

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR FEDERAL PROPERTIES

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Glen Haven Village Historic District
AND/OR COMMON

2 LOCATION

STREET & NUMBER
MT 209
CITY, TOWN
Glen Haven
STATE
Michigan
VICINITY OF
CONGRESSIONAL DISTRICT
9
COUNTY
Leelanau
CODE
26
CODE
089

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE
<input checked="" type="checkbox"/> DISTRICT	<input type="checkbox"/> PUBLIC	<input checked="" type="checkbox"/> OCCUPIED	<input type="checkbox"/> AGRICULTURE <input type="checkbox"/> MUSEUM
<input type="checkbox"/> BUILDING(S)	<input type="checkbox"/> PRIVATE	<input checked="" type="checkbox"/> UNOCCUPIED	<input type="checkbox"/> COMMERCIAL <input checked="" type="checkbox"/> PARK
<input type="checkbox"/> STRUCTURE	<input checked="" type="checkbox"/> BOTH	<input type="checkbox"/> WORK IN PROGRESS	<input type="checkbox"/> EDUCATIONAL <input type="checkbox"/> PRIVATE RESIDENCE
<input type="checkbox"/> SITE	PUBLIC ACQUISITION	ACCESSIBLE	<input type="checkbox"/> ENTERTAINMENT <input type="checkbox"/> RELIGIOUS
<input type="checkbox"/> OBJECT	<input checked="" type="checkbox"/> IN PROCESS	<input type="checkbox"/> YES: RESTRICTED	<input type="checkbox"/> GOVERNMENT <input type="checkbox"/> SCIENTIFIC
	<input type="checkbox"/> BEING CONSIDERED	<input checked="" type="checkbox"/> YES: UNRESTRICTED	<input type="checkbox"/> INDUSTRIAL <input type="checkbox"/> TRANSPORTATION
		<input type="checkbox"/> NO	<input type="checkbox"/> MILITARY <input type="checkbox"/> OTHER:

4 AGENCY

REGIONAL HEADQUARTERS: *(If applicable)*
National Park Service, Midwest Regional Office
STREET & NUMBER
1709 Jackson Street
CITY, TOWN
Omaha
VICINITY OF
STATE
Nebraska 68102

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,
REGISTRY OF DEEDS, ETC.
Leelanau County Courthouse
STREET & NUMBER
CITY, TOWN
Leland
STATE
Michigan 49654

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
Sleeping Bear Dunes National Lakeshore
DATE
July 1976
DEPOSITORY FOR
SURVEY RECORDS
State of Michigan, History Division
CITY, TOWN
Lansing
STATE
Michigan 48918
FEDERAL STATE COUNTY LOCAL

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input checked="" type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input checked="" type="checkbox"/> MOVED DATE <u>1941</u>
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		William Day Garage

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Glen Haven Village Historic District comprises 15 historically significant buildings and 2 significant historic sites. Dating from the mid-19th century, few of the district's buildings have undergone major alterations. The village of Glen Haven is unincorporated and is located in Glen Arbor Township, Leelanau County, Michigan. The village lies within the boundaries of Sleeping Bear Dunes National Lakeshore, and is owned by the National Park Service. The district comprises the east and west sides of Main Street (M-209) and maintains the character of a turn-of-the-century company lumbering town. A 10-foot wide narrow gauge railroad grade connecting Glen Haven to the D. H. Day Sawmill on the northwest shore of Little Glen Lake is also included in the district. Although the sawmill is no longer extant, the site of the structure is included within the boundaries due to its great importance to Glen Haven's economic livelihood. The district contains a hotel, canning factory, general store, blacksmith shop, signal tower, and several residences.

BUILDINGS CONTRIBUTING TO THE CHARACTER OF THE DISTRICT:

The order of presentation follows in a clockwise manner beginning with the D. H. Day Store buildings going south, across M-209, and then north, completing the rectangle at the Canning Factory (see enclosed map, "Glen Haven Village Historic District"). The sawmill site and the narrow corridor of the tramway path to Glen Haven complete the district boundaries.

1. HS 25-121C, D. H. Day Store-Garage (mid-1910s): The clapboard 24- by 34-foot building has two 8-foot paneled rolling garage doors with no glazing. Each door is flanked by a pair of one over one windows with a capped window head. The roof is covered by sheet metal. The condition of the garage is fair.
2. HS 25-121B, D. H. Day Store-Storehouse (circa 1910): The small clapboard utility building is 12 by 28 feet. The gable end has a central four paneled door with two flanking one over one windows with capped window heads. The frieze board is proportionally wider than the corner boards. However, both auxiliary buildings of the store (HS 25-121B and -121C) do not have as deep a frieze board as the main store building. This feature is one of the few architectural detail refinements in the assemblage. Two doors on the south side open to restrooms that were added after 1935. The foundation is concrete block and the roofing material is rolled asphalt. The condition of the storehouse is good.
3. HS 25-121A, D. H. Day Store (1865): The main structure is a two-story, 20- by 60-foot building with a gable roof. The gable end has a very deep frieze board with a molded cornice. Two large windows divided into two over two lights with a transom level glazing of smaller panes from the commercial front. A glazed recess repeats the division points of the storefront and is centered with a doorway with a transom. Projecting above the doorway is a large bay with an eight over eight center window with two six over six windows on either side. The bay window was added after the turn-of-the-

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY	
RECEIVED	1/31/83
DATE ENTERED	

CONTINUATION SHEET

ITEM NUMBER

7

PAGE 1

century. This alteration replaced two small windows and a large billboard which were still in place in a circa 1900 photograph. There are two more prominent attachments on either side of the original building (a shed-roofed 12- by 30-foot addition on the north side, and a 12- by 30-foot hip roofed addition on the south side). Projecting a story and a half, a false facade hides the shed roof on the north addition. This facade has a 12-panel door and a six over six window. The hip roofed addition has a doorway and small covered porch facing east. The entire complex is covered in clapboard with the center section having a wood foundation and the additions having concrete. The roof is asphalt shingles. The store is in good condition and presently inhabited.

4. HS 25-121E, Glen Haven Signal Tower (date unknown): The structure is a diagonally-braced, fabricated metal, pyramidal signal tower. It is 10 feet square at the base tapering to a point 50 feet tall and fitted with a 20-foot flagstaff topped by an eagle finial over a standard globe. A standard metal industrial ladder runs from grade to the apex of the base. The structure, presumably historic, is similar, if not identical, to other such structures: HS 51-123H located at South Manitou Island Coast Guard Station, and HS 19-121F located at the Sleeping Bear Point Coast Guard Station which is known to have been constructed in 1914. The Glen Haven Signal Tower is in good condition.

5. HS 25-118, William Day House (circa 1890): This two-story frame house underwent major remodeling in the early 1940s. A paint shop was moved to the site, converted into a garage (15 by 18 feet) and joined to the main house (15 by 25 feet) by a breezeway. First story windows were converted into two large "picture" windows while the upper story retained the original two over two glazing. A covered entranceway was probably added at this time also. The entire complex was then covered with asbestos shingle siding to unify the whole. The roof is asphalt shingles. The house is in good condition and presently inhabited.

6. HS 25-121D, Warnes Blacksmith Shop (circa 1860s): The two-story wood frame barn has vertical boards as siding and a gable roof of sawn wood shingles. There are several fenestrations on the west (front) facade including a large double door and two second story hinged window openings. The overall dimensions of the structure are 25 by 35 feet. The blacksmith shop is in good condition and has been stabilized.

7. HS 25-114, Warner House (circa 1898): The wood frame structure consists of a 15- by 25-foot two-story main block with a one-story wing measuring 20 by 15 feet. The one-story section has a shed-roofed porch supported by four turned posts, terminated by incised brackets. The foundation is concrete block, the siding is clapboard, and the roof is asphalt shingles. The frieze

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED 1/21/83

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

7 PAGE 2

boards on the two-story gable is less pronounced than the majority of the village structures built about the same time. Most of the windows are one over one with simple window heads. The house is in fair condition.

8. HS 25-122, Bumgardner House (circa 1890s): The structure is a T-shaped story and one half house with sawn wood shingle roof and clapboard siding. The front gable has the wide frieze board common to most other village residences. The house is in fair condition, and awaiting further preservation.

9. HS 25-108, Wickland House (1928 to 1947): The structure is a frame building on concrete foundation with an asphalt shingle roof. A "picture" window, a double pair of two over two windows with decorative exterior shutters, and a small covered porch complete the front facade. The house is in good condition and presently inhabited.

10. HS 25-107, Rude House (circa World War I): The one-story wood frame house is 23 by 15 feet with clapboard siding and a gable roof with tar paper covering. The foundation is of concrete and stone with a front concrete porch. The rear wing is 14 by 15 feet with a gable roof. The house is in good condition and is presently inhabited.

11. HS 25-107A, Rude Garage (circa World War I): This dependency is of the same unrefined construction as HS 25-107, with the same finishes. The garage is in good condition.

12. HS 25-115, Dean House (1928 to 1947): The frame house with gable roof has a symmetrical facade with a center door and two flanking "picture" windows, as well as projecting eaves with exposed rafters. The walls are covered in asbestos, and the roofing material is asphalt shingles. The house is in good condition and presently occupied.

13. HS 25-106B, Sleeping Bear Inn-Garage (1928): The wood frame garage with seasonal sleeping rooms on the second floor has six vehicle bays on the first floor. The building is covered by clapboard and the gable roof is covered with asphalt shingles. The interior spaces are crudely finished, but the structure is in good condition.

14. HS 25-106A, Sleeping Bear Inn (1857) (Individually listed on the National Register; accepted September 6, 1979): Built by C. C. McCartey, the building was first used as a frontier hotel and later as a resort hotel. The original structure was a two-story, rectangular building facing east and north toward Sleeping Bear Bay. The wood frame structure is covered with clapboard siding and a gable roof. Various sized windows were used on the structure, but six over six paned double-hung windows are most prominent. Two red brick fireplaces and chimneys replaced a wood-burning box stove and a kitchen stove.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 7 PAGE 3

In 1928 a large addition 20 by 40 feet was built onto the rear making the inn L-shaped. The addition was also of clapboard, gable roofed, with six over six double-hung windows. A large hip-roofed porch was added around the east and north elevations. The porch is enclosed and contains several two over four paned double casement windows placed in pairs. Three over four double doors are near the center of the east elevation. Wooden steps were added to the rear for an entrance to the upstairs, and inside bathrooms were added. The gable roof on the main structure is covered with asphalt shingles and the hip roof over the veranda is covered with tar paper. The condition of the inn is good.

15. HS 19-153A, Canning Factory (mid-1920s): The single story utilitarian wood frame building is 60 by 45 feet. The foundation and floor are concrete and the shed roof is covered with metal. Asphalt shingles cover the wide board siding. Large overhead garage doors open at both the north and south ends. The west facade has seven small three over three windows; there is physical evidence that these were replacements for larger windows and/or doors. There are traces of the original sign "Glen Haven Canning Co." on the north facade. There are two lean-to additions on the east. The Canning Factory is in fair condition.

16. HS 19-174, D. H. Day Narrow Gauge Railroad Grade: Earthwork roadbed for narrow gauge railroad which ran from the D. H. Day Sawmill site on the northwest end of Little Glen Lake in an arc to Glen Haven about three miles away. Cut through the trees, the roadbed was filled to provide an almost level bed 10 feet wide. With the encroachment of nature, the railroad grade is in deteriorated condition. The main above-grade trace of this resource is the cut-and-fill roadbed itself. No rails or ties remain.

17. D. H. Day Sawmill Site: Located on the northwest shore of Little Glen Lake, the sawmill was built in 1868 by C. C. McCarty. It ceased operations in 1923 and was torn down shortly thereafter. Little above-grade physical evidence now remains of the structure on the mill site. In a wooded, swampy area on the southeast shore of the mill pond, there are, however, remains of support timbers and a logging ramp. This physical evidence is all that remains of the extreme east end of the mill complex. (See Historical Base Map for site location.) Future archeological investigation is needed to determine the informational potential of the site.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER

7

PAGE

4

NON-CONTRIBUTING STRUCTURES:

Directly behind (east) the D. H. Day Store are several garage buildings of recent construction used to house vehicles from the dune rides business in the post World War II period. At least one double bay garage is located within the district boundaries in Block 2, Lots 11 and 14.

The D. H. Day Dock is not included within the district boundaries, although it was integral to the village's economy. Due to a lack of integrity of design, workmanship, and feeling, it is not eligible for the National Register under Criteria A, B, or C. Until archeological survey and evaluations are conducted, we do not have sufficient data to determine the site's potential for eligibility under Criterion D (informational value).

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input checked="" type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE	
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> COMMERCE	<input checked="" type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input type="checkbox"/> TRANSPORTATION	
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input checked="" type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES 1857 -

BUILDER/ARCHITECT Unknown

STATEMENT OF SIGNIFICANCE

Glen Haven is significant because it is an excellent example of a turn-of-the-century company lumbering town, one which was vital to the growth and economic well-being of the entire Leelanau County area. It is a well preserved northern Michigan village on the Leelanau Peninsula with good examples of vernacular architecture dating back to the mid-19th century. Glen Haven was an important cordwood fueling station for steamers on the Great Lakes due to its naturally deep bay and the long dock built by the village's first inhabitant, Charles C. McCartey. A sawmill, which was built to cut cordwood, soon resulted in Glen Haven becoming an important lumbering town, and a major entry port for settlers. By the mid-1800s the David Henry Day Lumber Company owned all the land, sawmill, and docking facilities. It is due to D. H. Day's foresight to diversify into agriculture and related industries and tourism that Glen Haven survived the end of the lumber boom and did not become a ghost town.

The Sleeping Bear Inn (HS 25-106A), built in 1857 by McCartey, was the first structure in Glen Haven and is individually listed on the National Register (accepted September 6, 1979) as an example of a frontier hotel. The D. H. Day Store [HS 25-121A (1865)], William Day House [HS 25-118 (circa 1890)], Warnes Blacksmith Shop [HS 25-121D (circa 1860s)], Warner House [HS 25-114 (circa 1898)], and Bumgardner House [HS 25-122 (circa 1890s)] are all 19th century structures which represent the plain, yet attractively simple, architecture of an American frontier town. They are also the only remaining structures which formed the nucleus of this once-thriving commercial center. All the houses within the district conform to the same cohesive vernacular style—one- and two-story clapboard structures with gable roofs.

Glen Haven's strategic location on the Manitou Passage, guarding Sleeping Bear Point and opposite the Manitou Islands, made it an ideal location for settlement. McCartey's dock and inn were joined by a general store built by John Helm in 1865, but he soon closed it and moved to Burdickville in 1867. McCartey built a sawmill on the northwest shore of Little Glen Lake in 1868 to cut cordwood. In 1870 McCartey sold his Glen Haven holdings to Northern Transit Company of Cleveland, Ohio, a steamship line which needed the fueling station for its 24 vessels which plied the Great Lakes from Buffalo to Chicago and Milwaukee. By 1878 Glen Haven had become a major NTC station and the company sent 26 year old David Henry Day to Glen Haven to manage its operations there. Day recognized the area's commercial lumbering potential and was able to purchase Glen Haven and the surrounding area from NTC in 1881.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED 1/31/83

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 1

Day used his Little Glen Lake sawmill, the D. H. Day Lumber Company, to full advantage, logging off extensive timberland while carefully using wise conservation methods to keep from decimating the countryside. Day lodged his workers in the logging camps, the Sleeping Bear Inn, or the few houses that were built in Glen Haven. Day supervised all construction and did not allow outside investment in Glen Haven. Rent was cheap and was deducted from the worker's salary. In lieu of currency, Day issued coupons redeemable at the D. H. Day Store which carried a remarkably wide variety of groceries, dry goods, hardware, and furniture. The local post office was in the store where Day served as postmaster for many years.

Day used a tug to tow logs across Glen Lake to the sawmill where the timber was cut to size. By 1907 a locomotive was added to the tramway which ran from the mill to the dock (see enclosed Historical Base Map for mill and tramway sites) where there was also a large warehouse. Day was a leading Leelanau citizen and a lumber baron. He helped found the Michigan Hardware Lumber Association in the 1880s and served as its first president. State political leaders sought after him to run for governor, but he politely declined.

Day, his wife, and seven children lived in the quarters above the general store. Behind it was an icehouse, granary, slaughterhouse, and croquet lawn. The storehouse [HS 25-121B (circa 1910)] contained a 15 horsepower dynamo gas engine generator which provided the village with power in the days before electricity. Holsteins and pigs from the Day farm, two miles south of Glen Haven, provided meat and milk for the village and store. Two barns which once stood next to the inn held horses and some draft animals.

To the south, the William Day House was first occupied by Miner Farrant, Mrs. D. H. (Eva) Day's brother, who worked as the village bookkeeper. It later housed Day store clerks and their families. The garage, which was moved to the present site in 1941, originally served as the village paint shop.

The Warnes Blacksmith Shop was extremely useful in repairing logging chains and sleighs and shodding horses. It also doubled as a carpentry shop, turning out ready-cut homes for the lumber camps, horse barns, and other simple structures. Tennis courts and a curling and ice skating rink were located behind the shop.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED 1/31/83

DATE ENTERED

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 2

The Warner House was built for the butcher, whose shop was in the rear of the store.

John Bumgardner was the sawmill foreman. The Bumgardner House was always occupied by either mill or farm workers. The Rude House (HS 25-107) was built during World War I by Frank Lavance for his mother and himself. He sold their farm in the shadow of Sleeping Bear Dune to move into the village and perform odd jobs for Day. His brother, Bill Lavance, who was the engineer of the Day locomotive, lived south of the Rude House in a structure which is no longer extant.

It is impossible to determine the precise dates of the Dean (HS 25-115) and Wickland (HS 25-108) Houses. Both were either built at the time of D. H. Day's death (1928) or as late as 1947. Both structures, however, do not detract from the historical integrity of the district. Rather, they compliment the architecture of the village.

Located at the far north end of Main Street is the Glen Haven Canning Company (HS 19-153A), built in the mid-1920s by Day. The sawmill closed in 1923, a decade later than most lumber companies. Glen Haven needed a new industry to replace it. On the cut-over lands, traditional farm crops did poorly. In the 1890s Day planted the area's first cherry orchard. He recognized the ideal sandy soil and weather conditions which has today made Leelanau the "Cherry Capital of the World." The canning factory canned cherries and some apples from the family farm, and was managed until it closed during World War II by Day's son, D. H. Day, Jr. It represents the village's will to survive the end of the lumber boom by diversifying its interests.

Another avenue of diversification was recreation. The natural beauty of the area attracted thousands of tourists each year. Serving as Michigan's first park commissioner, in 1920 Day donated 32 acres east of Glen Haven to the State of Michigan. It included part of the Day Forest which he had grown on cut-over land as a hobby. Thus, the D. H. Day State Park became the first State park in Michigan history. Adjacent to the park was the Day Forest Estates, a lavish resort development scheme for elegant summer homes surrounded by an 18-hole golf course and Glen Lake. The six bay garage [HS 25-106B (1928)] was added to the inn to accommodate the anticipated influx of automobile traffic.

The Great Depression put an end to the Day Forest Estates plan, Day's last major project. Following his death in 1928, Glen Haven was subdivided among his heirs who strove to maintain the integrity of the village. After 1935 Louis and Marion (Day) Warnes began operating dune rides on nearby Sleeping

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED 11/31/83

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8 PAGE 3

Bear Sand Dune using cars equipped with balloon tires. The business operated from the general store and the inn's garage was used to shelter the primitive "dune buggies" while the quarters above it housed the drivers. The storehouse was converted into public restrooms. Glen Haven survived the Great Depression thanks to the canning factory and the dune rides. The dune rides business ceased functioning in 1978. The Sleeping Bear Inn closed after 115 years of serving the public in 1972.

The village was an early nerve center of western Leelanau County as Day financed and built a telegraph line to Leland and an excellent road to Empire. Day was successful in lobbying for a lifesaving station for mariners built in 1902 (Sleeping Bear Point Life-Saving Station; National Register accepted April 26, 1979) and a telegraph cable laid between Glen Haven and South Manitou Island. Glen Haven was one of the primary gateways through which lumber passed enroute to Chicago and Milwaukee, and new settlers came looking for opportunities. Day led the way in encouraging investment and settlement by founding the Western Michigan Development Bureau, serving as president from 1909 to 1928. Settlement did not include Glen Haven, however. It remained his private "kingdom," reserved for the Day family, relatives, and employees. In fact, at Day's death, he was lauded as "King David of the North Country," "one of Northern Michigan's greatest builders," and one who "did more than any other man to make Leelanau County the greatest producer that it is today."¹

In 1970 Sleeping Bear Dunes National Lakeshore was created. Operated by the National Park Service, Glen Haven village has been purchased by the United States Government.

¹"Death Claims David H. Day, Sr.," Traverse City (Michigan) Record-Eagle (April 17, 1928), page 1.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY

RECEIVED 11/21/83

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 9 PAGE 1

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UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

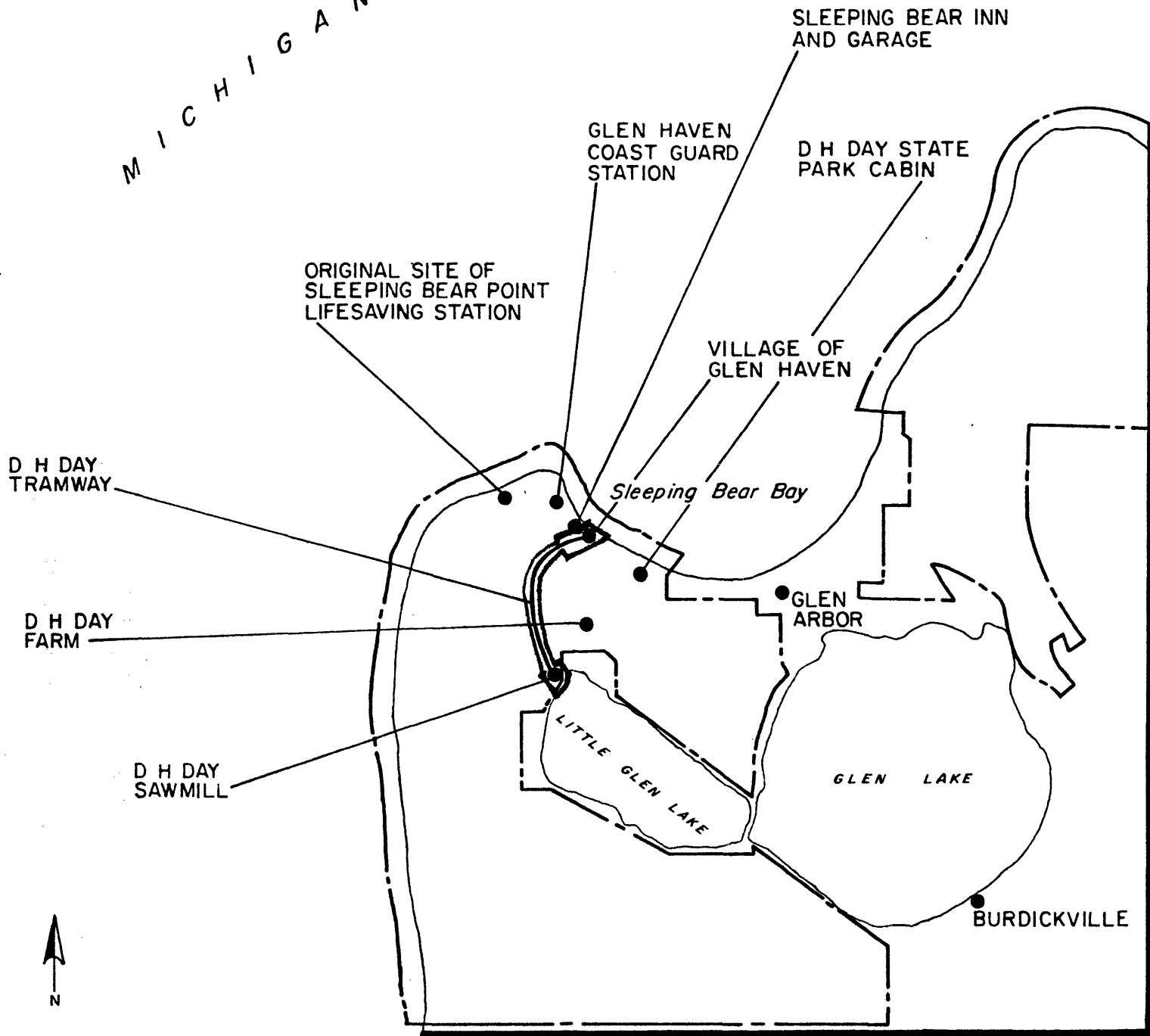
ITEM NUMBER 10 PAGE 1

The Glen Haven Village Historic District boundaries are rectangular-shaped, with the exception of the tramway grade and the site of the sawmill. The southern boundary starts at the southwestern corner of Lot 9, Block 6, and from this point it runs east in a straight line across Main Street (M-209) to the northeastern corner of Lot 10, Block 7. From there the eastern boundary follows in a straight line north, bisecting Block 7 and 2 to Lake Michigan. The north boundary is the Lake Michigan shoreline. The western boundary proceeds south in a straight line from the lakeshore bisecting Blocks 3 and 6 to the beginning point of the district boundary.¹ From the western boundary, a 10-foot wide tramway path runs in an arc approximately $2\frac{1}{4}$ -miles to the D. H. Day Sawmill site, which is located on the northwest shore of Little Glen Lake. The site includes an area measuring 400 by 200 feet between Little Glen Lake and the small mill pond. The 400-foot boundaries lie on an axis bearing north by 60 degrees west, while the 200-foot boundaries lie on a northeast by southwest axis. Highway M-109 bisects this area, and the present NPS swim beach and lawn on Little Glen Lake also overlap the site's eastern boundary.

¹Segment 25 Land Status Map, Village of Glen Haven, Michigan; Sleeping Bear Dunes National Lakeshore, U.S. Department of the Interior, National Park Service, Office of Land Acquisition and Water Resources (July 1971).

L A K E
M I C H I G A N

MAP C



NPS BOUNDARY - - - - -

National Register district boundary _____

GLEN HAVEN VILLAGE HISTORICAL AREA
HISTORICAL BASE MAP

HS 19-174
DH DAY NARROW GAUGE R.R. GRADE

BEAR ROAD

DISTRICT BOUNDARY

BLOCK 6

HS 25-107A

BLOCK 3

SLEEPING



HS 25-108



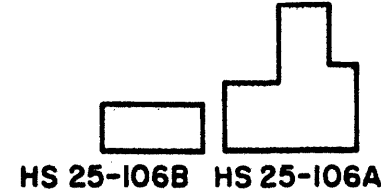
HS 25-107



STREET



HS 25-115



HS 25-106B

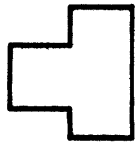
HS 25-106A

M-209 (MAIN STREET)



HS-19-153A

DISTRICT LAKE MICHIGAN BEACHFRONT BOUNDARY



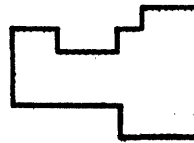
HS 25-122



HS 25-114



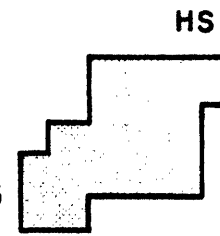
HS 25-121D



HS 25-118



HS 25
121-E



HS 25-121A

HS 25-121B



HS 25-121C



BLOCK 7

PINE

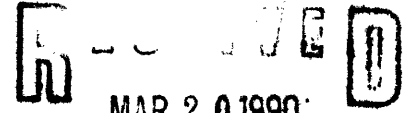
BLOCK 2

DISTRICT BOUNDARY



Glen Haven Village Historic District

United States Department of the Interior
National Park Service



National Register of Historic Places
Registration Form

NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Glen Haven
other names/site number Glen Haven Village Historic District

2. Location

street & number _____ not for publication
city, town Glen Haven vicinity
state Michigan code 26 county Leelanau code 089 zip code 49630

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>12</u>	<u>4</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>2</u>	_____ sites
<input checked="" type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		_____	_____ Total

Name of related multiple property listing: Glen Haven Village Historic District
Number of contributing resources previously listed in the National Register 17

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Edna Brown 2/28/90
Signature of certifying official Date
Chry Holman, National Park Service
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.
Walter B. Gekert 1-11-90
Signature of commenting or other official Date
Bureau of History, Michigan Department of State
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:
 entered in the National Register.
 See continuation sheet.
 determined eligible for the National Register. See continuation sheet.
 determined not eligible for the National Register.
 removed from the National Register.
 other, (explain:) Additional information on a previously-listed district.
Patrick Andrews 4/19/90
Signature of the Keeper Date of Action

6. Function or Use

MAR 20 1990

Historic Functions (enter categories from instructions)

Current Functions (enter categories from instructions)

Transportation--water related

Domestic--single dwelling

Domestic--hotel

Vacant/Not in use

Commerce/Trade--department store

Domestic--single dwelling

Agriculture--processing

7. Description

Architectural Classification

Materials (enter categories from instructions)

(enter categories from instructions)

Other--Vernacular

foundation stone, granite

walls wood, weatherboard

roof asphalt, wood

other metal

Describe present and historic physical appearance.

The Glen Haven Village Historic District comprises 12 historically significant buildings and 2 significant historic sites (narrow gauge railroad grade and sawmill site). Dating from the mid-19th century, few of the district's buildings have undergone major alterations. The village of Glen Haven is unincorporated and is located in Glen Arbor Township, Leelanau County, Michigan. The village lies within the boundaries of Sleeping Bear Dunes National Lakeshore, and is owned by the National Park Service, U.S. Department of the Interior.

The district comprises the east and west sides of Main Street (M-209) and maintains the character of a turn-of-the-century steamboat stop. A 10-foot wide narrow gauge railroad grade connecting Glen Haven to the D. H. Day Sawmill on the northwest shore of Little Glen Lake is also included in the district. Although the sawmill is no longer extant, the site of the structure is included within the boundaries because of its great importance to Glen Haven's economic livelihood. The district contains a hotel, canning factory, general store, blacksmith shop, signal tower, and several residences.

BUILDINGS CONTRIBUTING TO THE CHARACTER OF THE DISTRICT:

The order of presentation follows in a clockwise manner beginning with the D. H. Day Store buildings going south, across M-209, and then north, completing the rectangle at the Canning Factory (see enclosed map, "Glen Haven Village Historic District"). The sawmill site and the narrow corridor of the tramway path to Glen Haven complete the district boundaries.

1. HS 25-121C, D. H. Day Store-Garage (mid-1910s): The clapboard 24- by 34-foot building has two 8-foot paneled rolling garage doors with no glazing. Each door is flanked by a pair of one over one windows with a capped window head. The roof is covered by sheet metal. The condition of the garage is fair.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Glen Haven Village Historic District, Michigan

2. HS 25-121B, D. H. Day Store-Storehouse (circa 1910): The small clapboard utility building is 12 by 28 feet. The gable end has a central four paneled door with two flanking one over one windows with capped window heads. The frieze board is proportionally wider than the corner boards. However, both auxiliary buildings of the store (HS 25-121B and -121C) do not have as deep a frieze board as the main store building. This feature is one of the few architectural detail refinements in the assemblage. Two doors on the south side open to restrooms that were added after 1935. The foundation is concrete block and the roofing material is rolled asphalt. The condition of the storehouse is good.

3. HS 25-121A, D. H. Day Store (1865): The main structure is a two-story, 20- by 60-foot building with a gable roof. The gable end has a very deep frieze board with a molded cornice. Two large windows divided into two over two ligts with a transom level glazing of smaller panes form the commercial front. A glazed recess repeats the division points of the storefront and is centered with a doorway with a transom. Projecting above the doorway is a large bay with an eight over eight center window with two six over six windows on either side. The bay window was added after the turn-of-the-century. This alteration replaced two small windows and a large billboard which were still in place in a circa 1900 photograph.

There are two more prominent attachments on either side of the original building (a shed-roofed 12- by 30-foot addition on the north side, and a 12- by 30-foot hip roofed addition on the south side). Projecting a story and a half, a false facade hides the shed roof on the north addition. This facade has a 12-panel door and a six over six window. The hip roofed addition has a doorway and small covered porch facing east. The entire complex is covered in clapboard with the center section having a wood foundation and the additions having concrete. The roof is asphalt shingles. The store is in good condition and is presently inhabited.

4. HS 25-121E, Glen Haven Signal Tower (date unknown): The structure is a diagonally-braced, fabricated metal, pyramidal signal tower. It is 10 feet square at the base tapering to a point 50 feet tall and fitted with a 20-foot flagstaff topped by an eagle finial over a standard globe. A standard metal industrial ladder

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation Sheet

MAR 20 1990

Section number 7 Page 3

Glen Haven Village Historic District, Michigan

runs from grade to the apex of the base. The structure, presumably historic, is similar, if not identical, to other such structures: HS 51-123H located at South Manitou Island Coast Guard Station, and HS 19-121F located at the Sleeping Bear Point Coast Guard Station which is known to have been constructed in 1914. The Glen Haven Signal Tower is in good condition.

5. HS 25-118, William Day House (circa 1890): This two-story frame house underwent major remodeling in the early 1940s. A paint shop was moved to the site, converted into a garage (15 by 18 feet) and joined to the main house (15 by 25 feet) by a breezeway. First story windows were converted into two large "picture" windows while the upper story retained the original two over two glazing. A covered entranceway was probably added at this time also. The entire complex was then covered with asbestos shingle siding to unify the whole. The roof is asphalt shingles. The house is in good condition and presently inhabited.

6. HS 25-121D, Warnes Blacksmith Shop (circa 1860s): The two-story wood frame barn has vertical boards as siding and a gable roof of sawn wood shingles. There are several fenestrations on the west (front) facade including a large double door and two second story hinged window openings. The overall dimensions of the structure are 25 by 35 feet. The blacksmith shop is in good condition and has been stabilized.

7. HS 25-114, Warner House (circa 1898): The wood frame structure consists of a 15- by 25-foot two-story main block with a one-story wing measuring 20 by 15 feet. The one-story section has a shed-roofed porch supported by four turned posts, terminated by incised brackets. The foundation is concrete block, the siding is clapboard, and the roof is asphalt shingles. The frieze boards on the two-story gable are less pronounced than the majority of the village structures built about the same time. Most of the windows are one over one with simple window heads. The house is in fair condition.

8. HS 25-122, Bumgardner House (circa 1890s): The structure is a T-shaped story and one half house with sawn wood shingle roof and clapboard siding. The front gable has the wide frieze board common to most other village residences. The house is in fair condition, and awaiting further preservation.

United States Department of the Interior
National Park Service

MAR 29 1990

National Register of Historic Places Continuation Sheet

Section number 7 Page 4

Glen Haven Village Historic District, Michigan

9. HS 25-107, Rude House (unknown--late 19th/early 20th century): The one-story wood frame house is 23 by 15 feet with clapboard siding and a gable roof with wood shingle covering. The foundation is of concrete and stone with a front concrete porch. The rear wing is 14 by 15 feet with a gable roof. The house is in fair condition and is presently uninhabited.

10. HS 25-106B, Sleeping Bear Inn Garage (1928): The wood frame garage with seasonal sleeping rooms on the second floor has six vehicle bays on the first floor. The building is covered by clapboard and the gable roof is covered with asphalt shingles. The interior spaces are crudely finished, but the structure is in good condition.

11. HS 25-106A, Sleeping Bear Inn (1857) (Individually listed on the National Register; accepted September 6, 1979): Built by C. C. McCartey, the building was first used as a frontier hotel and later as a resort hotel. The original structure was a two-story, rectangular building facing east and north toward Sleeping Bear Bay. The wood frame structure is covered with clapboard siding and a gable roof. Various sized windows were used on the structure, but six over six paned double-hung windows are most prominent. Two red brick fireplaces and chimneys replaced a wood-burning box stove and a kitchen stove.

In 1928 a large addition 20 by 40 feet was built onto the rear making the inn L-shaped. The addition was also of clapboard, gable roofed, with six over six double-hung windows. A large hip-roofed porch was added around the east and north elevations. The porch is enclosed and contains several two over four paned double casement windows placed in pairs. Three over four double doors are near the center of the east elevation. Wooden steps were added to the rear for an entrance to the upstairs, and inside bathrooms were added. The gable roof on the main structure is covered with asphalt shingles and the hip roof over the veranda is covered with tar paper. The condition of the inn is good.

12. HS 19-153A, Canning Factory (mid-1920s): The single story utilitarian wood frame building is 60 by 45 feet. The National Park Service restored the building to its 1925 appearance in 1984. The foundation and floor are concrete. The roof is rolled roofing

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 7 Page 5

Glen Haven Village Historic District, Michigan

over wood. The walls are stamped sheet metal in a brick pattern. There are 8 doublehung windows (3 over 3) on the west side and 7 sliding doors on a single metal track. There are 4 similar windows on both the north and south facade and 10 windows and one sliding door on the east facade. The original painted sign "Glen Haven Canning Co." appears on the north facade. The condition of the canning factory is good.

13. HS 19-174, D. H. Day Narrow Gauge Railroad Grade: Earthwork roadbed for narrow gauge railroad which ran from the D. H. Day Sawmill site on the northwest end of Little Glen Lake in an arc to Glen Haven about three miles away. Cut through the trees, the roadbed was filled to provide an almost level bed 10 feet wide. With the encroachment of nature, the railroad grade is in deteriorated condition.

14. D. H. Day Sawmill Site: Located on the northwest shore of Little Glen Lake, the sawmill was built in 1868 by C. C. McCarty. It ceased operations in 1923 and was torn down shortly thereafter. Little above-grade physical evidence now remains of the structure on the mill site. (See Historical Base Map for site location.)

NON-CONTRIBUTING STRUCTURES:

Directly behind (east) the D. H. Day Store are several garage buildings of recent construction used to house vehicles from the dune rides business in the post World War II period. At least one double bay garage is located within the district boundaries in Block 2, Lots 11 and 14.

The D. H. Day Dock is not included within the district boundaries, although it was integral to the village's economy. Due to a lack of integrity of design, workmanship, and feeling, it is not eligible for the National Register under Criteria A, B, or C. Until archeological survey and evaluations are conducted, we do not have sufficient data to determine the site's potential for eligibility under Criterion D (informational value).

Three structures on Main Street postdate the period of significance and are non-contributing. Former owner and builder Thomas Dean attributes the following dates of construction: Wickland House (HS 25-108) 1947; Dean House (HS 25-115) 1952; and Rude Garage (HS 25-

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 7 Page 6

Glen Haven Village Historic District, Michigan

107A) 1953. (Leelanau County's Department of Equalization records indicate the date of construction for HS 25-108 as 1940.) The structures were built during the village's outdoor recreation era (1920-1978). Because they visually compliment and do not detract from the architectural unity of the village, the structures remain within the district boundaries. They are as follows:

1. HS 25-108, Wickland House: The structure is a frame building on concrete foundation with an asphalt shingle roof. A "picture" window, a double pair of two over two windows with decorative exterior shutters, and a small covered porch complete the front facade. The house is in good condition.

2. HS 25-107A, Rude Garage: This dependency is of the same unrefined construction as HS 25-107, with the same finishes. The garage is in good condition.

3. HS 25-115, Dean House: The frame house with gable roof has a symmetrical facade with a center door and two flanking "picture" windows, as well as projecting eaves with exposed rafters. The walls are covered with asphalt shingles. The house is in good condition.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

MAR 20 1990

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Period of Significance

Significant Dates

Maritime History
Transportation
Commerce
Outdoor Recreation

1857-1931
1857-1931
1857-1931

N/A

c. 1920-1939
Cultural Affiliation
N/A

Significant Person N/A

Architect/Builder
Unknown

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Glen Haven Village Historic District is eligible for the National Register of Historic Places under Criterion A because of its association with Great Lakes maritime activities and under Criterion B because of its association with David Henry Day. From 1857 until 1931, Glen Haven was a company-operated steamboat stop providing an essential link between the water transportation system and the mainland in a region lacking adequate harbors. During the early part of this era, 1857-1881, Glen Haven was among the busiest and most important cordwood stations on the Great Lakes. Today Glen Haven is the best preserved example of a frontier cordwood station/steamboat stop on the eastern shore of Lake Michigan and perhaps the entire Great Lakes.¹ Glen Haven also closely resembles two important similar maritime complexes. One, it resembles the many coastal lumber towns whose unprotected piers were abandoned soon after the lumber boom. Second, Glen Haven resembles the early shore facilities constructed at ports which have only rarely survived intensive modern waterfront development. Glen Haven was also important in the twentieth century development of recreation and tourism in the Grand Traverse region. The village found itself

¹ No comprehensive survey of Lake Michigan historic properties exists. In 1989, members of the Sleeping Bear Preservation Committee consulted with the directors of four Lake Michigan maritime museums. All four cultural resource professionals agree that Glen Haven is the best-preserved frontier cordwood station on the eastern shore of Lake Michigan, and as far as they are aware, the entire Great Lakes.

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places
Continuation SheetSection number 8 Page 2

Glen Haven Village Historic District, Michigan

conveniently sandwiched between lakes on the north and south, and two state parks on the west and east. With this topographical advantage combined with the growing outdoor recreation industry, Glen Haven Village saw a "dune rides" business operate from the 1930s until 1978.

Glen Haven has been called a "company town," a "Great Lakes village," a "lumber kingdom" and an "empire," but it is best described as a company operated steamboat stop. All maritime operations require shore facilities to provide services for the ships. While the majority of these facilities are at ports, some essential shore facilities are required between destinations. Glen Haven, therefore, is an excellent example of a frontier steamboat stop which provided necessary services for Great Lakes shipping.

Lake Michigan has a notorious lack of natural harbors, especially along the main shipping routes. Heading north from Chicago, the first good harbor was South Manitou Island. South Manitou thus became an important harbor of refuge and cordwood station. Because of the steady increase in ships and their voracious appetite for wood, other cordwood station sites were needed. Sleeping Bear Bay provided protection from the predominant southwest wind as well as the south and east winds. The bay did not provide protection from the north or northwest winds, although the Manitou Islands do reduce the wave height significantly. On the bay, Glen Haven was the most sheltered site. Glen Haven's protected bay and deep water made it an important access point to the water highway at a time when adequate harbors were nearly non-existent along northwest lower Michigan. While Glen Haven provided a generally accessible pier it could not provide a safe permanent docking site. Glen Haven never became a city, but for 74 years it was an important shipping point for steamboat traffic.

Because of its strategic location and its important connection between the mainland and water transportation system, Glen Haven was a focal point for a number of maritime-related activities such as: cordwood station, freight shipping and receiving, passenger service, U.S. port of entry, frontier inn, commercial fishing, hardwood lumber production and shipping, U.S. Weather Bureau Storm Signal Station, U.S. Life Saving Service Station, ferry boat service to South Manitou Island, fresh and canned fruit processing and shipping, and steamboat/resort activities.

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places
Continuation SheetSection number 8 Page 3

Glen Haven Village Historic District, Michigan

Glen Haven was a company town first owned by C. C. McCartey, then Philo Chamberlain, and finally by D. H. Day. Each of these men was a Great Lakes entrepreneur who capitalized on Glen Haven's access to the cheap and rapid transportation system that the lakes provided. During this period (1857-1931), the town's primary economic enterprises fluctuated, but its dependence on the Great Lakes remained constant. C. C. McCartey established a cordwood station in 1857 and connected the dock via a tramway to the abundant hardwood forest around Glen Lake. Philo Chamberlain acquired the facility for his Northern Transit Company to provide a reliable supply of cordwood for his fleet. This company owned a fleet of 24 steamships that traveled throughout the Great Lakes. Northern Transit Company was able to supply a full quarter of their total cordwood needs from Glen Haven. This, along with the many other ships that stopped made Glen Haven one of the most important cordwood stations on the Great Lakes.

The primary buildings in town, the inn, store, and blacksmith shop, date from this cordwood era. Although the dock has deteriorated, more than fifty visible pilings outline its location. The dock site is protected as part of the Manitou Bottomland Preserve. Today, Glen Haven is the best preserved cordwood station on the eastern shore of Lake Michigan and perhaps the entire Great Lakes. The high degree of integrity of the historic setting makes an important contribution to the overall significance of the site. The general lack of modern intrusions within and adjacent to the village and along the shoreline, the broad reach of clear Lake Michigan water, the restored South Manitou Lighthouse and Sleeping Bear Point Coast Guard Station and the low bass tones from the North Manitou Shoal Lighthouse combine to create a powerful historic landscape that echoes the feeling and associations of the period of significance.

The Sleeping Bear Inn (HS 25-106A), built by McCartey, was the first structure in Glen Haven and is individually listed in the National Register (accepted September 6, 1979) as an example of a frontier hotel. The D. H. Day Store [HS 25-121A (1865)], William Day House [HS 25-118 (circa 1890)], Warnes Blacksmith Shop [HS 25-121D (circa 1860s)], Warner House [HS 25-114 (circa 1898)], and Bumgardner House [HS 25-122 (circa 1890s)] are all 19th century structures which represent the plain, yet attractively simple,

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 8 Page 4

Glen Haven Village Historic District, Michigan

architecture of an American frontier town. They are also the only remaining structures which formed the nucleus of this once-thriving commercial center. All the houses within the district conform to the same cohesive vernacular style: one- and two-story clapboard structures with gable roofs.

Glen Haven's strategic location on the Manitou Passage, guarding Sleeping Bear Point and opposite the Manitou Islands, made it an ideal location for settlement. McCartey's dock and inn were joined by a general store built by John Helm in 1865, but he soon closed it and moved to Burdickville in 1867. McCartey built a sawmill on the northwest shore of Little Glen Lake in 1868 to cut cordwood. In 1870 McCartey sold his Glen Haven holdings to Northern Transit Company of Cleveland, Ohio, a steamship line which needed the fueling station for its 24 vessels which plied the Great Lakes from Buffalo to Chicago and Milwaukee. By 1878 Glen Haven had become a major NTC station and the company sent 26-year-old David Henry Day to Glen Haven to manage its operations there. Day recognized the area's commercial lumbering potential and was able to purchase Glen Haven and the surrounding area from NTC in 1881.

Day used his Little Glen Lake sawmill, the D. H. Day Lumber Company, to full advantage, logging off extensive timberland while carefully using wise conservation methods to keep from devastating the countryside. Day lodged his workers in the logging camps, the Sleeping Bear Inn, or the few houses that were built in Glen Haven. Day supervised all construction and did not allow outside investment in Glen Haven. Rent was cheap and was deducted from the worker's salary. In lieu of currency, Day issued coupons redeemable at the D. H. Day Store which carried a remarkably wide variety of groceries, dry goods, hardware, and furniture. The local post office was in the store where Day served as postmaster for many years.

Day used a tug to tow logs across Glen Lake to the sawmill where the timber was cut to size. By 1907 a locomotive was added to the tramway which ran from the mill to the dock (see enclosed Historical Base Map for mill and tramway sites) where there was also a large warehouse. Day was a leading Leelanau citizen and helped promote the area and its natural resources, namely lumber. He helped found the Michigan Hardwood Lumber Association in the 1880s and served as its first president. State political leaders

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 8 Page 5

Glen Haven Village Historic District, Michigan

sought after him to run for governor, but he politely declined. Day has been hailed as a lumber baron, a title he did not disavow. Although Day may not have had the stature or wealth of his fellow barons of industry, his peers respected him as an equal.

Day, his wife, and seven children lived in the quarters above the general store. Behind it was an icehouse, granary, slaughterhouse, and croquet lawn. The storehouse [HS 25-121B (circa 1910)] contained a 15 horsepower dynamo gas engine generator which provided the village with power in the days before electricity. Holsteins and pigs from the Day farm, two miles south of Glen Haven, provided meat and milk for the village and store. Two barns which once stood next to the inn held horses and some draft animals.

To the south, the William Day House was first occupied by Miner Farrant, Mrs. D. H. (Eva) Day's brother, who worked as the village bookkeeper. It later housed Day store clerks and their families. The garage, which was moved to the present site in 1941, originally served as the village paint shop.

The Warnes Blacksmith Shop was extremely useful in repairing logging chains and sleighs and shoeing horses. It also doubled as a carpentry shop, turning out ready-cut homes for the lumber camps, horse barns, and other simple structures. Tennis courts and a curling and ice skating rink were located behind the shop.

The Warner House was built for the butcher, whose shop was in the rear of the store.

John Bumgardner was the sawmill foreman. The Bumgardner House was always occupied by either mill or farm workers. The Rude House (HS 25-107) was occupied during World War I by Frank Lavance for his mother and himself. (Preservation activities indicate this structure may date to the late 19th century.) He sold their farm in the shadow of Sleeping Bear Dune to move into the village and perform odd jobs for Day. His brother, Bill Lavance, who was the engineer of the Day locomotive, lived south of the Rude House in a structure which is no longer extant.

Day used his facilities at Glen Haven to pursue other maritime interests. Accommodating the steamboat trade was a major concern.

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places
Continuation SheetSection number 8 Page 6

Glen Haven Village Historic District, Michigan

Since Glen Haven was the only regular steamboat stop between Frankfort and Northport, it was a focal point for freight and passenger service. During the early 1880's Day was co-owner of the CHAMPLAIN, but later concentrated his efforts on the part of the industry he knew best: providing shore-side services. Fish and agricultural produce, including pork and dairy products from the Day farm and fruit and potatoes from nearby farms, were shipped across his dock. The Day store provided supplies and mail service for South Manitou Island via the ferry. The Glen Haven dock was an official U.S. Weather Bureau Storm Signal Station. As a sportsman and an outdoor enthusiast, D. H. Day promoted tourism to Glen Lake via Glen Haven. Both campers and resorts arrived by steamboat at Glen Haven as early as the 1880's.

Ships were a regular part of daily life at Glen Haven. Passenger steamers of the Northern Transit Company, Northern Michigan Line, Northern Michigan Transportation Company, and Michigan Transit Company brought passengers on both business and pleasure to Glen Haven. Steam barges picked up cargoes of lumber, shingles, and cordwood. Steamers and schooners picked up cargoes of potatoes and fruit. Fish tugs from Frankfort and Leland were a common sight in the bay and the dock. Coast Guard rescue and supply boats and Lighthouse Service boats called at the dock. The vessels providing ferry service to South Manitou were regular visitors and several commercial fishermen launched small craft from the nearby shore. Many families had a sailboat, rowboat, or gas launch for their own use. Package freighters leapfrogging from dock to dock also stopped at Glen Haven. Tugboats were less common visitors.

The PURITAN and the MANITOU made regular stops at Glen Haven until 1931 when the poor economy and the switch to the automobile put an end to steamboat service in the entire region. Glen Haven's era as a steamboat stop ended at that time.

Located at the far north end of Main Street is the Glen Haven Canning Company (HS 19-153A), built in the mid-1920s by Day. The sawmill closed in 1923, a decade later than most lumber companies. Glen Haven needed a new industry to replace it. On the cut-over lands, traditional crops did poorly. In the 1890s, Day planted the area's first cherry orchard. He recognized the ideal sandy soil and weather conditions which has today made Leelanau the "Cherry Capital of the World." The canning factory canned cherries and

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places
Continuation SheetSection number 8 Page 7

Glen Haven Village Historic District, Michigan

some apples from the family farm, and was managed until it closed during World War II by Day's son, D. H. Day, Jr. It represents the village's will to survive the end of the lumber boom by diversifying its interests.

After harvest, cherries needed to be shipped quickly and carefully to market or to processing plants. It was natural that these cherry processing plants should be located near a dock. In the early 1920s, Day adapted his new warehouse into a state-of-the-art cannery. Boats picked up cherries from North Manitou Island and along the shoreline and brought them to Glen Haven. Other ships transported the cherries, apple juice, and fresh apples to downlake markets.

Another area of diversification was outdoor recreation. The natural beauty of the area attracted thousands of tourists each year, and the Sleeping Bear Inn happily accommodated as many as it could. Serving as Michigan's first park commissioner, in 1920 Day donated 32 acres east of Glen Haven to the State of Michigan. It included part of the Day Forest which he had grown on cut-over land as a hobby. Thus, the D. H. Day State Park became the first State Park in Michigan history. Adjacent to the park was the Day Forest Estates, a lavish resort development scheme for elegant summer homes surrounded by an 18-hole golf course and Glen Lake. Another park came in 1931 when the Sleeping Bear Dunes State Park opened, effectively surrounding Glen Haven in a recreational district. The six-bay garage [HS 25-106B (1928)] was added to the Sleeping Bear Inn at this time to accommodate the anticipated influx of automobile traffic.

The Great Depression put an end to the Day Forest Estates plan, Day's last major project. Following his death in 1928, Glen Haven was subdivided among his heirs who strove to maintain the integrity of the village. After 1935 Louis and Marion Day Warnes began operating dune rides on nearby Sleeping Bear Sand Dune using cars equipped with balloon tires. The business operated from the general store and the inn's garage was used to shelter the primitive "dune buggies" while the quarters above it housed the drivers. The storehouse was converted into public restrooms. The dune rides became a popular attraction in the area, drawing visitors from the state parks as well as the resorts which proliferated along countless miles of lakeshore. Glen Haven

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places
Continuation SheetSection number 8 Page 8

Glen Haven Village Historic District, Michigan

survived the Great Depression thanks to the canning factory and the dune rides. The dune rides business ceased functioning in 1978. The Sleeping Bear Inn closed after 115 years of serving the public in 1972.

The village was an early nerve center of western Leelanau County as Day financed and built a telegraph line to Leland and an excellent road to Empire. Day was successful in lobbying for a lifesaving station for mariners built in 1902 (Sleeping Bear Point Life-Saving Station; accepted to the National Register April 26, 1979) and a telegraph cable laid between Glen Haven and South Manitou Island. Glen Haven was one of the primary gateways through which lumber passed enroute to Chicago and Milwaukee, and new settlers came looking for opportunities. Day led the way in encouraging investment and settlement by founding the Western Michigan Development Bureau, serving as president from 1909 to 1928. Settlement did not include Glen Haven, however. It remained his private "kingdom," reserved for the Day family, relatives, and employees. In fact, at Day's death, he was lauded as "King David of the North Country," "one of Northern Michigan's greatest builders," and one who "did more than any other man to make Leelanau County the great producer that it is today."²

In 1970 Sleeping Bear Dunes National Lakeshore was authorized by an Act of Congress. Operated by the National Park Service, Glen Haven Village has been purchased by the United States Government.

² "Death Claims David H. Day, Sr.," Traverse City (Michigan) Record-Eagle (April 17, 1928), p. 1.

9. Major Bibliographical References

MAR 20 1990

See attached continuation sheets 9-1 and 9-2.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # MI 256 (1987)
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

National Park Service, Sleeping Bear Dunes
National Lakeshore, Michigan

10. Geographical Data

Acreage of property 16 acres

UTM References

A	16	575300	4972750
	Zone	Easting	Northing
C	16	577150	4970150

B	16	577150	4972750
	Zone	Easting	Northing
D	16	575300	4970150

See continuation sheet

Verbal Boundary Description

See attached continuation sheet 10-1.

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title See attached continuation sheet 11-1.

organization _____ date _____

street & number _____ telephone _____

city or town _____ state _____ zip code _____

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 9 Page 1 Glen Haven Village Historic District, Michigan

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United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 9 Page 2

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FOR 1989 NOMINATION REVISION:

Additional information provided by Marie Scott and Pat McCauley of the Sleeping Bear Preservation Committee, Empire, Michigan:

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Freeman, Pat. Interview. September 1988.

Harold, Steve. Interview and research notes. October 1988 and March 1989.

_____. Shipwrecks of the Sleeping Bear. Traverse City, Michigan: Traverse City Pioneer Study Center, 1984.

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United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 10 Page 1

Glen Haven Village Historic District, Michigan

The Glen Haven Historic District boundaries are rectangular-shaped with the exception of the tramway grade and the site of the sawmill. The southern boundary starts at the southwestern corner of Lot 9, Block 6, and from this point it runs east in a straight line across Main Street (M-209) to the northeastern corner of Lot 10, Block 7. From there the eastern boundary follows in a straight line north, bisecting Block 7 and 2 to Lake Michigan. The north boundary is the Lake Michigan shoreline. The western boundary proceeds south in a straight line from the lakeshore bisecting Blocks 3 and 6 to the beginning point of the district boundary.¹ From the western boundary, a 10-foot-wide tramway path runs in an arc approximately 2 and 1/4-miles to the D. H. Day Sawmill site, which is located on the northwest shore of Little Glen Lake.

¹ Segment 25 Land Status Map, Village of Glen Haven, Michigan; Sleeping Bear Dunes National Lakeshore, U.S. Department of the Interior, National Park Service, Office of Land Acquisition and Water Resources (July 1971).

United States Department of the Interior
National Park Service

MAR 20 1990

National Register of Historic Places Continuation Sheet

Section number 11 Page 1

Glen Haven Village Historic District, Michigan

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