The records examined at the National Archives revealed little about the expansion of the North Manitou Lifesaving Station. The information presented was obtained from a 1905 map of the station at the National Archives (a copy has since been sent to the Lakeshore), and from photographs of the station at the turn of the century.

[37]When the Coast Guard discontinued operations at North Manitou's station is not clear (a problem confronting researchers of all the lifesaving stations within the Lakeshore). It probably occurred shortly before 1938, for in that year the Coast Guard ordered the disposal of the facility. However, this order had not been carried out by 1940. The Coast Guard at that time was still trying to determine who owned the land on which the station was located (U.S. National Archives, Record Group 26, Records of the U.S. Coast Guard, Letter, Mr. Halley to Mr. Robinson, Site File, North Manitou Island Life Saving Station, 16 May 1940), and the next year the Work Project Administration's guidebook to Michigan stated the station still had a three man crew.

[38]The Point Betsie Lifesaving Station, which began operation in 1876, assisted ships in the southern part of the Lakeshore prior to the construction of the stations at South Manitou or Sleeping Bear Point. The station is discussed by Noble and O'Brien in their study, "Surfboats and Sanddunes."

[39]Noble and O'Brien, "Surfboats and Sanddunes."

[40]U.S.N.A., R.G. 26, Letter, Charles Burmeister to S. I. Kimball, Site File, South Manitou Life Saving Station, 22 January 1889. This letter is reproduced in its entirety in Myron Vent's South Manitou Island (pp. 55-57).

[41]The two stations were constructed from the same plans, and were built by the same contractor [John Albright and Cornelia Wyma, Historic Structures Report: The Glen Haven Coast Guard Station (Sleeping Bear Dunes National Lakeshore), Architectural and Historical Data (Denver: National Park Service, 1978].

[42]A list of the ships assisted by the stations at South Manitou Island and Sleeping Bear Point from 1902 to 1914 is found in Appendix IV.

[43]Albright and Wyma, Glen Haven Station.

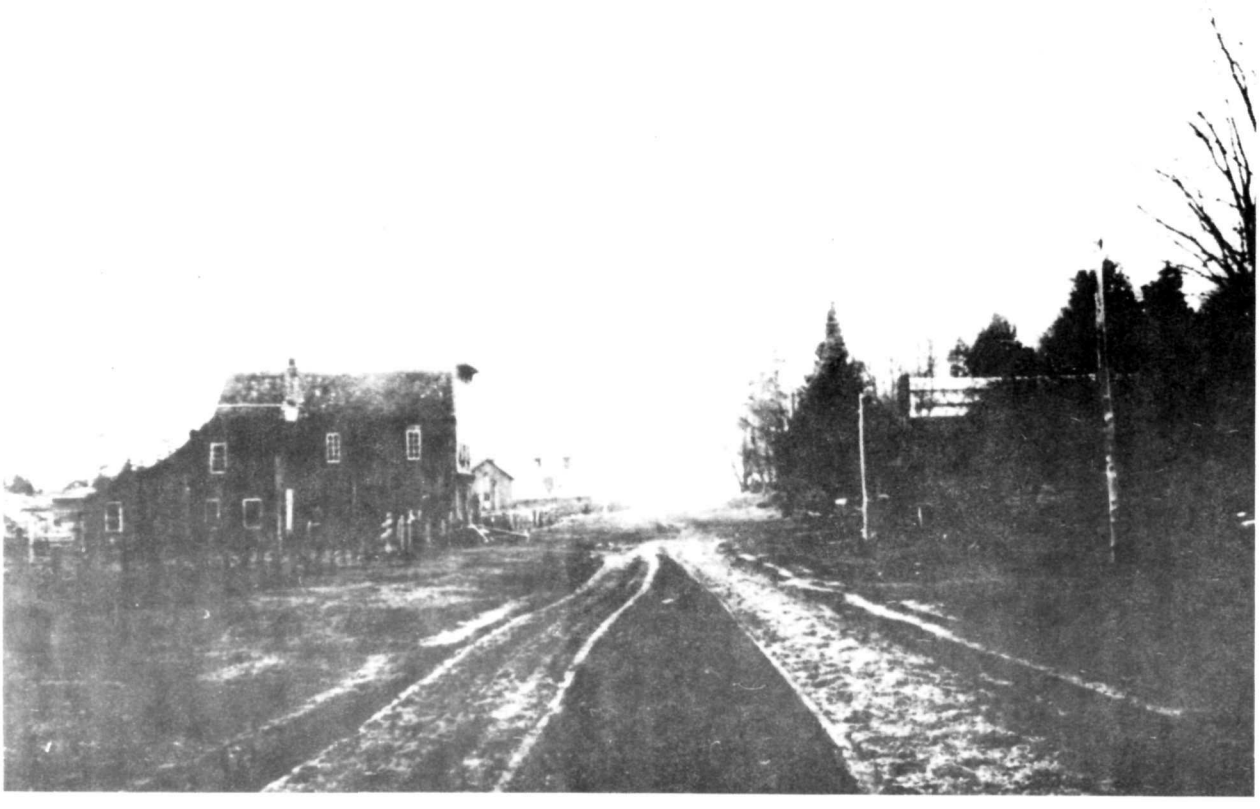
[44]Vent, South Manitou Island, p. 69.

[45]Ibid.

CHAPTER IV

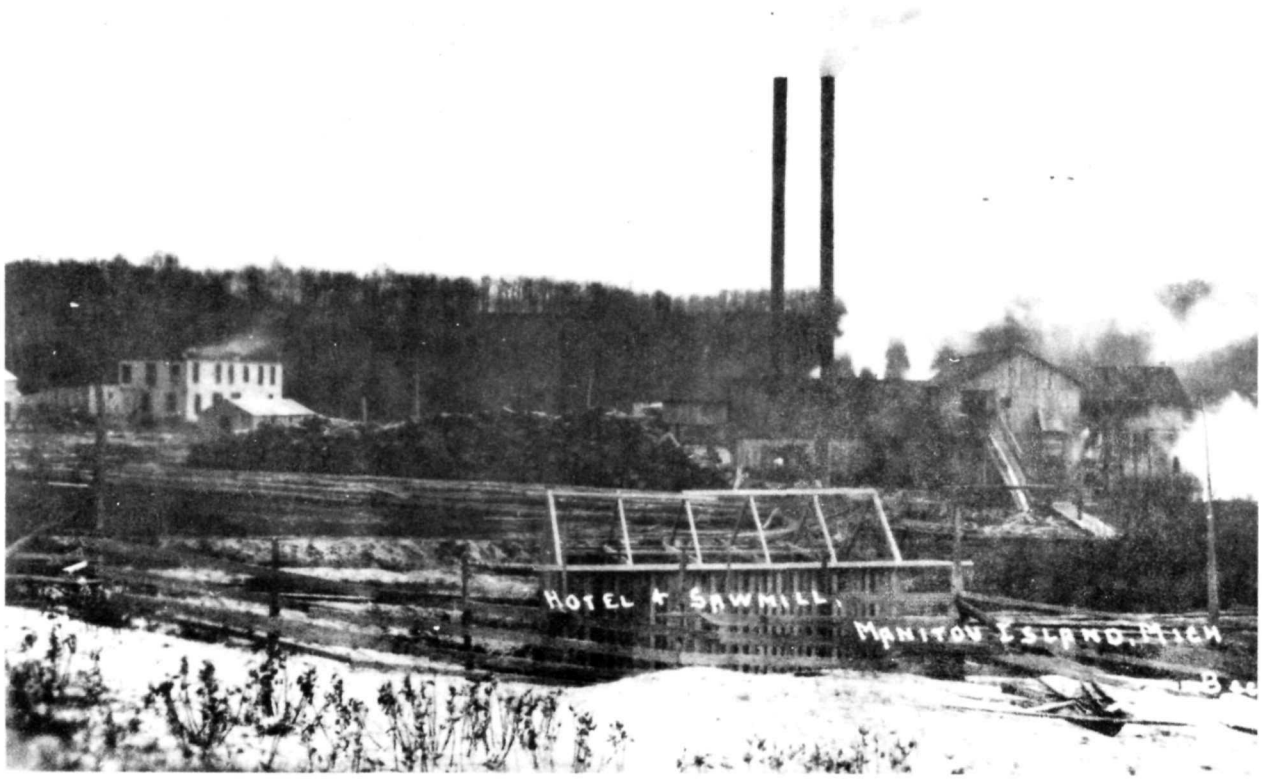
TIMBER !

Edgewater Lumberyard, shortly after the turn of the century. (Overlease Collection, M.S.U. Archives and Historical Collection)

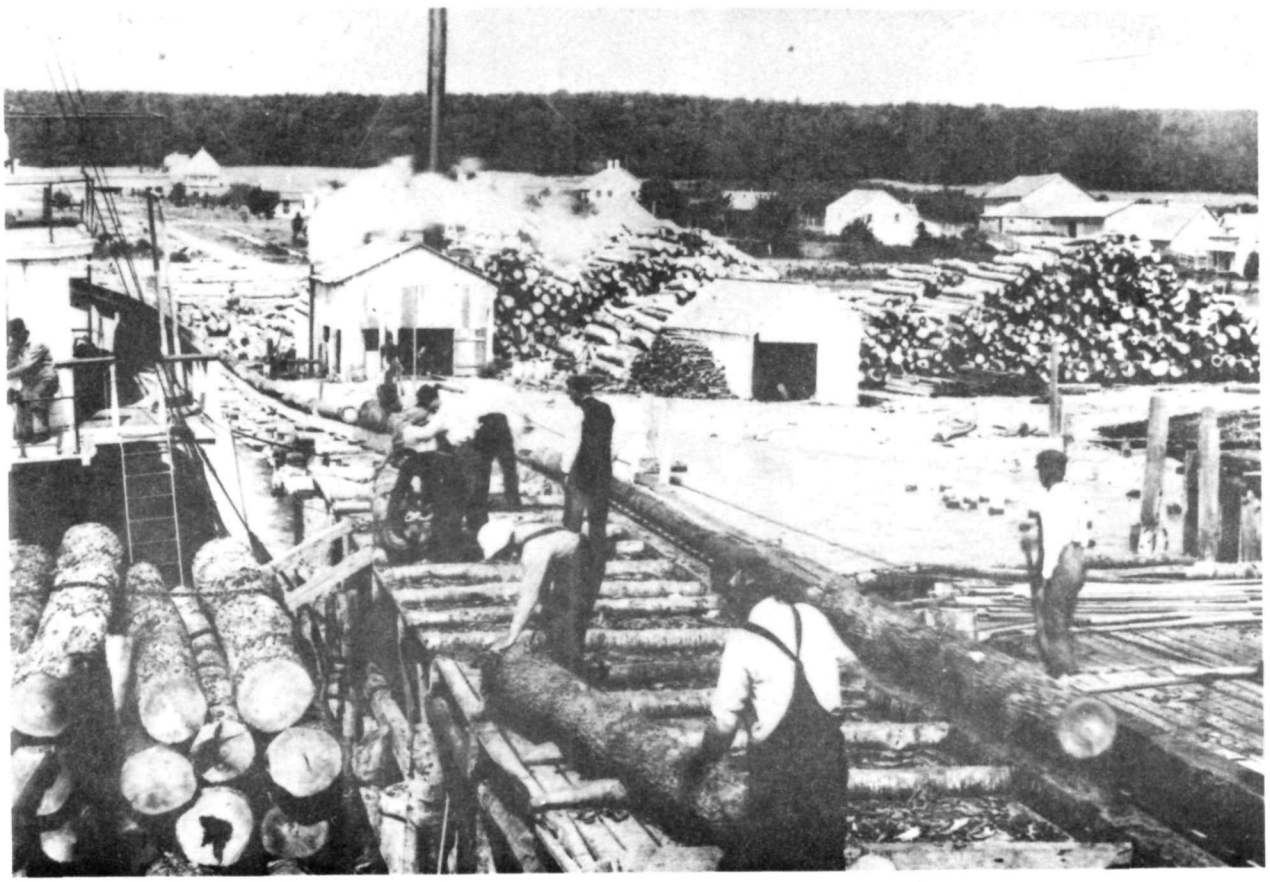


Aral's main street, facing west toward Lake Michigan, ca 1908. (Overlease Collection, M.S.U. Archives and Historical Collection)

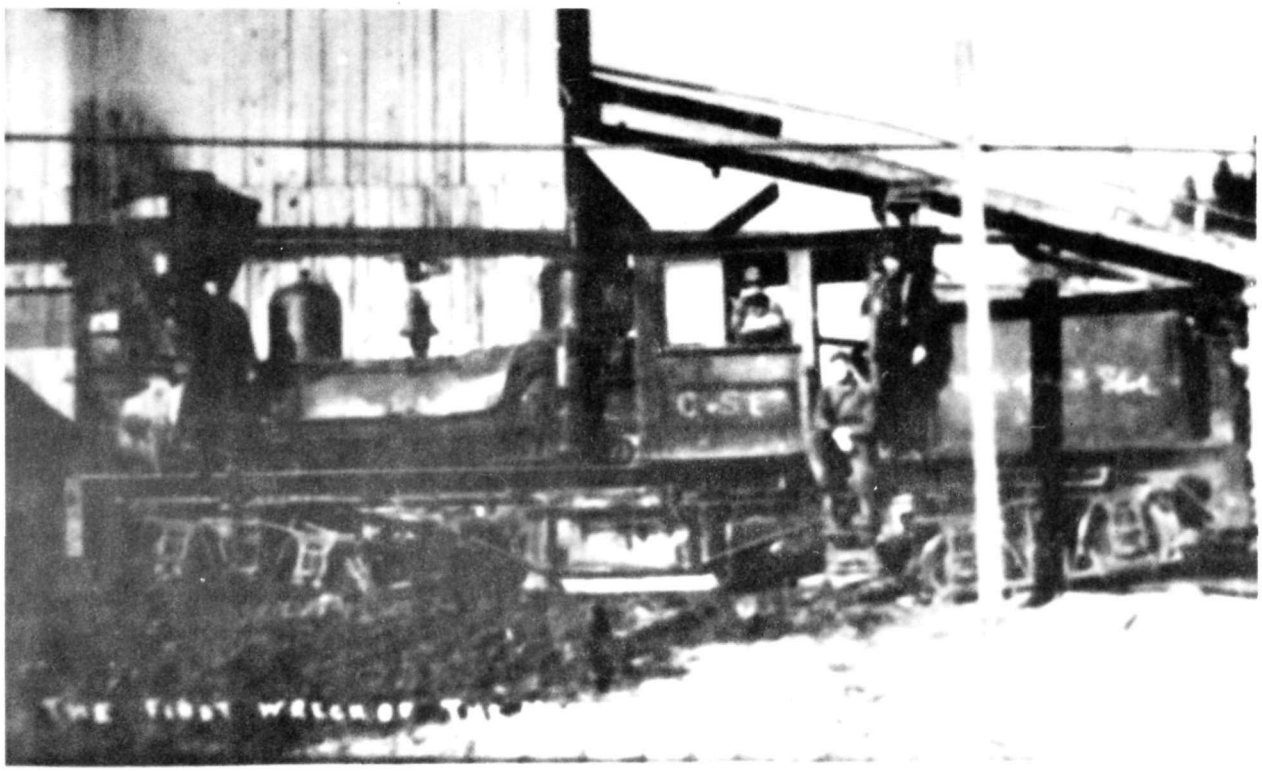
Cresent City's main street, ca 1910. The "pieux en terre" log construction suggests a French-Canadian influence. (Mrs. Robert White)



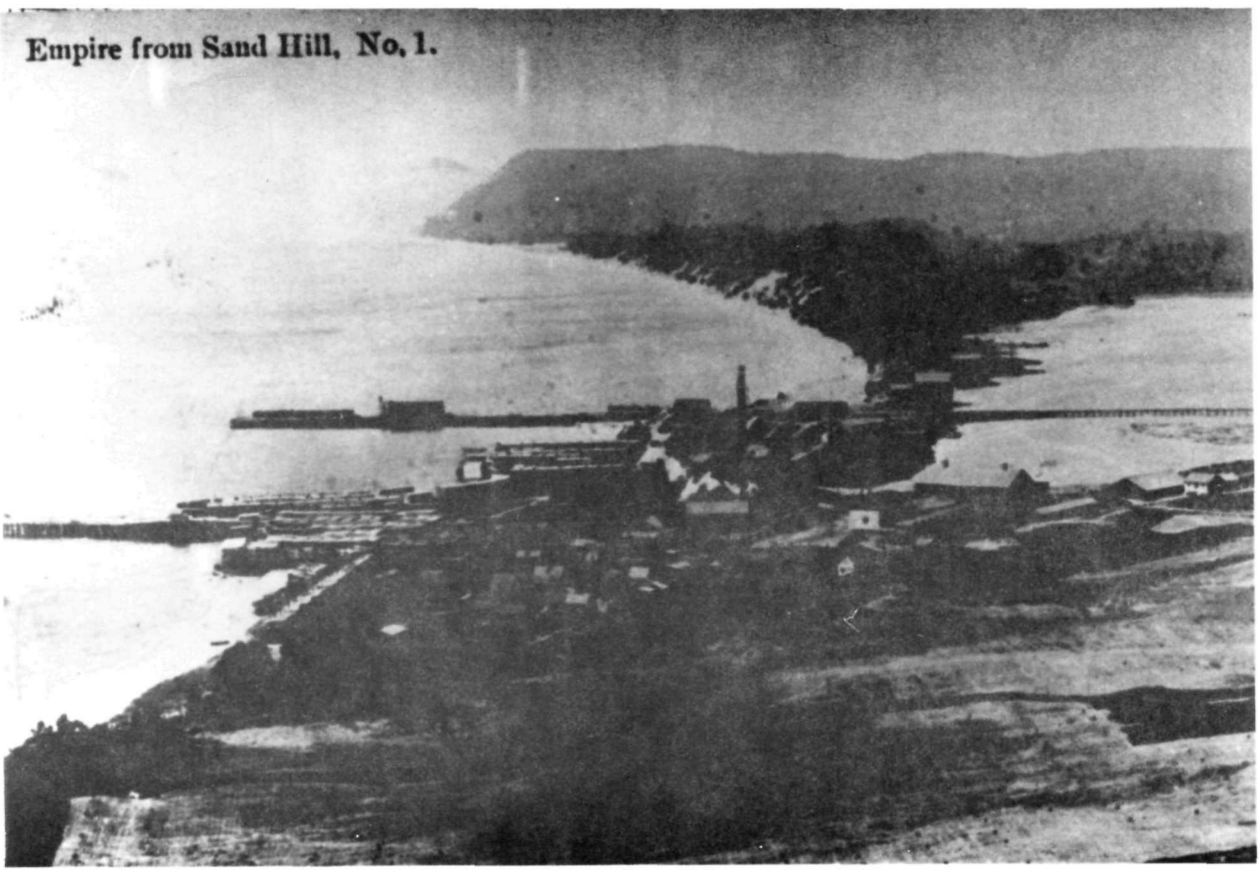
Crescent City Sawmill and Hotel/Boarding house (owned by A.J. White). (Mrs. Robert White)



Sawmill, Crescent City, ca 1910. (Mrs. Robert White)



The "Manitou Limited", derailed near the Sawmill, Crescent City, ca 1910. (Mrs. Robert White)



Sawmill, Empire, ca 1910. (Overlease Collection, M.S.U. Archives and Historical Collection)

"Big Wheels" in the Sleeping Bear Dunes area, shortly after the turn of the century. (Benzie County Historical Museum)

CHAPTER IV

Timber !

When the first Europeans and Americans saw the area of Sleeping Bear Dunes National Lakeshore, dense forests covered the mainland and the Manitou Islands.[1] In the early and mid-1800's the Lakeshore's forests came to the attention of a few enterprising individuals, who recognized the economic value of the trees, and cut swaths through the local forests. Initially the pine and hardwood forests fell to the axes of men interested in selling cordwood to passing steamboats. Following the establishment of the first wooding businesses, the potential of area forests to produce cut lumber drew others to the region. Lumber mills rose and small communities grew up around them, beginning a pattern of localized economic dependence upon the lumber companies that operated sawmills. The depletion of the area's forest in the early twentieth century brought an end to this dependence. Sawmills burned to the ground; people deserted the once booming lumber towns; and those individuals that stayed turned their attention toward other economic opportunities.

Wooding the Steamboats

The first trees cut within the boundary of present Sleeping Bear Dunes National Lakeshore became ashes in the furnaces of steamboats, which began regular traffic on Lake Michigan in the 1830's. The steamboats, most of which were passenger-vessels,[2] steadily increased in number. In 1860, steamboats accounted for only one-quarter of the vessels on the Great Lakes, but by the end of the nineteenth century steam-powered ships dominated lake commerce.[3]

Early steamboats on the Great Lakes used wood for fuel. These ships had an almost insatiable appetite for cordwood. One steamer taking a round trip through the Great Lakes could consume from 100 to 300 cords of wood.[4] Since steamboats made anywhere from 30 to 35 trips through the chain of lakes each navigational season, large amounts of wood had to be secured for each vessel.[5]

As the number of steamboats on the Great Lakes grew, some men recognized the profit potential for whoever could supply the wood needed at strategic locations along the Lakes system. Some of these men perceived the Sleeping Bear Dunes area as a promising cordwood business site. The area was directly on the route of traffic and contained abundant supplies of hardwoods. Before long, the Sleeping Bear and her "cubs" were dotted with docks selling cordwood to passing boats.

Due to its natural bay that could accommodate even the largest vessels sailing on Lake Michigan in the nineteenth century, South Manitou Island was a logical location for steamboats to refuel. W. N. Burton[6] recognized South Manitou's potential, and around 1835 he started a wooding business on the island (see Historical Base Map).[7] Burton's operation on South Manitou soon became a popular refueling point for all the steamboats that sailed Lake Michigan.[8] As a result, Burton's island enterprise expanded, and by 1847 he had a residence, blacksmith shop, grocery, barn, and a few other buildings near his dock. Burton also had a "railroad" branching into the island's interior, which he used to haul cordwood to his dock. The best measure of Burton's success is that, in little more than one decade, half of South Manitou's virgin forest had fallen to the axes of his woodsmen.[9]

Burton's success on South Manitou Island did not go unnoticed. Gradually other men began to establish wooding businesses in the Sleeping Bear Dunes area. The first challenge to Burton's monopoly came when Nicholas Pickard and his brother Simon, acting on the advice of a steamboat captain, went to North Manitou Island in 1846 to start a cordwood business.[10] The two brothers picked an excellent location, and within a short time they had a prosperous enterprise (see Historical Base Map for Pickard Brothers' original dock). Near the Pickards' dock stood two dwellings, a grocery, blacksmith shop, storehouse, and other miscellaneous structures. Further inland, the Blair boarding house provided room and board for the island's woodcutters.[11]

Despite the success of the North Manitou operation, Nicholas Pickard temporarily left the business in 1847 but returned to the partnership two years later. It may have been at this time that the brothers moved their operation to the north, and built what became commonly known as "Pickard's dock" (see Historical Base Map). The move had no adverse effect on Pickard's wooding business.[12]

In 1854, Simon Pickard apparently left the wooding business on North Manitou's east side to his brother, who managed the operation until his death in 1876. Simon then began another cordwood operation on the island's west shore, which he built into another profitable enterprise, and then sold in 1857.[13]

At this time or a little later, North Manitou Island's west dock passed into the hands of George F. Aylsworth, Sr. Aylsworth continued selling cordwood to passing steamers, and the village that grew up around the dock became known as "Ailsworth" (see Historic Base Map).[14] Aylsworth apparently owned and operated

the dock at "Ailsworth" until 1873, when he moved his wooding business to Empire (on the mainland), and the dock on the west side of North Manitou closed.[15]

When Simon Pickard moved to North Manitou Island's west side, he occupied the least feasible location for a wooding business on the Manitou Islands. Only the mainland area of the Lakeshore offered any further opportunities for new cordwood operations. Before long, cordwood was sold from a number of docks on the mainland. George Ray, one of Glen Arbor's original residents, opened the first mainland wooding business with the completion of a dock at Glen Arbor in 1857 (see Historical Base Map).[16] Soon other docks like Ray's extended out into Sleeping Bear Bay.

In 1862, Thomas Kelderhouse constructed a dock to the east of Ray's. Named "Port Oneida" after the first steamship to stop at the dock, Kelderhouse's operation became popular among many captains because the dock's end was located in deep water.[17] As on the Manitou Islands, a number of buildings sprang up around this dock.[18]

Three years after Kelderhouse finished his dock at Port Oneida, Charles C. McCartey[19] constructed a third dock on Sleeping Bear Bay, located west of Glen Arbor.[20] Situated near McCartey's small sawmill and a hotel (Sleeping Bear Inn), the dock and buildings were initially known as "Sleeping Bearsville," but later McCartey adopted the name of "Glen Haven" for the little community (see Historical Base Map).[21]

To the east of Sleeping Bear Bay, steamboats purchased wood at a dock that eventually became known as Good Harbor (see Historical Base Map), founded in 1863 by H. D. Pheatt.

Like the others in the area, this wooding operation prospered and soon expanded into a small lumbering town.[22]

South of Sleeping Bear Bay, a wooding business started operation at the village of Empire. Opened in 1873, the operation's owner, George F. Aylsworth, Sr.,, who had previously operated a cordwood business on North Manitou Island, was experienced at cutting and selling cordwood to steamers in the Sleeping Bear Dunes area. Aylsworth probably left North Manitou hoping to make more money on the mainland. He was not disappointed. His business at Empire continued to operate until the turn of the century.[23]

Aylsworth's company at Empire was the last major wooding business established in the Sleeping Bear Dunes area.[24] No suitable sites for such business remained available in the Dunes vicinity, and coal was gradually replacing wood as the main fuel source for steamers and freighters.[25] Although the cordwood market gradually died, there was another product to be taken from the Michigan forests: cut lumber.

The Lumber Industry

At the turn of the twentieth century, the lumber industry dominated the economic life of Sleeping Bear Dunes National Lakeshore. Its roots extended back to the early settlement history of the area. Sawmills attracted the first settlers, and formed the nucleuses of the Lakeshore's early towns. Like the mining towns of the trans-Mississippi West, most of these small logging communities prospered and died with their sawmills.

While cordwood operations established early dominance on the Manitou Islands, most of the Lakeshore area's first lumbermen were attracted to the mainland. Even before the first settlers came to the mainland, tracts of land that had potential as sites for sawmills and docks passed from the public domain into private hands, and by the time the first sawmill started operation, most of the land had been purchased.[26]

George Ray opened the mainland's first sawmill near Glen Arbor in 1855. Additional mills were established in the vicinity[27] over the years that followed: John Fisher's in 1859, and two others in 1890 and 1899.[28]

Outside of Glen Arbor, the small German-Czech town of North Unity (see Historical Base Map) opened its mill in 1856. The lumber from the lakeside community was shipped to Chicago, and before long North Unity's mill developed into a flourishing enterprise. The mill was presumably closed following the fire that devastated the town in 1871.[29]

Nearby, in the community of Glen Haven, Charles C. McCartey's sawmill was more fortunate. McCartey built his mill and a hotel (the Sleeping Bear Inn) in the late 1850's within the present boundaries of the National Lakeshore.[30] Over the next decade McCartey's lumber business expanded. By 1868, he added a dock into Sleeping Bear Bay, a new sawmill on Little Glen Lake (see Historical Base Map for location of D. H. Day Sawmill), and a grist mill. McCartey also used a tugboat on Glen Lake to scow for wood.[31]

In 1870, the Northern Transportation Company of Cleveland, Ohio (a steamship company), purchased all of McCartey's Glen Haven properties.[32] The company managed the mill until 1886, when the owner passed away.[33]

David H. Day, formerly the Northern Transportation Company's agent in Glen Haven, assumed control of the business, which prospered under his guidance. His sawmill on Little Glen Lake cut twenty thousand board feet of hardwood and from thirty to thirty-five thousand board feet of hemlock from his 5,000 acres of forest land daily.[34] To facilitate the movement of lumber from the mill to his dock, Day improved the tramway built by Northern Transportation Company with the addition of a steam locomotive in 1907.[35]

David Day's success at Glen Haven enabled him to become one of the foremost lumbermen in Michigan. In the late 1880's, he founded the Michigan Hardwood Lumber Association and at one time also served as National Hardwood Lumber Association's vice-president.[36] This success and prestige caused one 1903 observer to comment that no one in Leelanau County occupied "a more enviable position in commercial, industrial and financial circles than David H. Day...," and twenty years later The Detroit Free Press called him "King David of North Michigan."[37] Still, Day's success and social position could not prevent the inevitable depletion of the forests on his lands.

Day foresaw the inevitability of the sawmill industry's decline, and prepared for the end of the mill's operation by diversifying his interests. When the mill closed in 1923,[38] Day's preparations saved not only himself, but the entire town of Glen Haven, since its economy was not entirely dependent upon lumbering.

Many of the Lakeshore's lumber towns were not so lucky. Port Oneida's sawmill began operating in the 1860's, but limited its trade largely to the sale of cordwood. As demand for cordwood fuel decreased, the sawmill's operation ended, and the small community disappeared.[39]

The cordwood industry at Good Harbor Bay began in 1863. H. D. Pheatt constructed his sawmill five years later, but sold the operation shortly thereafter to three brothers: Henry, Otto, and Richard Schomberg.[40] The Schomberg Lumber Company and the Otto Thies mill formed the economic nucleus for Good Harbor. In addition to its mills, Good Harbor grew to include a dock, eighteen houses, two stores (one with a post office), a boarding house, a warehouse, a saloon, a feed barn, and a cheese factory.[41] It seemed that Good Harbor was a firmly established settlement.

In actuality, Good Harbor was too reliant upon the lumber industry. Around the turn of the century, all of the vicinity's forests virtually disappeared, and the town's fate was sealed. In 1906, the Schomberg Mill burned--a fate common to Michigan mills whose future was questionable. The community at Good Harbor became a ghost town.

The pattern of the milltowns' rise and fall was also common among the settlements south of Glen Lake. The first sawmill south of the lake was established in 1881 or 1882. Dr. Arthur O'Leary's steam-powered sawmill attracted a number of people to the area, and before long a small community called Aral developed around the mill (see Historical Base Map).[43]

Under the management of Charles T. Wright, who leased the operation from O'Leary in 1886, the sawmill at Aral prospered. The town flourished, and by the end of the 1880's it had a school, two boarding houses, two stores, several residences, a few barns, and some shanties around the mill referred to as "Frenchtown" for the French-Canadian workers that lived there. Just when the town's future looked brightest, it was altered by a peculiar series of events.

The first was the destruction of the town's sawmill by fire in 1888. O'Leary rebuilt the mill for his leaser Charles Wright, then he (O'Leary) sold the business and his land at Aral. The new owner allowed Wright and his Otter Creek Lumber Company to continue operation, and the future of the industry seemed promising.

Then in late summer 1889, Benzie County placed a tax lien on the Otter Creek Lumber Company's logs. On August 10th, Deputy Sheriff Neil Marshall went to Aral to enforce the county's action against Wright. Upon his arrival that morning, Marshall and Wright had a heated discussion. Marshall left and returned after noon with the local township's treasurer, Frank Thurber. At this meeting, Wright's assaults were more than verbal. At the bridge near the mill, Wright struggled with and murdered the two men. Wright attempted to hide, but soon found himself behind bars for committing the most notorious murders in Benzie County's history.[44]

After Wright's arrest, his wife and her brother managed the sawmill at Aral with some success under the name of C. F. Crossett and Company. In 1894, Dr. O'Leary repurchased the mill and placed it under the management of his niece's husband, William Montgomery. Three years later, the Benzie Banner reported the lumber operation at Aral again owed back taxes, and in 1899 the sawmill burned for the second time. This time no action to replace the mill was made, and Aral's future was questionable.

Limited lumbering activity continued near Aral during the years that followed, and in 1908 a revival of the town's milling industry seemed possible. Members of a religious group known as the House of David moved to Aral from Benton Harbor, Michigan. They built a new sawmill, which produced mainly fence posts and

shingles.[45] The House of David operated the mill for three years, but the nearby forests were so depleted that in 1911, the group boarded the ship Rising Sun and permanently left Aral. Their exodus was the final blow for the milltown. It deteriorated rapidly and by 1922, Aral was totally deserted.[47]

Another sawmill community in the Dunes area met a similar fate. Located inland from Lake Michigan near where the Platte River leaves Platte Lake, the Edgewater Sawmill registered its log marks at the Benzie County Courthouse in 1893 (see Historic Base Map).[48] Operated by John R. Little and Son and the Platte Lumber Company, Edgewater started with a small sawmill that only made shingles, but gradually the mill's operation increased.[49] Edgewater's finished wood was sent to Lake Michigan via tramway, then shipped to various ports along the lake.[50] Edgewater continued operation until around 1910, when its mill burned. Then the community surrounding the destroyed sawmill slowly dissolved.[51]

Unlike Aral and Edgewater, one of the Lakeshore's southern lumber communities survived. The lumber industry was introduced at the small village of Empire in 1885, and quickly expanded following its purchase by Chicago's Wilce Lumber Company two years later. Known as the Empire Lumber Company,[53] the operation soon became the largest in the Sleeping Bear vicinity. Company-owned logging camps cut huge amounts of lumber from land owned or leased by the company.[54] The Wilce Company built a larger mill, new docks, and a railroad system to improve the efficiency of the business.[55]

The Empire Lumber Company continued operation into the early 1900's. Around 1906 the company's sawmill burned, but a new mill rose from the ashes and continued operation for a decade until it also burned. This time the Empire Lumber Company saw

no need to build another mill. The forests around Empire had disappeared; it no longer was profitable to continue operation, even with large numbers of logs being cut and sent to Empire for milling from North Manitou Island. The company railroad, the Empire and Southeastern, operated for a few more years, but eventually stopped running. Empire's population dwindled following the closure of the mill. Those who stayed catered to the needs of local farmers and the first early tourists to come to the Sleeping Bear Dunes area. In recent years, Empire's small population got a boost from the construction of an Air Force radar base nearby.[56]

On the mainland, most of the Lakeshore's sawmills had stopped operation by 1925. The Fisher mill at Glen Arbor remained open until 1933, but most lumbering activities in the Lakeshore were restricted to the use of small portable sawmills that handled small strands of trees.[57] Today, the trees that meet the ax within the Lakeshore's boundaries are pines grown on local "Christmas tree farms."

Large lumbering operations were not introduced on the Manitou Islands until after 1900. W. N. Burton's cordwood cutters felled much of South Manitou Island's forest by 1847. This fact discouraged any plans to build a large sawmill on the island when settlers came to the region in large numbers in the late 1850's. Burton had a small sawmill that apparently cut cordwood for steamers and lumber for local use, but not until 1905 was the island's first lumber business formed. That year, Frank Fisher, owner of a sawmill at Glen Arbor, and B. V. Morgan constructed a sawmill on South Manitou. Located inland from Burton's old dock, Fisher and Morgan's operation employed over fifty loggers. For a decade they made shingles which they shipped to the mainland (see Historical Base Map).[58]

The Fisher-Morgan mill ceased operation sometime before 1925, after which lumbering on the island was restricted to a few small operations.[59] Today, all lumbering has discontinued and the forest is reclaiming the island's open space.

While lumbering had little impact on South Manitou Island, the same cannot be said of North Manitou. Small sawmills made their entrance on North Manitou in the 1840's and 1850's. The first mill started work on the island's east side in 1846. Owned by Cornelius Jones, this sawmill operated until 1855, but whether it cut cordwood, lumber, or both is not clear.[60] A year after Jones' mill closed, another small sawmill began cutting wood on the other side of the island. Built by Frederick Cook, Jr. for a Mr. Munger of Buffalo, New York, nothing is presently known about this sawmill's operation or history.[61] Apparently, no new sawmills were built on North Manitou after the construction of Munger's, nor were any other lumbering activities started until after the turn of the century.

Large scale logging on North Manitou began around 1907. The most extensive lumbering occurred on the island's west side. Erecting a sawmill at the site of Ailsworth, the Smith and Hull Lumber Company of Traverse City, Michigan, started cutting the island's virgin stands of hemlock. Soon its operation on the island became one of the largest in the Sleeping Bear Dunes area. A small community of log and frame buildings grew up around the mill. Called Crescent City for the shape of bay it overlooked, it was a lively town.[62] As the company's lumberjacks pushed further into North Manitou's interior, Smith and Hull decided to build a narrow-gauge railroad to move its men and logs between town and the cutting areas. This railroad used two steam-engines, and considering its location on an island in Lake Michigan, it had quite a long line of track.[63]

For nearly a decade the Smith and Hull Lumber Company and Crescent City prospered, but around 1917 the lumber operation there stopped.[64] With no place to work, the people of Crescent City left North Manitou Island. Little evidence of the once prosperous town remains.

In addition to Smith and Hull's lumber operation, North Manitou's forests were harvested by Pete Stormer, Sr. Stormer cut trees on the island's east side, then shipped them to Empire to be milled (see Historical Base Map). Stormer's operation ended when the Empire mill burned in 1916.[65]

After the closing of Stormer's logging operation and the sawmill at Crescent City, logging on North Manitou Island continued on a small scale. A few small lumber camps cut trees in the 1920's, and in 1955 the Michigan Hardwood Company out of Leland, Michigan, lumbered the area.[66] Today, the island still hears the sounds of axes and power saws. It is estimated that 1,000,000 to 1,125,000 million board feet of lumber is cut annually on the island.[67] All logging activities will end when North Manitou Island comes under the administration of the National Park Service, closing an important chapter in the history of the Sleeping Bear Dunes area.

. . . . . .

Within the boundaries of the Lakeshore, little evidence of the wooding and lumbering activities of the Sleeping Bear Dunes area has survived to this day. The forest has reclaimed clear-cut lands not turned to the plow. Docks over which cordwood and lumber once passed have been reduced to piers that can barely be seen above the waters of Lake Michigan. The track beds of the tramways and railroads built by lumber companies now feel

the weight of hikers taking walks through the Lakeshore's forests. A few buildings remain standing to help paint an image of this part of the Lakeshore's past. A structure at Burton's dock on South Manitou Island, possibly dating to the founding of the dock, tells of the island's early wooding and lumbering days, and the remaining structures at Glen Haven, like Sleeping Bear Inn, old D. H. Day store, and residences, stand as silent reminders of the Lakeshore's mainland lumbering activities in the nineteenth and early twentieth centuries. As for the other buildings and towns, nothing remains but the foundations of the local sawmills. The best records of this aspect of Sleeping Bear Dunes National Lakeshore's past are the photographs and historical documents that can be found at the Lakeshore, in local museums, and in private and public collections.

ENDNOTES

[1]A map of how the Lakeshore's forests, with the exception of North Manitou Island, appeared in 1839 is presented in An Archeological Inventory and Evaluation of Sleeping Bear Dunes National Lakeshore.

[2]Havinghurst, The Long Ships Passing, p. 121.

[3]Quaife, Lake Michigan, pp. 163-164.

[4]In the 1800's no standard, legal measurement for a cord of wood existed. However, while it varied from seller to seller in the nineteenth century, each cord approximated the present U.S. measurement of 128 cubic feet (a pile of wood eight feet long, four feet high, and four feet wide).

[5]Mansfield, History of the Great Lakes, I:400.

[6]In some early histories of the area, W. N. Burton has been mistaken for W. W. Barton, an early settler on the mainland.

[7]Vent, South Manitou Island, p. 32.

[8]In 1838, Lt. James T. Homans, while conducting a survey of the lighthouse needs in the western Great Lakes, commented that "all steamboats sailing on the upper lakes visit this place (South Manitou) for a supply of fuel. . . ." (Ibid., p. 15).

[9]U.S. Field Notes, 131:532 and the 1848 plats for Township 30 North, Range 15 West, and Township 31 North, Range 15 West.

[10]Sprague and Smith, Sprague's History, p. 358.

[11]U.S. Field Notes, 131:489 and 1848 plat for Township 31 North, Range 14 West.

[12]Sprague and Smith, Sprague's History, p. 358.

[13]Ibid.

[14]Empire Township Heritage Group, comp., Some Other Day (Remembering Empire) (Empire: June 1976), p. 45; Littell, 100 years, p. 67; and U.S. Corps of Engineers, Great Lakes Survey, Manitou Passage, 1863 and 1903.

[15]Littell, 100 years, p. 67. The 1880 census for North Manitou Island indicates that selling of cordwood had come to a halt. This is shown by the fact that a number of "laborours" so common in earlier censuses are absent from the 1880 roles for the island.

[16]Sprague, The Grand Traverse Region, p. 246.

[17]Ibid.

[18]When the buildings at Port Oneida were razed in 1944-45, the sawmill and grist mill that had once operated there were long gone, but a boarding house, residence, blacksmith shop, and two barns had survived (interview with Jack L. Barnett, Pyramid Point, Michigan, 11 May 1978).

[19]Charles C. McCartey's name has been spelled variously as McCarty and McCarthy by historians in recent years, but contemporary documents show it as McCartey, as do the early histories.

[20]Sprague, The Grand Traverse Region, p. 246.

[21]Rader and Glen Arbor History Group, Beautiful Glen Arbor, p. 21.

[22]Sprague, The Grand Traverse Region, p. 236.

[23]Littell, 100 years, p. 67.

[24]The farming community of North Unity and the lumber town of Aral may also have had small wooding businesses at their docks, but when and how long they operated is not known at present.

[25]Hatcher, The Great Lakes.

[26]A look at the tract books kept for each of the townships on the mainland of the Sleeping Bear Dunes area by the General Land Office show that by 1858 much of the land around Glen Lake, Sleeping Bear Bay, and Good Harbor Bay had been sold. Many of the names of the purchasers are not those of early settlers in the area. This indicates that there may have been some timber speculation in the area, but this was not uncommon in Michigan.

[27]Sprague, The Grand Traverse Region, p. 246.

[28]Littell, 100 Years, pp. 13, 15, and 16.

[29]Julia Terry Dickinson, The Story of Leelanau (Omena, Michigan: Solle's Bookshop, 1951), p. 42.

[30]There is some question as to when McCartey began his operation at Glen Haven. Many local historians give the date as 1857, but the General Land Office tract book shows the land did not leave the public domain until 1858.

[31]Rader and Glen Arbor History Group, Beautiful Glen Arbor, p. 21.

[32]Ibid., p. 29, and Sprague, The Grand Traverse Region, p. 246.

[33]Rader and Glen Arbor History Group, Beautiful Glen Arbor, p. 38.

[34]Sprague and Smith, Sprague's History, p. 511.

[35]Rader and Glen Arbor History Group, Beautiful Glen Arbor, pp. 40 and 48.

[36]"King David of North Michigan," The Detroit Free Press, 8 January 1922.

[37]Ibid., and Sprague and Smith, Sprague's History, pp. 510-513.

[38]Telephone interview with Robert B. Day, son of D. H. Day, Frankfort, Michigan, 12 May 1978.

[39]Littell, 100 Years, p. 48.

[40]Dickinson, Leelanau, pp. 41-42.

[41]Ibid.

[42]Ibid.

[43]The history of Aral has recently been told by Theodore and Bonita Reuschel in "The Story of Aral, Benzie County, Michigan: ca. 1870-ca. 1922," in A Wind Gone Down: Out of the Wilderness, (Lansing: Michigan History Division, Michigan Department of State, 1978). This well researched work is the basis for the discussion on Aral.

[44]As with most historical events of this nature, several versions of the murder have arisen. One should see "The Story of Aral," by Theodore and Bonita Reuschel, the four part series written on the murder by Larry Wakefield for the Traverse City Record-Eagle from 20-23 January 1976, and Leonard Case's discussion in his Benzie County: A Bicentennial Reader (Benzie County Bicentennial Commission, 1976).

[45]Interviews with Roy Tower, raised to the east of Aral on a farm, Benzonia, Michigan, 21 March and 12 May 1978. For more on the House of David see Quaife, Lake Michigan, pp. 261-278.

[46]The Rising Sun later ran aground off of Pyramid Point in 1918. See Appendix III for shipwrecks in the area of the Lakeshore.

[47]An archeological project is supposed to have been undertaken by local history "buffs" and a report of their findings published. The book referred to as Dig was not located and attempts by other individuals to secure a copy of the work have also failed. An effort to find and obtain a copy for the Lakeshore should be considered in the future.

[48]Benzie County, Michigan: Miscellaneous Records. Benzie County Clerk. This book has records dealing with soldier discharges and the records of log marks registered by the county's numerous lumber companies.

[49]Benzie Banner, 29 April 1897, p. 5.

[50]Edith Overlease and William Overlease, "A History of Logging in Benzie County, Michigan," Manuscript, 1973, p. 58.

[51]Interview with Earl Reynolds near Beulah, Michigan, 23 March 1978.

[52]Empire Group, Some Other Day, p. 31.

[53]Another Empire Lumber Company operated in Michigan during this same period. The other company logged on Lake Superior and no connection to the business at Empire, Michigan, has been established at this time.

[54]See Charles E. Ferris, Atlas of Leelanau County, Michigan (Knoxville, Tennessee: S. B. Newman and Company, 1900).

[55]Empire Group, Some Other Day, pp. 31-33.

[56]Ibid., pp. 35, 40, and 41.

[57]Littell, 100 Years, p. 16, and Interviews with Roy Tower. Mr. Tower told of his days working for a portable mill in the vicinity of Otter Creek in 1907-09. The location of one portable mill is cited in the 1900 atlas for Benzie County by C. E. Ferris.

[58]Vent, South Manitou Island, p. 41.

[59]Interview with Lottie Tobin, Empire, Michigan, 11 May 1978; and Interview with Betty Kramer, local historian, Harbor Springs, Michigan, 15 May 1978.

[60]Littell, 100 Years, pp. 43-44.

[61]Sprague, The Grand Traverse Region, p. 209.

[62]William F. Lawler, "Michigan Islands," Michigan History Magazine 22 (Summer 1938): 300-301; and Interview with Mrs. Robert White, Traverse City, Michigan, 15 March 1978.

[63]Ibid.

[64]Ibid.

[65]Empire Group, Some Other Day, p. 36.

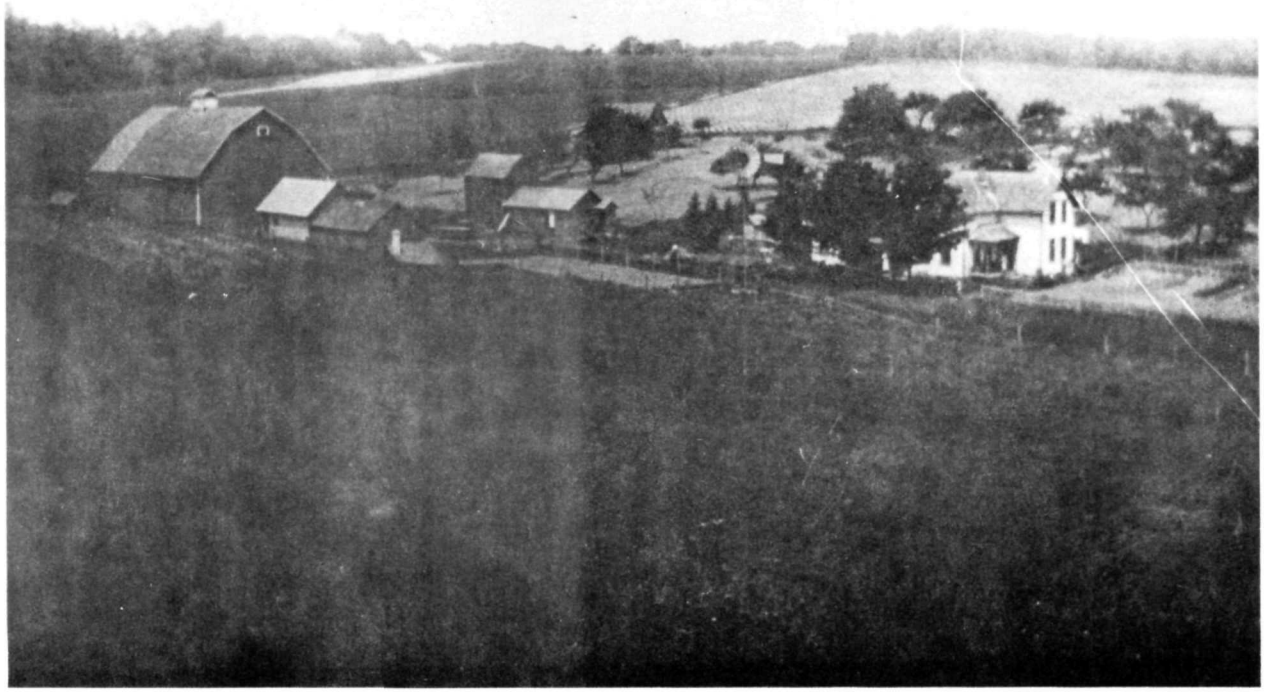
[66]Edward F. Steigerwaldt and Edward F. Steigerwaldt, Jr., "Timer Appraisal of North Manitou Island, Michigan," (typewritten manuscript) Tomahawk, Wisconsin, ca. 1977, p. 5.

[67]Ibid.

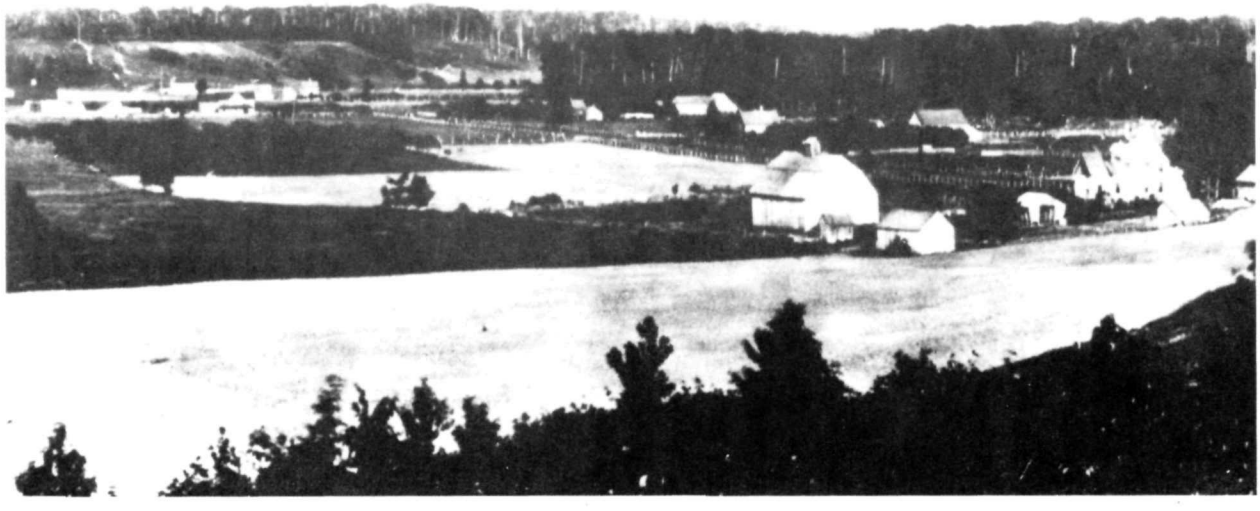
CHAPTER V

WHITEFISH AND CHERRIES

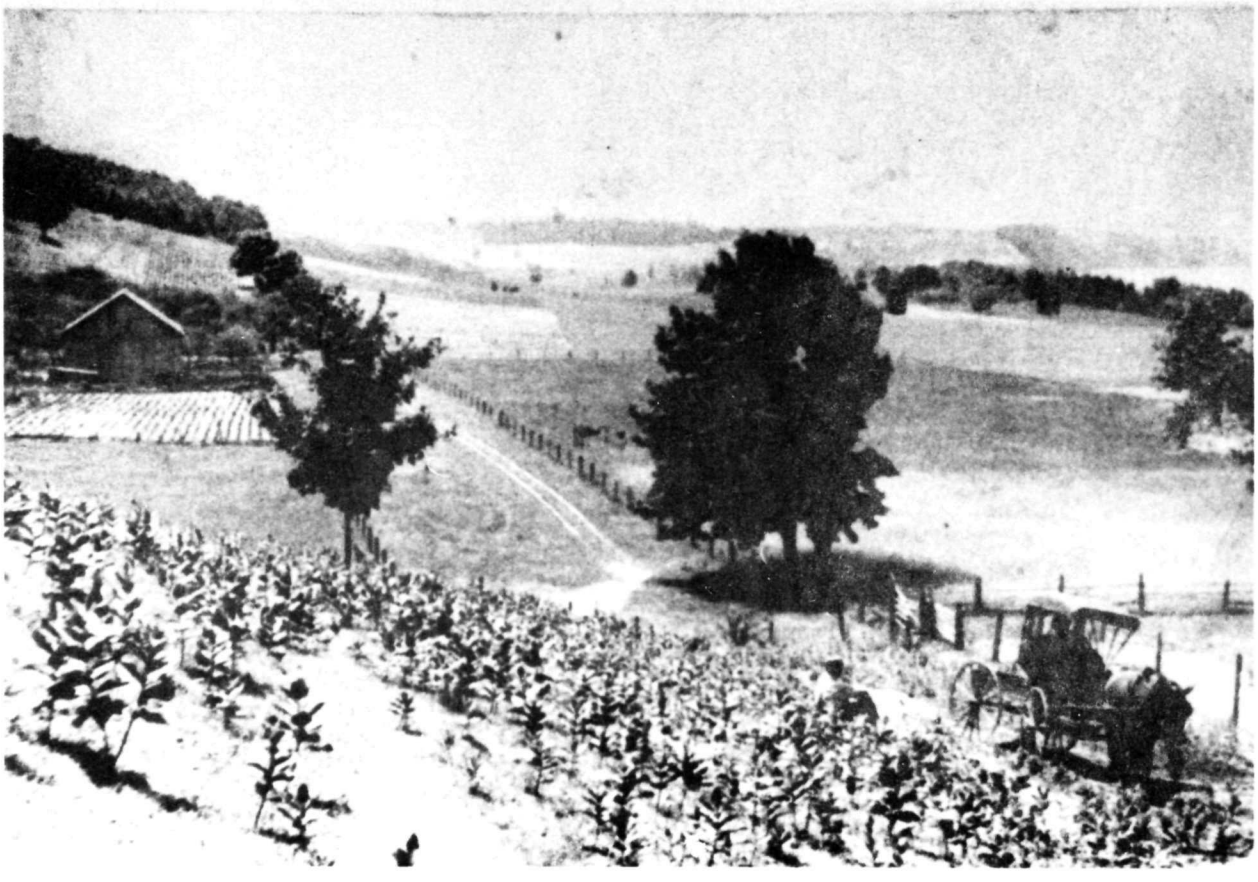
Lithograph of a fisherman's shanty, South Manitou Island, ca 1880. (Michigan History Division)



August Beck Farm, ca 1880.



The Esch Farm, ca 1900. (Benzie County Historical Museum)



Farmland, Pyramid Point, ca 1900. (Mr. and Mrs. Jack L. Barratt)

CHAPTER V

Whitefish and Cherries

The Sleeping Bear Dunes forests were not the only resource utilized by the early white settlers. Some took advantage of the fishing grounds around the islands and along the mainland, and an even larger number plowed the lands cleared by woodcutters and lumberjacks for crops and orchards.

Both fishing and farming became important economic activities within the Lakeshore: Fishing played an important role in the early economy of the Sleeping Bear Dunes area; and agriculture gave the Lakeshore economic, social, and demographic stability after the collapse of the lumber industry in the early twentieth century.

Commercial Fishing

Fishing the waters of Lake Michigan has been a common activity since the beginning of human occupation in the Dunes area. Both prehistoric and historic Indians fished there, as did the European and American settlers.

The first white fishermen to throw their nets into the waters around Sleeping Bear Dunes National Lakeshore established themselves on the Manitou Islands. It is impossible to say who the first fisherman in the area was, or when he came. Commercial fishing probably began about the same time the Manitou's cordwood operations were established, since the passing ships provided a ready market for the fish.

Before long, the Manitou Islands became popular locations among the fishermen. The islands had good fishing grounds off their shores, and earlier fishermen with their small boats felt safer when they only had to go a short distance to make a good catch.[1] Noting these facts, fishermen came to the islands in numbers. By 1847, North Manitou reportedly had forty men engaged in fishing.[2] Many of these men probably lived on the island during the fishing season only, leaving for more settled areas during the winter months.[3]

The importance of fishing to the islands' economy became evident by 1860. In that year, the U.S. census called fishing one of the leading industries in Manitou County, which encompassed the islands at that time.[4] Throughout the remainder of the 1800's, both South Manitou and North Manitou had a number of individuals engaged in commercial fishing, and had fishing shacks along their shores.[5]

In the early twentieth century, fishing off the Manitous' shorelines continued unabated. As late as the 1930's, one could still look out onto South Manitou Bay and see 75 to 80 fishing boats surrounded by a sea of buoys from nets in the early dawn hours, the men still gathering large catches of lake trout, whitefish, perch, and smelt.[6]

Like the Manitou Islands, the waters off the Lakeshore's mainland proved to be good fishing grounds. In 1851, the deputy surveyor assigned to resurvey the Sleeping Bear Dunes area, noted that fishermen drying their catch on Sleeping Bear Bay's beaches claimed the bay was the best on Lake Michigan for catching whitefish.[7]

Early mainland settlements included fishermen as residents. These men helped the growth of the local economy, and by the Civil War fishing was the most important industry following logging

and agriculture.[8] Fishing provided jobs, and the fish not sold locally was packed in ice for shipment to other markets. At Glen Haven, D. H. Day had a cannery for just this purpose. The packed fish were loaded on ships at his dock and the fish from the Sleeping Bear Dunes area found their way to family tables at Traverse Bay, Chicago, and other locations on Lake Michigan.[9]

Commercial fishing continued off the mainland in the early 1900's, but as better methods enabled fishermen to catch larger numbers of fish, the waters around the Lakeshore were depleted. Many fishermen were forced out of business, and the few that survived moved elsewhere.[10] Today, fishing in the Sleeping Bear Dunes area is a recreational activity. An attempt to restore the area as a productive fishery began a decade ago with the introduction of coho salmon on the Platte River,[11] but it is doubtful that commercial fishing in the area can return to its previous importance.

Agriculture

Agriculture is a fairly recent human activity at Sleeping Bear Dunes National Lakeshore, beginning with the white settlement of the area. Like commercial fishing, farming in the region began on the Manitou Islands.

On South Manitou Island, agrarian pursuits began sometime after W. N. Burton founded his wooding business. There are indications of farming activity on the island beginning in 1847. In that year, the deputy surveyor in charge of island's land survey noted the existence of a 15 to 20 acre field near Burton's dock.[12] During the next decade more of the island's land came under the plow.[13]

By 1860, half of South Manitou Island's residents listed farming as an occupation.[14] Raising livestock, poultry, vegetables, and other crops, these farmers eventually made the island self-sufficient for many of its needs.[15] The island's climate and soil made much of this possible by allowing for crop yields higher than those on the nearby mainland.[16]

South Manitou's reputation for high yields came to the attention of Michigan's agricultural college in the early 1900's. The college determined that prevailing winds isolated the island from pollens generated by plants on the mainland, and that the island provided a good location for the growth of hybrid crops. In 1919, a professor from the college approached a local farmer, George C. Hutzler, and asked him to experiment with a variety of rye known as Rosen or Russian rye. Hutzler grew the rye, and his first crop won first prize at the Chicago International Livestock Exposition. Soon he began to grow other hybrid plants, and the seeds obtained from his crops provided excellent seed for farmers throughout the Midwest.[17]

Despite high crop yields and the growing of hybrid crops, farming on South Manitou Island declined slowly in the 1900's. The agricultural depression that followed World War I and lasted into the 1930's was partially responsible, but the major cause was the inability of farmers to get their products to market[18] when ships discontinued regular stops at the island. Consequently, by the time of the National Lakeshore's creation, farming had all but come to an end on South Manitou.

As on South Manitou Island, farming began on North Manitou after the introduction of wooding operations for steamships. Farmers on the island eventually cultivated 1,000 of the island's

approximately 13,000 acres.[19] General farming dominated North Manitou Island's agriculture until the turn of the century when fruit production took the lead. By the start of World War I, apple and cherry orchards planted by the Chicago firm of Newhall and Sons produced large quantities of fruit.[20] The demise of fruit growing and farming on North Manitou began when William Angell started purchasing the island in the 1920's with the idea of developing a resort there.[21]

While farming has ended on the Manitou Islands, agriculture is still important on the Sleeping Bear Dunes mainland. Farmers started moving into the Dunes mainland in the mid-1850's. Among these first agrarians was a large group of German and Bohemian immigrants, who arrived around 1855 at the mouth of Shalda Creek, and immediately began to carve farms from the dense forests in the vicinity. The small German-Bohemian community built a dock at Good Harbor Bay, and a small village called North Unity grew.[22]

During the 1860's, farmers steadily moved into the northern counties of Lower Michigan[23] in response to the Homestead Act of 1862 and other factors. It was no different in the Sleeping Bear Dunes area. A brief lull occurred in the settlement of the mainland in the 1870's, probably because of the depression of 1873, but migration to the area of the Lakeshore revived in the 1880's and 1890's.[24]

The farmers that came to the mainland in the late 1800's usually engaged in general agriculture upon their arrival. They grew wheat, corn, oats, barley, buckwheat, vegetables, and potatoes.[25] To process the grains grown by local farmers, grist mills started operation in Glen Haven, North Unity, Port Oneida, Glen Arbor, and Burdickville.[26]

The continuing influx of farmers, the opening of grist mills throughout the area, and the variety of crops grown locally made farming in the Lakeshore appear easy. However, farming in the Sleeping Bear Dunes area was not easy. The price of the main cash crop, potatoes, fluctuated continuously, providing both good and bad income years. The Lakeshore's soils also caused problems. While good for potatoes, the locally sandy soils became easily exhausted after a few seasons of growing grains and other crops. This resulted in lowered yields when farmers used improper agricultural methods. Still, the area of the Lakeshore provided most farm families with an adequate income, and with the introduction and growth of fruit trees in the Sleeping Bear Dunes area, the stability of the local farmer seemed assured.[27]

Like much of the Lower Peninsula bordering on Lake Michigan, the Lakeshore's climate proved condusive to fruit trees. Prevailing westerly winds off of Lake Michigan cause the land near the lake to warm more slowly in the spring. This retards the budding of trees until after the last frost. In the fall the effect is the opposite, the land cools more slowly than those further inland, allowing the fruit to mature for picking. Soon fruit trees were found on many farms throughout the Lakeshore.

The first fruits introduced to the Sleeping Bear Dunes area were apples. Brought to the Grand Traverse region by the founder of the Indian mission at Northport, the planting of apple trees spread throughout the Lakeshore during the early years of white settlement.[28] By 1866, one observer at Glen Arbor commented on the "young apple trees flourishing luxuriantly" in the vicinity.[29] For the next half-century, apple orchards produced most of the fruit grown in the Lakeshore. Then apple orchards gradually were outnumbered by cherry orchards.

By World War I cherries had surpassed apples as the dominant fruit grown in the area.[30] Today, it is still a popular fruit with farmers, and the cherries grown in the Sleeping Bear Dunes area contribute to nearby Traverse City's reputation as the "Cherry Capital of the World."[31]

Farmers did not reserve all their acreage for orchards, but a few large farms planted vast numbers of fruit trees. For example, D. H. Day farm, south of Glen Haven (see Historical Base Map), boasted of having 3,000 fruit trees on its 400 acres in 1903.[32] Twenty years later this figure had increased by 2,000 trees.[33]

Besides fruit and general agriculture, local agrarians engaged in other aspects of farming. Some farmers raised cattle and horses, others turned to producing maple sugar, and a few to tree farming.[34] Still, the Sleeping Bear Dunes mainland was a difficult place for farmers to make a living, and many farmers were forced to take winter jobs to supplement their farm incomes. In the area of the Lakeshore, many farmers worked for the local lumber companies cutting and hauling trees.[35]

Despite the fact that farming on the mainland proved difficult and that many of the best farmlands had been settled, a number of groups sought to bring more farmers to the Lakeshore after the turn of the century. From about 1909 to 1918, local community boosters and lumber companies advertised the opportunities available to the farmer who would move to the Sleeping Bear Dunes area. Locally, this campaign was lead by the Western Michigan Development Bureau and its president, D. H. Day. Day and other promoters had good reasons for wanting people to farm in the

area. First, the lumber companies had large tracts of cut-over lands available for farming, and second, the new families would help offset emigration caused by the decline of the lumber industry.[36]

Having read the advertisements distributed by local groups, a large number of people came to the Lakeshore to start a new life. Unfortunately, the dreams of many of these newcomers quickly shattered. Not aware of the soil conditions, their crops failed after a few seasons of improper land utilization, and with the general farm depression after World War I, many farmers had to file bankruptcy. As a result, local social and economic development of the mainland suffered for many years.[37]

Farming on the mainland has made a comeback after struggling through the hard years that followed World War I.[38] Still, agriculture in the Sleeping Bear Dunes area is susceptible to changing market conditions.[39]

. . . . . .

Not as exciting as lifesaving stations, lighthouses, or logging to the average individual, the story of commercial fishing and agriculture is an important part of the Lakeshore's history. This past is reflected in a number of structures located throughout the Sleeping Bear Dunes area. Commercial fishing, unfortunately, has only one building within the Lakeshore to tell its story, the former D. H. Day cannery in Glen Haven.

Several buildings remind the Lakeshore's visitors of farming in the 1800's. On South Manitou Island there are a number of abandoned farms with open fields that are slowly being reclaimed

by the local forest. Many of the farms that survive do not have all the original buildings associated with them, but two farms have remained almost complete: the George C. Hutzler and August Beck farms. These complexes best reflect farming on the island. The Hutzler barn, a log building dating to the mid-nineteenth century, represents the Germans that settled on the island early in the history of its settlement. On nearby North Manitou, few farm buildings remain standing. There is the Swanson farm near the site of Crescent City, and Bournique's farm on the east side of the island, but little of the Swanson place is intact, and Bournique's may not be historic in character.

The mainland has a great number of farms that give visitors a sense of this part of the Lakeshore's past. There are many isolated farms, but the best is the D. H. Day farm. The buildings reflect Day's position in the area and are architecturally significant. In addition to the Day farm, there are two large blocks of land that give one a feeling for the Lakeshore's pastoral history. One, the Port Oneida area, is a group of farms reflecting the German and Bohemian immigration to the Lakeshore in the mid-1850's and has maintained much of its historic character. The other location is south of Empire and in the vicinity of the Esch farm, where one can still see how farming developed in this portion of the Lakeshore in the late-1800's.

Together, these farm buildings on the Manitou Islands and the mainland give one a feeling for the Lakeshore's agricultural past, which, like commercial fishing and logging, owed its existence to the natural resources of the Lakeshore. Another Lakeshore industry, tourism, profits from the area's natural beauty and recreational opportunities.

ENDNOTES

[1]Alan William Moore, "Michigan Historic Fisheries: Policy and Preservation Considerations Involved in Their Establishment in a Michigan Shoreline Community" (M.S. Thesis, University of Michigan, 1975), p. 9.

[2]Robert T. Hatt et al., Island Life: A Study of the Land Vertebrates of the Islands of Eastern Lake Michigan (Bloomfield Hills, Michigan: Cranbrook Press, 1948), p. 43.

[3]Moore, "Michigan Historic Fisheries," p. 9.

[4]Dunbar, Michigan: A History, p. 375.

[5]See the U.S. Census rolls for North and South Manitou Islands in 1870 and 1880 for the occupations of island residents.

[6]Interviews with Lottie Tobin and Jack L. Barratt.

[7]U.S. Field Notes, 97:413.

[8]Dunbar, Michigan: A History, p. 375.

[9]Rader and Glen Arbor Group, Beautiful Glen Arbor, p. 40 and interviews with Jack L. and Lucille Barratt and Kathrine Hench Whitney, local historian, Glen Arbor, Michigan, May 11, 1978.

[10]Interview with Jack Barratt, and see Moore, "Michigan Historic Fisheries."

[11]U.S. National Park Service, Sleeping Bear Dunes National Lakeshore: Master Plan (Denver: National Park Service, 1970), p. 14.

[12]See the General Land Office's 1848 plate for Township 31 North Range 15 West.

[13]General Land Office tract books for North and South Manitou Islands were ordered from the Bureau of Land Management, but the wrong books came. Therefore, it was not possible to determine the settlement pattern of the islands without going to time-consuming county records.

[14]U.S. Census 1860.

[15]Knudsen and Knudsen, A Gleam Across the Waves, p. 39.

[16]Lew Allen Chase, Rural Michigan (New York: The Macmillan Co., 1922), pp. 453-454.

[17]Vent, South Manitou, p. 37 and Betty Kramer's research notes from a December 1925 article in Farm and Fireside magazine.

[18]Vent, South Manitou, p. 73.

[19]Hatt et al., Island Life, p. 42.

[20]Littell, 100 Years, p. 47.

[21]Interview with Betty Kramer.

[22]Littell, 100 Years, pp. 55-61.

[23]F. Clever Bald, Michigan In Four Centuries (New York: Harper & Brothers, Publishers, 1954), p. 302.

[24]See the General Land Office tract books kept on the townships in Sleeping Bear Dunes National Lakeshore.

[25]Sprague, Grand Traverse Region, p. 288; Interview with Roy Tower; and Littell, 100 Years, p. 8.

[26]Sprague, Grand Traverse Region, pp. 246, 249; Littell, 100 Years, p. 13; and Dickinson, Leelanau, p. 42.

[27]Interviews with Jack L. Barratt, Roy Tower, and Kathrine H. Whitney.

[28]Alexander Winchell, The Grand Traverse Region: A Report on the Geological and Industrial Resources of the Counties of Antrim, Grand Traverse, Benzie, and Leelanaw in the Lower Peninsula of Michigan (Ann Arbor: Dr. Chase's Steam Printing House, 1866), p. 67.

[29]Ibid., p. 68.

[30]Littell, 100 Years, p. 8.

[31]Michigan State University, Economic Feasibility of the Proposed Sleeping Bear National Seashore: 1961 (East Lansing: Michigan State University, 1961), p. 6.

[32]Sprague and Smith, Sprague's History, p. 512.

[33]"King David of North Michigan," The Detroit Free Press, January 8, 1922.

[34]Interviews with Jack L. Barratt and Katherine Whitney.

[35]Littell, 100 Years, p. 59; E. B. Hill, "Farm Management," Michigan History Magazine XXII (Summer 1938): 312; and Interview with Roy Tower.

[36]See Leo Alilunas, "Michigan's Cut-Over 'Canaan,'" Michigan History Magazine 26 (Spring 1942): 188-201 and "King David of North Michigan," The Detroit Free Press, January 8, 1922.

[37]Alilunas, "Michigan's Cut-Over 'Canaan,'" pp. 188-201.

[38]Bald, Michigan, pp. 392-394, 435.

[39]Michigan State University, Economic Feasibility: 1961, pp. 33-34.

CHAPTER VI

TOURING AND VISITING THE LAKESHORE

D. H. Day's store, Glen Haven, no date. (Sleeping Bear Dunes Collection)

Michigan State Park No. 1 (D. H. Day State Park), ca 1930. (Sleeping Bear Dunes Collection)

CHAPTER VI

Touring and Visiting the Lakeshore

Opportunities in trade, logging, and agriculture attracted white men to the Sleeping Bear Dunes area in the nineteenth century. Later, recreation and scenery drew visitors to the vicinity. The first wave of pleasure-seekers was small, but the number of tourists swelled after the turn of the century.

Hotels and resorts sprang up throughout the area to accommodate the steady increase in the quantity of Sleeping Bear visitors. Gradually, tourism became a major industry at the Lakeshore.

The influx of vacationers often proved detrimental to the ecology and landscape of the Sleeping Bear Dunes. The state of Michigan established several state parks in the early 1900's to preserve the environmental resources of the area. In 1970, resource preservation became a federal concern upon the creation of the Sleeping Bear Dunes National Lakeshore.

Tourism

While human inhabitants had long been aware of the economic significance of the region, few were drawn there for the purpose of enjoyment until the late 1800's. At that time, promoters of the Lakeshore as a recreation spot advertised the features of the Dunes area, focusing initially on Glen Lake.

Glen Lake is a short distance inland from Lake Michigan. It is bounded on the west by Sleeping Bear Dune and by a few low hills along its shores. Whether seen from the dune or the hills, the lake provides a striking view. In 1866, Alexander Winchell saw Glen Lake from one of the adjacent hills and wrote that the lake had to have "one of the most beautiful and varied landscapes to be witnessed in any country, and one which is well worth the pencil of the artist."[1]

That this scene might attract visitors (and their money) was recognized early. In 1880, the Northern Transportation Company, whose steamships stopped at the company town of Glen Haven to take on fuel, advertised the advantages of visiting Glen Lake to its passengers. Appealing to the "Pleasure Seeker," the steamship firm told of the Lake's peace and quite and the fishing and other pastimes available, ending its ad with the statement that "those who like camping out can find no better than Glen Lake to spend a vacation."[2]

Advertisements such as the Northern Transportation Company's succeeded in bringing vacationers to Glen Lake. Coming on passenger ships to docks at Glen Haven, Glen Arbor, and Empire, the early tourists stayed at local boarding houses/hotels like the Sleeping Bear Inn.[3] These facilities proved adequate to handle the few tourists that came in the late 1800's, but after 1900 the increasing number of summer visitors resulted in the establishment of several resorts.

After the turn of the century, tourism in northern Michigan expanded rapidly. Many towns that had catered to the needs of the lumber industry before its decline changed into resort communities.[4] Between 1900 and 1920 nearly a dozen resorts opened for business around Glen Lake. At these resorts, tourists received room and meals in a "rustic" atmosphere, and had a choice of

activities. They could simply rest and relax or they could enjoy more strenuous activities like fishing, canoeing, or hiking. Whatever they chose, the people that came to Glen Lake had fun and enjoyed the scenery.[5]

During this same period, other parts of the Sleeping Bear Dunes area saw a chance to profit from the increase of summer tourists seeking solitude and pleasant surroundings. To the south of Glen Lake, several new resorts provided room and board to vacationers on Crystal and Platte Lakes.[6] Across the Manitou Passage on North Manitou Island (where summer pleasure seekers started coming in the 1890's), a frame cottage resort sprang up around Pickard's Dock and the life-saving station.[7] On South Manitou, the Garden City Sand Company made plans for two resorts. Although the project never went beyond the planning stage, a few cottages were built at the village near the lighthouse.[8]

The expansion of the tourist industry in the Sleeping Bear Dunes area continued after 1920. Advertising by the West Michigan Pike Association continued to promote the Lower Peninsula's northwestern shore; the construction of resorts went on, and summer homes dotted the shores of the inland lakes.[9] From the turn of the century into the 1920's, the tourist industry in the Sleeping Bear Dunes area experienced general prosperity. That situation changed in the fall of 1929.

The Great Depression greatly affected the young tourist industry in the Sleeping Bear Dunes area. Planned developments like the Day Forest Estates (a proposed exclusive resort at Alligator Hill) folded and investors lost their money. The steamboat line that transported many of the area's summer visitors went bankrupt and discontinued operation.[10] Tourism in the Sleeping Bear Dunes area experienced a severe setback, but the trade did not end.

Tourist activities continued in the 1930's. Flying gliders, boat races, and dune rides were popular attractions, drawing people from all over the country,[11] enabling tourism to survive these lean years.

After World War II, the tourist trade in the Sleeping Bear Dunes area recovered. Construction of new resorts, motels, and summer homes surpassed previous development, and soon the tourist industry was restored as a major income-producing factor to the area.[12] Unfortunately, this new construction was uncontrolled, threatening the solitude, flora, landscape, and recreational opportunities that attracted people to the area. Recognizing this threat, Congress assured future generations the chance to appreciate and enjoy a large part of the Sleeping Bear Dunes region with its inclusion in the National Park System.

The National Lakeshore

The unique character of the Sleeping Bear Dunes area's ecology and geology were responsible for its inclusion in the National Park System in 1970. Interest in the area's recognition and preservation began far in advance of that date.

H. C. Crowels brought the Sleeping Bear Dunes area to the attention of the scientific community in his 1889 article, "The Ecological Relations of the Vegetation on the Sand Dunes of Lake Michigan." In spite of Crowel's work, biologists and geologists did not become extremely interested in the area until the 1920's.

Beginning with W. G. Waterman's Forests and Dunes from Point Betsie to Sleeping Bear (1922) and Ecology of Glen Lake and Sleeping Bear Region (1926), the area became a popular subject

for study. Many works on the fauna, flora, and geology of the Sleeping Bear Dunes area followed Waterman's book. These studies made people aware of the Lakeshore's significance as a natural area, and the need to preserve some part of it.

As scientific interest started in the 1920's, so did the first steps to set aside a portion of the Sleeping Bear Dunes area for the public. In 1921, D. H. Day donated 32 acres of forest to the state of Michigan for a park (see Historical Base Map). This action on Day's part was significant since it not only preserved a part of the Sleeping Bear Dunes area, but created Michigan's first state park. Following the creation of D. H. Day State Park, Michigan established several other state parks throughout the area.[13]

Michigan state parks conserved a small part of the Sleeping Bear Dunes area. In 1959, a study proposing the possibility of setting aside a larger portion of the area for preservation came from the National Park Service, stating that the "outstanding natural features" the area had possible national significance, and that it "should be given further study to determine the best plan for preservation."[14] Two years later the National Park Service finished the proposed study and concluded that the Sleeping Bear Dunes area could become one of several outstanding recreational and natural areas on the Great Lakes with proper preservation management.[15]

In 1961, the late Michigan Senators Philip A. Hart and Patrick V. McNamara introduced a bill to create a Sleeping Bear Dunes National Recreation Area. For nine years this proposal weathered local opposition and debates in Congress that continually changed the parkland's boundaries and name. Park proponents finally won the battle, and in the fall of 1970, President Richard Nixon

signed an act creating Sleeping Bear Dunes National Lakeshore.[16] The human story of the Sleeping Bear Dunes area began a new chapter in its history.

. . . . . .

Tourism brought the natural features of the Sleeping Bear Dunes to the attention of the public, and laid the foundation for the preservation of the region under the auspices of state and federal agencies. These natural resources are a lasting reminder of this important aspect of the Lakeshore's history. Some structures that reflect the roll of the tourist industry included the Sleeping Bear Inn and the architecturally significant Faust summer home. The log cabin at the D. H. Day campground (the former state park) stands as a symbol of the beginning of Michigan's state park system, and of conservation and preservation efforts in the area.

ENDNOTES

[1]Winchell, The Grand Traverse Region, p. 15.

[2]Rader and Glen Arbor Group, Beautiful Glen Arbor, p. 59.

[3]Ibid.

[4]Dunbar, Michigan: A History, pp. 490-491.

[5]Rader and Glen Arbor Group, Beautiful Glen Arbor, pp. 59-61.

[6]The 1900 map of Lake Township in Benzie County, of which some of the Lakeshore's southern mainland area is found, Charles E. Ferris indicates that no resorts existed along the shorelines of Crystal and Platte Lakes that are in Lake Township. Fifteen years later in the Standard Atlas of Benzie County this situation had changed, for one can count a half dozen resorts along the Lake Township shorelines of the two lakes.

[7]Littell, 100 Years, p. 45 and Interviews with Lottie Tobin and Mrs. Robert White. Both of these women worked at this resort when they were teenagers in the early 1900s.

[8]Vent, South Manitou Island, p. 42 and Interview with Lottie Tobin.

[9]"King David of North Michigan," The Detroit Free Press, January 8, 1922, and Interviews with Kathrine Whitney and Earl Reynolds.

[10]Rader and Glen Arbor Group, Beautiful Glen Arbor, pp. 63, 65.

[11]Quaife, Lake Michigan, p. 287 and Littell, 100 Years, p. 18.

[12]Michigan State University, Report on the Economic Feasibility of the Proposed Sleeping Bear Dunes National Seashore (East Lansing: Michigan State University, 1961), pp. 1-3.

[13]Benzie and Leelanau Counties, Michigan, Vertical File, Michigan Department of Natural Resources.

[14]See U.S. National Park Service, Remaining Shoreline Opportunities in Minnesota, Wisconsin, Illinois, Indiana, Ohio, Michigan, Pennsylvania, and New York (Washington, D.C.: General Printing Office, 1959).

[15]See National Park Service, Sleeping Bear Dunes National Seashore - A Proposal (Washington, D.C.: General Printing Office, 1961).

[16]See Stephen James Maddock, "An Analysis of Local Opposition to the Sleeping Bear Dunes National Lakeshore," (Ann Arbor: University of Michigan, 1971).

SUMMARY

SUMMARY

The Sleeping Bear Dunes National Lakeshore's past is characteristic of the broad historical patterns of the western Great Lakes and the northwestern shore of Michigan's Lower Peninsula. First came the American Indians; followed by explorers and fur traders from France, Britain, and the United States. Sailing and steamboats entered the waters of the Manitou Passage in the early 1800's. This prompted the establishment of navigational aids, and marked the start of the Lakeshore's white settlement. Many of the first settlers exploited this area's virgin forests, and others put the cut-over forest lands to the plow. By the late 1800's, a few individuals recognized the commercial promise offered by the remoteness and scenery of the Sleeping Bear Dunes area. Before long, the Lakeshore became a popular vacation site. Recognizing the need to conserve the area's natural features, measures to preserve the Lakeshore were initiated.

The prehistoric and historic sites and structures associated with the historical development of Sleeping Bear Dunes National Lakeshore are of mostly local significance, although a few have regional and state importance. Consequently, this past is worthy of further study, preservation, and interpretation, so that visitors can obtain a better understanding of the history of the western Great Lakes and the northwestern shore of Michigan's Lower Peninsula.

APPENDIXES

APPENDIX I

Indian Legends

The Indian residents of the Lower Peninsula generated a wealth of myths about the Dunes, the islands, and the area in general. These myths explained how the "Sleeping Bear"[1] and the Manitou Islands came to be, and why the Indians held the islands sacred. Indian folklore also included legends of inter-tribal conflicts in the Lakeshore vicinity. While the tales were based on imagination and religious belief rather than historical fact, their effect on the white visitors to the area was significant. That impact was reflected in the written impressions left by those visitors: recollections permeated with Indians and animals and the Great Manitou.

The most popular and commonly known of the area's Indian tales is the story of the Sleeping Bear and her cubs. According to the legend, the mother and her cubs were forced to flee the Wisconsin shore because of a raging forest fire. The only possible route of escape was across the waters of Lake Michigan. The trio began their long swim, but it proved too strenuous for the two cubs, who drowned near the Michigan shore. When the mother bear reached safety, she climbed a nearby dune and searched for her children. The Great Manitou pitied the frantic mother and raised the cubs' bodies from the depths of Lake Michigan. Poised on the dune, the mother bear has kept a patient watch over her children ever since. According to the Indians, the Manitou Islands and the Sleeping Bear Dunes are actually those three ill-fated bears.[2]

The Manitou Islands were holy to the Indians of the region. Unfortunately, the white man's accounts of the reasons for this sacred status have obscured the real significance of the isles to the Indians.

For instance, the earliest known reference to the sanctity of the islands dates from Miss Harriet Martineau's 1836 relation: "They are the Sacred Isles of the Indians to whom they belong . . . . It is said they [the Indians] believe these islands to be the resort of the spirits departed."[3] While this may have been an authentic Indian perception of the islands, it may also have been a story popularized by passengers or steamboat captains on Lake Michigan. Its authenticity is not verifiable.

Forty years later a judge who rode a circuit in northwestern Michigan offered another explanation as to why the Manitou Islands were hallowed by the local tribes. He wrote: "The Manitou Islands were from their sterility and isolated position, named after their Great Spirit by the adjacent tribes. They came to be regarded with awe, as a sort of earthly tabernacle for the invisible one."[4] Like Miss Martineau's relation, Judge Littlejohn's account may or may not be valid.

One legend relates the sacredness of the Manitou Islands to an intertribal conflict. According to the story, a group of Indians from the Upper Peninsula attacked the tribes on the Lower Peninsula, killing all but seven. The northern tribes then retreated to the Manitou Islands. The survivors of the first attack ambushed the northern group, killing most of them without ever being seen. The remaining Indians from the Upper Peninsula returned home, believing their comrades had been killed by evil spirits. For this reason, Indians never settled on the Manitou Islands.[5]

Still another legend speaks of the Great Manitou, the Indians' name for the spirit that controlled the region. According to this myth, the Great Manitou used the islands as rafts to transport his creatures across Lake Michigan shortly after the world's creation.[6]

Which of these stories most accurately portrays the Indians actual perception of the islands will probably never be known. It doesn't matter. The tales are interesting in their own right, and are valuable for their insight into the historic tribes' religious beliefs.

Intertribal warfare was a popular theme in Indian folklore. Just as war legends explained the absence of Indian settlements on the Manitou Islands, they also explained the presence or absence of the various groups throughout the Great Lakes region.

One such legend accounts for the movement of the Ottawa tribe to the Lakeshore area. At one time, the Potawatomi, Chippewa, and Ottawa tribes were all components of one large Algonquin-speaking clan. When the French fur traders entered the vicinity, only a portion of the clan actively engaged in the commerce. Those not involved in the trade were exceedingly envious of those that were, eventually necessitating the migration of the trading Indians away from their non-trading brothers. The separatists adopted the name "Ottawa" (from adawe, "to trade") for themselves, and settled on Mackinaw Island and on the mainland directly south of the island. Gradually the Ottawas spread southward. Near present-day Cross Village (in Emmett County), they came upon a group of Prairie Indians. The Prairies, a hostile band, dominated the Grand Traverse vicinity and did not greet the newcomers peacefully. Unfortunately for the Prairies, the Ottawas had acquired firearms and ammunition via their trade with the French. The Prairies, soundly defeated, fled southward. The Ottawas followed them to Sleeping Bear Point, where another battle occurred with similar results. The Prairies retreated again, leaving most of their belongings at Sleeping Bear. At a narrow strip of land between Lake Michigan and Marquette Lake, the Ottawas achieved the decisive victory by virtually eliminating the Prairie tribe. The Ottawas thus gained the dominant position in the Lakeshore area.[7]

Another tale recounts how the Sauk and Fox Indians convinced the Chippewa to help them regain lands on the Lower Peninsula that they had been forced to leave two centuries previously. To accomplish this, the alliance planned a surprise attack against the Ottawa Indians who inhabited Lake Michigan's eastern shore. The Ottawas, however, were warned of this plan and prepared for the expected attack by laying a trap for their enemies in the Sleeping Bear Dunes area. In an epic battle, the Ottawa defeated the Chippewa, Sauk, and Fox armies near Sleeping Bear Bay, and crushed any hope of the return of the Fox and Sauk Indians to the Lower Peninsula.

Like many Indian legends, this story contradicts historical evidence. No physical evidence of the battle has been found to date; no contemporary Euro-American accounts are known to mention this battle; and as an event of historical importance, it has totally escaped the attention of Michigan historians. Still, the legends may reflect actual historical events.

The Indian folklore was a vital factor in the culture and history of the Sleeping Bear Dunes area. To the Indians it gave a sense of spirituality and strength. To the white man it added an atmosphere filled with depth, color, and mystery.

ENDNOTES

[1]The name "Sleeping Bear" comes to us from the French who canoed the waters of Lake Michigan in the 17th and 18th centuries. In 1721, Pierre Francois Xavier de Charlesvoix, a Jesuit missionary gathering information on routes to the "Western Sea," passed a large dune between the Straits of Mackinac and Fort St. Joseph that had a "Kind of Bush" that had the shape of an animal lying down. He wrote in his journal: "The French call it L'our's qui dort (the sleeping bear) and the Savages the Bear Lying Down" (J. B. Plym, ed., "Fort St. Joseph Historical Leaflet," No. 1 (Niles, Michigan: May 1942), p. 8). From the French, the British and Americans who came later adopted this name for the well-known landmark on Lake Michigan's eastern shore and the original Indian name would only be known to a few.

[2]The legend of the Sleeping Bear has several versions. Each offers a slightly different explanation of the reason the three bears left the Wisconsin shore: some say it was famine; others, a fire; some say a combination of the two factors. The versions also differ as to the meaning of the Manitou Islands. For instance, some say that the islands were monuments raised over the cubs' watery graves by the sympathetic Great Manitou. To compare all the versions of the legend, one should see the following: John C. Wright, "Indian Legends of Northern Michigan," Michigan History Magazine 2 (January 1918), p. 18; "Historical Notes," Michigan History Magazine 10 (July 1926), p. 373; Milo M. Quaife, Lake Michigan (New York: Bobbs-Merrill Company, 1944), pp. 287-288; Edmund Littell, 100 Years in Leelanau (Leland, Michigan: The Print Shop, 1965), p. 11; and Myron H. Vent, South Manitou Island: From Pioneer Community to National Park (Springfield, Virginia: The Goodway Press, Inc., 1973), p. 7.

[3]Vent, South Manitou Island, p. 13.

[4]F. V. Littlejohn, Legends of Michigan and the Old North West; or, A Cluster of Unpublished Waifs, Gleaned Along the Uncertain, Misty Line, Dividing Traditional from Historic Times (Allegan, Michigan: Northwestern Bible and Publishing Company, 1875), p. 145.

[5]Littell, 100 Years in Leelanau, p. 2, and Vent, South Manitou Island, p. 7.

[6]Vent, South Manitou Island, p. 7.

[7]Sprague and Smith, Sprague's History, p. 222.

APPENDIX II

Surveying the Manitou Passage

To a ship's navigator, maps of coastal areas provide an invaluable guide. The map helps to confirm the vessel's location, and points out hazards to be avoided. The growing importance of the Great Lakes as an avenue of travel for commercial navigation after the opening of the Erie Canal in 1826 prompted Congress to appropriate funds for the mapping of the American half of the lakes.

The job of surveying the Great Lakes was given to the U.S. Army's Corps of Topographical Engineers.[1] The survey of Lake Michigan commenced in 1841 at the entrance of Green Bay, which proved to be an excellent location from which to extend a survey along the shoreline of the Upper Peninsula. From there the work could be continued on to the Beaver and Manitou Islands and then to the Lower Peninsula.[2]

The Corps probably conducted their work in the area of the Lakeshore in either 1841 or 1842.[3] The survey crew that worked on this part of Lake Michigan was under the command of Lt. John N. Macomb.[4] On South Manitou Island, Macomb established observatories on the island's two highest points.[5] When bearings were taken at North Manitou, one of the observation points was marked by a pile of rocks. This rockpile constitutes the "Macomb Monument" identified on many local maps of North Manitou Island (see Historical Base Map).[6]

The completion of Macomb's work in the Sleeping Bear Dunes area produced the first reliable charts of the Manitou Passage. When published, the map proved an important asset to ships that sailed through the Manitou Passage.

ENDNOTES

[1]The Corps of Topographical Engineers was formally organized in 1838.

[2]John Fitzgibbon, "Government Survey and Charting of the Great Lakes," Michigan History Magazine 1 (October 1917), p. 57.

[3]The records of the Corps of Topographical Engineers were not researched during the course of the project. Consequently, the researcher was not certain when the survey of the Manitou Passage was conducted.

[4]Later in his career John N. Macomb was promoted to the rank of captain. In 1851 he assumed command of the Great Lakes survey project (Fitzgibbon, "Survey of the Great Lakes," p. 57). In 1856 Macomb was transferred to the southwestern United States. There he conducted the explorations for which he is best remembered. See William H. Goetzmann, Army Exploration in the American West: 1803-1863 (New Haven: Yale University Press, 1959), passim.

[5]The observatories were noted by Orange Risdon in his survey notes for South Manitou Island and were plotted on the island's survey plats. When working on one of the hills, Captain Macomb is said to have been astonished in finding the tops of cottonwood trees. They had been buried alive by drifting sands, and Macomb believed that the trees had stood 60 feet tall [Marion Morse Davie, "A Romantic Chain of Islands," Michigan History Magazine 11 (July 1927): 348].

[6]Before it was known what Macomb's Monument (sometimes seen as Macomber's Monument on local maps) represented, a search for it was conducted while on North Manitou Island. Using the 1848 survey plat for Township 31N, Range 14W, a pile of stones was found at the location given for the monument. It became readily apparent that the monument represented some type of survey marker, and the resulting research uncovered the story behind this pile of stones.

APPENDIX III

Shipwrecks in the Sleeping Bear Dunes Area

Not all ships that entered the Manitou Passage made it safely through. It is difficult to say exactly how many vessels have sunk or run aground in the area of the Lakeshore, since some vessels undoubtedly sank before records were kept. The first shipwreck mentioned by contemporary sources occurred in 1835. The schooner, whose name has been lost to the oblivion of time, ran aground at Sleeping Bear Point.[1] Since then, other vessels have found a home at the bottom of the area's waters. The following is an incomplete compilation of the shipwrecks in the Sleeping Bear Dunes area.[2]

NAME	TYPE	YEAR	CARGO	GENERAL LOCATION
Alva Bradley	Sch	1894	steel	North Manitou
Annie Vought	Sch	1892	coal	South Manitou
Atalarata	Sch	1878		Sleeping Bear Point
Avis	Gs	1939		South Manitou
Badger State	Brig	1871		Sleeping Bear Point
Bethlehem	Str	1888	mixed	South Manitou
C.E. Redferm	Str	1937	lumber	South Manitou
C.1. Johnson				Manitou Passage
Caledonia		1862		Sleeping Bear Point
Ciscoe	Str	1909		Sleeping Bear Point
Congress	Str	1904	lumber	South Manitou
Ellen Spry[3]	Sch			South Manitou

NAME	TYPE	YEAR	CARGO	GENERAL LOCATION
Equator	Str	1869	railroad ties	North Manitou
Florida	Str	1894		Pyramid Point
Flying Cloud			coal	Sleeping Bear Bay
Francisco Morazon	Str	1960	mixed	South Manitou
G. Knapp	Sch		grain	South Manitou
General Taylor[4]	Str		mixed	Sleeping Bear Point
Geneva	Sch	1859	bricks	North Manitou
Gertrude	Sch			Mouth of Otter Creek
Gilbert Mollison[5]	Sch	1873	corn	North Manitou
Gold Hunter[6]				Sleeping Bear Point
Grand Turk			corn	North Manitou
Guy Sprangler	Sch	1870's		Sleeping Bear Point
H.D. Moore	Sch	1907	corn	South Manitou
H.G. Stamback	Brig			North Manitou
J.L. Hurd	Sch		fence posts	North Manitou
J.S. Crouse	Str	1919	lumber	Sleeping Bear Bay
J.Y. Seammon	Brig	1854	mixed	Pyramid Point
Jessie Scarth	Sch	1887	corn	North Manitou
Josephine Presden[7]	Sch		shingles	North Manitou
Kate Bully	Sch	1869		Sleeping Bear Point
L. Button			lumber	Pyramid Point
L.M. Hubby	Bark		mixed	Manitou Passage
Lonnie A. Burton	Sch	1911	lumber	South Manitou
Margaret Dall	Sch	1906		South Manitou
Mato	Str	1903	coal	Point Betsie
Mendota	Str	1875		South Manitou
Montauk	Sch	1882		North Manitou
Ostrich	Sch	1892		North Manitou
Pulaski	Sch	1887	coal	North Manitou
Queen of the Lakes	Str			South Manitou
R.P. Ralph	Str		lumber	South Manitou
Ray S. Farr	Str	1886		South Manitou

NAME	TYPE	YEAR	CARGO	GENERAL LOCATION
Rising Sun	Str	1918	mixed	Pyramid Point
Temperance	Sch			South Manitou
Templeton	Str		whiskey	South Manitou
Three Brothers	Str	1913	lumber	South Manitou
Troy			glass ware	North Manitou
W.B. Phelps	Sch	1879		Sleeping Bear Point
W.H. Gilcher	Str	1892	coal	North Manitou
Walter L. Frost	Str	1903	mixed	South Manitou
Waverly	Str	1887		South Manitou
Westmoreland[8]	Str		gold & whiskey	Sleeping Bear Point
William T. Graves	Str	1885		North Manitou

ENDNOTES

[1]This vessel was noted by Miss Harriet Martineau while sailing through the Manitou Passage in 1836 (Vent, South Manitou Island, p. 13).

[2]The list of shipwrecks was compiled from these sources: U.S.N.A., R.G. 26, Letter, Charles Burmeister to S. I. Kimball, Site File, South Manitou Life Saving Station, 22 January 1889; Karl E. Haden, Directory of Shipwrecks of the Great Lakes (Boston: Bruch Humphries Publisher, 1966); Frederick F. Hollister, "Wreck Chart of North and South Manitou Islands" (1967); Robert Rader and the Glen Arbor Historical Group, Beautiful Glen Arbor Township: Facts, Fantasy & Fotos (Leelanau County: Village Press, 1977); and Dennis L. Noble and T. Michael O'Brien, "Surf-boats and Sanddunes" (Manuscript). This list should not be considered a complete listing of shipwrecks.

[3]Dates have been given as 1858 and 1886 for this wreck.

[4]Dates have been given as 1855 and 1862.

[5]Heden's Directory says this ship sank at an unknown location.

[6]Heden's Directory placed this wreck off of Sturgeon Point, Michigan.

[7]The years 1907 and 1909 have been cited as the dates for this wreck.

[8]Sources give the date for this wreck as either 1854, 1855, or 1865.

APPENDIX IV

SHIPS RENDERED ASSISTANCE

ASSISTANCE RENDERED TO SHIPS IN DISTRESS
NORTH MANITOU ISLAND, SOUTH MANITOU ISLAND, AND SLEEPING BEAR POINT LIFESAVING STATIONS

1877-1914**

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1877-1878			--0--				
1879			--0--				
1880	Apr. 10	North Manitou	4½ mi. S.	Sc. Ida Keith		9	0
1881			--0--				
1882	Nov. 24	North Manitou	3 mi. N.	Sc. Montauk	Chicago	8	0
1883	Jul. 7	North Manitou	9 mi. NW	Sc. Golden West	Chicago	10	0
	Nov. 15	North Manitou	5 mi. S.	Sc. Monitor	Detroit	6	0
	Jun. 18	North Manitou	7 mi. NW	Sc. D. S. Austin	Buffalo	8	0
1884	Oct. 2	North Manitou	2½ mi. NE	Sailboat	Leland, Michigan	--	--
1885	Jul. 16	North Manitou	9 mi. SW	Sc. Commanche	Oswego	8	0
	Oct. 31	North Manitou	9 mi. SW	Sc. George W. Adams	Toledo	8	0
1886	Jun. 14	North Manitou	5 mi. S.	Sb. Sparta	Cleveland	11	0
	Oct. 1	North Manitou	6 mi. S.	Bg. B.B. Icsman	Sandusky	11	0
1887	May 11	North Manitou	1 mi. W. by N.	Sc. Henry Fitzhugh	Vermillion	7	0
	May 23	North Manitou	5 mi. SSE	Str. William A. Haskell	Detroit	20	0
	Jun. 15	North Manitou	½ mi. N.	Sloop	North Manitou	1	0
	Jul. 3	North Manitou	S. point of North Manitou	Str. David B. Ballentine	Milwaukee	20	0
	Sep. 11	North Manitou	250 yds. N.	Str. John Cowan	South Frankfort	8	0
	Sep. 12	North Manitou	400 yds. N.	Sc. William A. Smith	Leland	4	0
	Oct. 3	North Manitou	Good Harbor Bay	Sc. Pulaski	Oswego	7	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1888	May 14	North Manitou	4 mi. S.	Sc. Morning Star	Kenosha	8	0
	Aug. 15	North Manitou	4 mi. S.	Str. Alaska	Erie, Pennsylvania	24	0
	Oct. 7	North Manitou	5 mi. S.	Str. Enterprise	St. Catherine's, Ont.	15	0
	Oct. 7	North Manitou	5 mi. S.	Str. Albatross	St. Catherine's, Ont.	8	0
	Oct. 19	North Manitou	1½ mi. NE	Sc. David Stewart	Buffalo	8	0
1889	Jul. 27	North Manitou	5 mi. S.	Str. Rochester	Buffalo	25	0
1890	Apr. 5	North Manitou	1 mi. NE	Sloop	North Manitou	2	0
	Jun. 12	North Manitou	4 mi. NW	Sc. North Cape	Chicago	8	0
	Jun. 16	North Manitou	9 mi.	Str. St. Louis	Buffalo	16	0
1891	Apr. 26	North Manitou	¼ mi. N.	Sl. Stella	North Manitou	3	0
	Jun. 3	North Manitou	4½ mi. SW	Str. D.W. Powers	Chicago	11	0
1892	Jul. 23	North Manitou	2½ mi. SE	Sc. Lottie Marion	Grand Haven	4	0
	Aug. 25	North Manitou	½ mi. S.	Skiff	Leland	1	0
	Oct. 7	North Manitou	1½ mi. SE	Sc. Richmond	Chicago	6	0
	Nov. 8	North Manitou	1½ mi. NE	Sc. Thomas C. Wilson	Grand Haven	3	0
	Nov. 13	North Manitou	1 mi. S.	Sc. City of Grand Haven	Milwaukee	7	0
	Nov. 21	North Manitou	N. Point of S. Manitou Is.	Sc. Annie Vought	Buffalo	8	0
1893	May 15	North Manitou	SW Point of No. Manitou Is.	Str. City of Rome	Chicago	17	0
	Jun. 4	North Manitou	4 mi. SW	Str. Massachusetts	Milwaukee	19	0
	Sep. 18	North Manitou	9 mi. SW	Sc. C.L. Finch	Chicago	4	0
	Nov. 19	North Manitou	2½ mi. S.	Sc. Iris	Milwaukee	5	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1894	Jun. 15	North Manitou	4 mi. E.	Sc. Restless	Milwaukee	3	0
	Jul. 20	North Manitou	14½ mi. E.	Sc. H.D. Moore	Milwaukee	5	0
	Aug. 7	North Manitou	5 mi. from Sta.	Sc. Anna P. Groover	Toledo	6	0
	Aug. 11	North Manitou	4¼ mi. S.	Str. St. Joseph	Milwaukee	16	0
	Aug. 11	North Manitou	2½ mi. SE	Str. Lackawanna	Buffalo	38	0
	Aug. 27	North Manitou	14 mi. SE	Str. Florida	Buffalo	27	0
	Sep. 30	North Manitou	2 mi. from Sta.	Sc. Sunrise	Chicago	8	0
	Oct. 13	North Manitou	7 mi. S. by W.	Sc. Alva Bradley	Cleveland	7	0
1895	May 3	North Manitou	7 mi. S.	Str. A.A. Parker	Detroit	14	0
	May 26	North Manitou	8 mi. W.	Str. Alva	Cleveland	19	0
	May 27	North Manitou	13 mi. SE	Sc. Ingeborg M. Forest	Chicago	5	0
	Jul. 23	North Manitou	2 mi. NE	Sc. Presto	Chicago	11	0
	Sep. 4	North Manitou	1 mi. E.	Sc. Evaline	Milwaukee	7	0
1896	May 21	North Manitou	5 mi. S.	Str. Selwyn Eddy	Port Huron	19	0
	May 22	North Manitou	3 mi. E.	Slp. Sea Gull	Muskegon	1	0
	May 25	North Manitou	W. side of Island	Sc. La Petite	Milwaukee	5	0
	May 25	North Manitou	1 mi. NE	Slp. Stella	North Manitou	Adrift, no one aboard	
	Aug. 22	North Manitou	1 mi. SE	Sc. Delos DeWolf	Chicago	7	0
1897	May 27	North Manitou	¼ mi. NE	Pile Driver	North Manitou	3	0
	Sep. 21	North Manitou	3½ mi. SE	Sc. Chicago Board of Trade	Duluth	6	0
	Oct. 2	North Manitou	7 mi. S.	Str. Majestic	Detroit	16	0
	Nov. 25	North Manitou	8 mi. SW	Str. Gogebic	Port Huron	16	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1898	Aug. 20	North Manitou	5 mi. S.	Sc. Rouse Simmons	Milwaukee	6	0
	Nov. 25	North Manitou	8 mi. SW	Str. John Mitchell	Buffalo	17	0
1899	Aug. 2	North Manitou	18 mi. S. by W.	Sc. Miztec	Port Huron	7	0
1900	Jul. 6	North Manitou	½ mi. E.	Sloop (no name)	North Manitou	2	0
1901	May 30	North Manitou	1-3/4 mi. S.	Sc. Emily B. Maxwell	Milwaukee	5	0
1902	Apr. 6	South Manitou	200 yds. E.	Str. M.C. Neff	Milwaukee	12	0
	Jul. 9	Sleeping Bear	1/7 mi. SW	Str. Charles R. Van Hise	Duluth	23	0
	Aug. 2	North Manitou	3 mi. E.	Str. Erie L. Hackley	Chicago	10	0
	Aug. 31	Sleeping Bear	4 mi. NE	Sc. Rob Roy	Milwaukee	3	0
	Sep. 3	South Manitou	1¼ mi. N.	Sc. Cape Horn	Grand Haven	5	0
	Sep. 4	Sleeping Bear	4½ mi. SE	Sc. Allie M. Beers	Milwaukee	5	0
	Nov. 4	South Manitou	3½ mi. S.	Str. Pueblo	Milwaukee	16	0
1903	Jun. 27	Sleeping Bear	150 yds. NW	Sc. L.B. Coates	Milwaukee	6	0
	Aug. 5	South Manitou	1 mi. S.	Sc. E. Scoville	Grand Haven	4	0
	Sep. 1	Sleeping Bear	2½ mi. SE	Skiff (no name)	Grand Haven	1	0
	Sep. 14	South Manitou	3/4 mi. NW	Sc. Mary A. Gregory	Milwaukee	4	0
	Nov. 4	South Manitou	3 mi. SW	Str. Walter L. Frost	Ogdensburg	21	0
	Nov. 4	Sleeping Bear	1½ mi. SE	GsL. (no name)	Empire	Adrift, no one aboard	
	Nov. 5	South Manitou	1 mi. N.	Sc. Robert Howlett	Grand Haven	5	0
	Nov. 9	South Manitou	1½ mi. N.	Sc. Alert	Milwaukee	2	0
	Nov. 17	North Manitou	1 mi. N.	Str. Stewart Parnell	Oswego	16	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1904	May 6	Sleeping Bear	2½ mi. SE	GsL. (no name)	Empire	4	0
	Jun. 22	South Manitou	1 mi. N.	Sc. Elida	Milwaukee	6	0
	Jul. 9	Sleeping Bear	At point	Str. Black Rock	Chicago	10	0
	Oct. 4	South Manitou	1 mi. N.	Str. Congress	Buffalo	15	0
	Oct. 10	South Manitou	1¼ mi. N.	Str. Allie E. Shipman	Milwaukee	3	0
	Nov. 23	North Manitou	3 mi. E.	Gsl. Bessie	North Manitou	4	0
1905	May 10	South Manitou	1 mi. N.	Sl. Togo	Manistee	2	0
	Jun. 4	North Manitou	Rush Shoals	Str. Simon J. Murphy	Duluth	23	0
	Aug. 22	South Manitou	3 mi. SE	GsL. Wonder	Glen Haven	2	0
	Oct. 17	South Manitou	1 mi. N.	Sl. White Wings	S. Frankfort	2	0
	Oct. 19	North Manitou	150 yds. NE	Gsl. Bessie	North Manitou	3	0
1906	Apr. 5	North Manitou	13 mi. SE	GsL. Morning Dip	Leland	3	0
	May 1	Sleeping Bear	700 yds. W.	Sc. Fearless	Milwaukee	6	0
	May 7	Sleeping Bear & South Manitou	4 mi. NNE of Sleeping Bear	GsL. Reliance	South Manitou	7	0
	May 8	Sleeping Bear	1 mi. SE	Sl. (no name)	None given	5	0
	May 19	Sleeping Bear	3½ mi. SE	Sc. Stafford	Milwaukee	6	0
	Oct. 19	North Manitou	200 yds. NE	GsL. Bessie	North Manitou	Sank at mooring	
	Nov. 2	South Manitou	4 mi. SE	GsL. Sneak	Milwaukee	4	0
	Nov. 16	South Manitou	1 mi. N.	Sc. Margaret Dall	Chicago	5	0
	Dec. 8	South Manitou	½ mi. E.	Str. Pottawattomie	Grand Haven	5	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1907	Apr. 17	Sleeping Bear	5 mi. NE	Sc. Eliza Day	Milwaukee	4	0
	May 27	North Manitou	2-3/4 mi. S.	Sc. Oneida	Milwaukee	6	0
	Jul. 7	Sleeping Bear	8 mi. N.	Str. Henry Phipps	Duluth	25	0
	Aug. 5	North Manitou	1 mi. N.	GsL. Manitou	North Manitou	Adrift	
	Aug. 15	South Manitou	1¼ mi. N.	Sc. Petrel	Milwaukee	17	0
	Sep. 10	South Manitou	1½ mi. NE	Sc. H.D. Moore	Milwaukee	4	0
	Sep. 11	Sleeping Bear	4 mi. S.	GsL. Reliance	Grand Haven	2	0
	Sep 24	North and South Manitou	6 mi. S. of N. Manitou	Sc. R. H. Becker	Milwaukee	5	0
1908	Aug. 11	South Manitou	1-3/8 mi. NE	Str. Hawk	U.S. vessel	61	0
	Oct. 8	South Manitou	½ mi. NE	Sc. Emily and Eliza	Chicago	4	0
	Oct. 10	South Manitou	1/8 mi.	GsL. Reliance	Grand Haven	--	--
	Nov. 13	Sleeping Bear	8 mi. SW	Sc. Seaman	Milwaukee	6	0
	Dec. 3	North Manitou	¼ mi. E. by W.	Sc. Alice	Milwaukee	7	0
1909	Apr. 18	South Manitou	¼ mi. E.	Sc. Emily and Eliza	Chicago	4	0
	Apr. 25	South Manitou	¼ mi. E.	Sc. Isolda Beck	Milwaukee	3	0
	May 19	Sleeping Bear	6 mi. SW	Str. Ciscoe	Grand Haven	5	0
	May 21	South Manitou	4½ mi. W.	Str. Binghamton	Buffalo, New York	17	0
	Jun. 3	North Manitou	1 mi. N.	Str. Sioux	Milwaukee	7	0
	Jul. 23	South Manitou	4 mi. SE	Sc. Little Georgy	Grand Haven	3	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
1910	Aug. 26	South Manitou	2 mi. SE	Sc. Fearless	Milwaukee	6	0
	Sep. 8	South and North Manitou	5 mi. NE of S. Manitou	Sc. J.B. Newland	Milwaukee	6	0
	Sep. 23	South Manitou	3 mi. WSW	Str. Bethlehem	Buffalo, New York	23	0
1911	May 1	South Manitou	½ mi. NW	Sc. Petrel	Milwaukee	2	0
	Jul. 24	North Manitou	5 mi. S.	Sc. Lomie A. Burton	Milwaukee	6	0
	Jul. 24	Sleeping Bear	4½ mi. SE	Str. Amazonas	Duluth	16	0
	Jul. 24	Sleeping Bear & South Manitou	4½ mi. SE	Sc. Paisley	Duluth	7	0
1912	Jul. 13	North Manitou	1 mi. NW	Sc. X-10-4-8	Milwaukee	5	0
	Sep. 21	Sleeping Bear	1/8 mi. NE	Sc. Lyman M. Davis	Grand Haven	4	0
1913	Apr. 8	North Manitou	6½ mi. SE	GaS. Alice L.	Grand Haven	2	0
	May 31	Sleeping Bear	1/8 mi. NE by E.	Sc. George W. Wescott	Grand Haven	4	0
	May 31	Sleeping Bear	4½ mi. NE	Sc. George W. Wescott	Grand Haven	4	0
	Jun. 1	Sleeping Bear	1 mi. NE	Sc. George W. Wescott	Grand Haven	--	--
	Sep. 13	Sleeping Bear	1½ mi. SE	Sc. Petrel	Milwaukee	4	0
	Sep. 27	South Manitou	200 yds. E.	Str. Three Brothers	Buffalo	13	0
	Oct. 4	Sleeping Bear	4½ mi. SE	Sc. Quickstep	Chicago	7	0
	Oct. 2	Sleeping Bear	1½ mi. SE	Sc. Petrel	Milwaukee	3	0
	Oct. 29	South Manitou	½ mi. S.	GaS. Comet	Chicago	2	0
	Nov. 1	Sleeping Bear	4½ mi. SE	Sc. George W. Wescott	Milwaukee	4	0

YEAR	DATE	STATION	PLACE (DISTANCE FROM STATION)	DESCRIPTION OR NAME OF VESSEL	HOMEPORT	PERSONS ON BOARD	PERSONS LOST
	Nov. 17	South Manitou	3/4 mi. NW	Sc. Lonnie A. Burton	Milwaukee	6	0
	Nov. 22	North Manitou	12 mi. NW	Str. Seneca	Buffalo	24	0
	Nov. 24	South Manitou	1½ mi. NW	Sc. C.H. Hackly	Michigan City, Indiana	5	0
1914	Apr. 7	North Manitou	15 mi. E. by S.	GaS. Seavy	Grand Haven	3	0
	Apr. 7	Sleeping Bear	1¾ mi. SE	GaS. Beatrice	Grand Haven	1	0
	Apr. 11	North Manitou	400 ft. N.	GaS. Swan	Grand Haven	2	0
	Apr. 11	North Manitou	1½ mi. N.	GaS. Alice L.	Grand Haven	7	0
	May 15	North Manitou	On beach	GaS. Leland	Grand Haven	7	0

GaL.=Gas Launch; GaS.=Gas Schooner; Sc.=Schooner; Sl.=Sloop; Str.=Steamer; and Sty.=Steam yacht.

**This data was collected by Dennis L. Nobel and T. Michael O. Brien for "Surfboats and Sanddunes," and is reproduced with their permission.

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