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CULTURAL LANDSCAPE REPORT  
FOR GLEN HAVEN VILLAGE HISTORIC DISTRICT

SLEEPING BEAR DUNES NATIONAL LAKESHORE  
EMPIRE, MICHIGAN

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EMPIRE, MICHIGAN

INTRODUCTION

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SITE HISTORY

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EXISTING CONDITIONS

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ANALYSIS

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TREATMENT RECOMMENDATIONS

By  
Deborah Dietrich-Smith

National Park Service, Boston, Massachusetts, 2007

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Cover Photo: View north of Sleeping Bear Bay from Glen Haven, 2004. *Vessel Aloha* photo left. (OCLP)

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Many thanks to Olmsted Center for Landscape Preservation colleagues who contributed to this project. Historical Landscape Architect Intern Maciej Konieczny organized research materials, wrote the first draft of the site history, and formatted the document and drawings. Director Bob Page and Senior Project Manager Margie Coffin Brown reviewed the report and provided support and guidance.



## INTRODUCTION

Glen Haven is one of the best examples of a nineteenth-century frontier cord-wood station/steamboat stop on the Great Lakes. Designated as a historic district on the National Register of Historic Places, the well-preserved northern Michigan village on the Leelanau Peninsula includes good examples of vernacular architecture dating back to the mid-nineteenth century. The village is best known for its association with D.H. Day, who owned the company town from 1881 until his death in 1928. Day's businesses included lumbering, a sawmill, a steamship line, a general store, a fruit canning company, and a farm. As a civic leader, he was instrumental in the development tourism and improved roads in the northwest of Michigan's lower peninsula. Day was also known for his conservation practice of re-foresting cut over lands. Glen Haven is included within the Sleeping Bear Dunes National Lakeshore (Figure 1).

Figure 1. Location Map



## **DESCRIPTION OF STUDY BOUNDARIES**

The approximately 13-acre Glen Haven Village Historic District is located in Glen Haven, Michigan and includes the central portion of the historic village. The district also includes a 10-foot wide narrow-gauge railroad track bed and the site of D.H. Day's sawmill on Little Glen Lake. The railroad transported cordwood and lumber between the sawmill and Day's dock. The focus of the report is the central portion of Glen Haven included within the historic district. The report will also examine select features outside the historic district and evaluate the possibility of extending the district boundary (Figure 2).

## **MANAGEMENT SUMMARY**

The park's 1979 General Management Plan (GMP) specifies maintaining the village atmosphere and adaptively re-using the buildings within the village to provide visitor services and interpretation. It also states vehicular traffic is to be re-routed away from the village center during the summer, further enhancing the village atmosphere and visitor experience. The plan did not specify a general treatment approach for the building exteriors or landscape.

In 1982 the Midwest Regional Office initiated a special history study titled "D.H. Day's Kingdom" to provide information for area interpretation and for development of National Register of Historic Places documentation. The Glen Haven Village Historic District was accepted to the National Register on June 24, 1983 (local significance), revised in 1989, and its level of significance was raised to a national level in 1999. The district is significant in the areas of maritime history, transportation, and commerce for the period of significance 1857 to 1931. The Sleeping Bear Inn was individually listed on the National Register on September 6, 1979.

Following on the guidelines set forth in the GMP, the 1992 Development Concept Plan (DCP) for Glen Haven recommended reducing or controlling vehicular traffic by directing traffic to a proposed parking lot approximately 300 feet west of the historic district. While the report specified general preservation and maintenance of the building exteriors and landscape, it noted specific treatment of the buildings and landscape would be identified in future historic structure reports and cultural landscape reports. The plan also recommended adaptive reuse and interpretation of several significant buildings, including the Glen Haven Canning Company, the Sleeping Bear Inn, the D.H. Day Store, and the blacksmith shop. The exterior of additional buildings, such as the group of homes at the southern end of the village, would be stabilized and maintained. The curling rink and tennis court (outside the historic district) were considered archeological resources and as such, would be allowed to deteriorate naturally.

Figure 2. Map of the Glen Haven and the Glen Haven Village Historic District.



## SCOPE OF WORK AND METHODOLOGY

To effectively protect and manage Glen Haven's historic district, a greater understanding of the significance of the landscape is needed. The Glen Haven site receives heavy visitor use in the spring, summer, and fall months. The park will construct parking lots and driveways, regrade around historic buildings, upgrade utilities, install waysides, and improve an existing picnic area using funding from the Line-Item Construction Program. Rehabilitation of the Glen Haven buildings is in progress; however, further guidelines for landscape treatment are needed.

A Cultural Landscape Report (CLR) is the primary document used by the National Park Service for management of its historically significant cultural landscapes. A CLR provides park managers with a comprehensive site history; documents existing conditions; evaluates the historic significance of the landscape and analyzes its characteristics and associated features; and provides treatment recommendations to guide short and long-term management. This report for Glen Haven has been developed according to the *Guide to Cultural Landscape Reports: Contents, Process, and Techniques* (National Park Service, 1998). It consists of four parts: site history, existing conditions, analysis, and treatment guidelines. The site history and existing conditions sections document in narrative and graphic form the physical evolution of the landscape from the mid-nineteenth century to the present. The analysis section provides a concise discussion of the property's historic significance according to the National Register criteria, and an evaluation of the landscape characteristics and associated features that contribute to that significance. The analysis incorporates concepts from *National Register Bulletin 30: Guidelines for Evaluating and Documenting Rural Historic Landscapes*. All preservation, restoration, rehabilitation, or reconstruction treatment recommendations conform to the *Secretary of the Interior's Standards for Historic Preservation*, and the *Guidelines for the Treatment of Historic Landscapes*.

The purpose of this CLR for Glen Haven is threefold: This plan will provide recommendations for landscape treatment; supplement existing interpretive information to provide a more comprehensive visitor experience; and will provide design guidance to SmithGroup, an architectural, engineering, and planning firm hired to implement the 1993 DCP.

The CLR includes the following chapters:

### CHAPTER 1: SITE HISTORY

This chapter documents the history of the historic district from the mid-1800s to present, with emphasis on the late nineteenth and early twentieth centuries. Based on primary (limited) and secondary sources, analysis of historic photo-

graphs, and oral interviews with Day family members, the narrative history is divided into four periods defined by changes in land-use, development, and ownership. These four periods are:

- Cordwood Station Period, 1836 - 1880
- Hardwood Lumbering and Passenger Ship Period, 1881 - 1931
- Post Lumbering and Passenger Ship Period, 1932 - 1969
- National Park Service, 1970 - 2006

Each period contains a chronological history of Glen Haven site, focusing on the village's physical development. Historic maps, photographs, and a c. 1925-1931 period plan supplement the text.

## **CHAPTER 2: EXISTING CONDITIONS**

This chapter provides a concise overview of the historic district and its physical context as it currently exists based on fieldwork and documentation of significant features. Photographs and an existing conditions plan supplement the text.

## **CHAPTER 3: ANALYSIS**

This chapter includes four sections: 1) a review of National Register documentation; 2) recommended changes to National Register documentation; 3) a review of landscape integrity; and 4) an analysis of the historic district organized by landscape characteristics and associated features. Photographs and maps accompany the narrative.

## **CHAPTER 4: TREATMENT RECOMMENDATIONS**

This chapter outlines general schematic treatment alternatives for preserving and enhancing the character of the historic district, based on the findings of Chapter 3. Recommendations will be in keeping with applicable laws and NPS policies, guidelines, and standards. Recommendations are presented in narrative form, supplemented by illustrations.

## **HISTORICAL SUMMARY**

Glen Haven is best known as a company town owned and operated by D.H. Day. Day came to Glen Haven in 1878 at the request of Philo Chamberlain, president of the Northern Transit Company. Day was the brother of Chamberlain's sister-in-law. The Northern Transit Company had purchased Glen Haven and other lands two years previous from Philo Chamberlain, who was then president of the Northern Transportation Company. While it is still somewhat unclear, it appears that the Northern Transportation Company went bankrupt and re-organized under the name Northern Transit Company.

The Northern Transportation Company purchased Glen Haven and other lands in Glen Arbor Township in 1867 from early pioneer Charles C. McCarty. McCarty had constructed an inn and a dock on Sleeping Bear Bay (future site of Glen Haven) and a sawmill on Little Glen Lake. Large stands of pine and hemlock, and the improvements made by McCarty, were attractive to the Northern Transportation Company who needed a reliable supply of cordwood to fuel their fleet of steamships traveling between Chicago and Ogdensburg, New York.

D.H. Day served as the Northern Transit Company's agent in Glen Haven for a period, and then moved to Traverse City to work as a manager for the Hannah and Lay Lumber Company. By 1881, the Northern Transit Company had depleted the supply of cordwood timber on their lands and their fleet of steamboats had stopped docking at Glen Haven. Day returned to Glen Haven and with money saved and borrowed purchased about fourteen hundred acres from the Northern Transit Company, including the village of Glen Haven and the sawmill on Little Glen Lake.

Day continued to harvest cordwood and expanded production of hardwood lumber for export to growing Midwest towns. Using a tramway constructed by Charles C. McCarty, his company transported lumber from the sawmill to the dock. In 1907 Day improved transportation between the sawmill and the dock by constructing a narrow-gauge railroad, partially on the alignment of the earlier tramway. Day retained ownership of over three hundred parcels platted in the village of Glen Haven by the Northern Transportation Company in 1869. In addition to pre-existing village buildings, including the Sleeping Bear Inn (originally named Sleeping Bear House by Charles C. McCarty), a blacksmith shop, and a store originally established in 1865 by Civil War veteran John Helm, Day constructed houses that leased to employees.

An early conservationist, D.H. Day did not burn over or graze cattle on cut-over land. He allowed young shoots to grow and reforest the land. Because of these methods, some of his early cut over lands supported two-foot diameter trees by 1918. Combined with a good supply of first growth forest, Day's conservation methods allowed his sawmill to stay in business until 1923, several years longer than most in the region.

D.H. Day was also known for promoting tourism and early road improvements in northwest Michigan. In addition to land purchased in 1881 from the Northern Transit Company, Day acquired two steamships from the company and formed the Northern Michigan Line. The new company provided the first scheduled passenger service between Chicago and Cheyboygan, and brought increasing

numbers of tourists to Leelanau County. Day was also president of the Western Michigan Development Bureau, a member of the Western Michigan Pike Association, and served as a Leelanau County road commissioner. In the 1920s, due in large part to the efforts of D.H. Day, state road M-109 between Empire and Glen Haven (incorporating Glen Haven Road) was established. Day also donated thirty-two acres east of Glen Haven to the State of Michigan, which was designated as D.H. Day State Park.

When the sawmill closed, the village responded by opening the Glen Haven Canning Company. Cherries and other fruits harvested from D.H. Day's farm south of Glen Haven and from other local orchards were processed in the cannery beginning in the mid-1920s and shipped from Day's dock to down lake markets. The cannery remained in operation until the mid-1940s.

D.H. Day died in 1928, the same year the Sleeping Bear Inn was remodeled to accommodate increasing numbers of tourists. His wife Eva Day lived until 1936. In the mid-1930s, D.H. Day's youngest daughter Marion, and her husband Louis began operating a dune ride business out of the D.H. Day Store. Using automobiles with modified tires, the couple drove tourists on scenic rides over the dunes along Lake Michigan. By the mid-1940s, several individuals outside the family had been allowed for the first time to purchase land within Glen Haven. Throughout the 1940s, 1950s, and 1960s, Day family members and others continued to reside in Glen Haven, some full time and others as summer residents.

On October 21, 1970, Sleeping Bear Dunes National Lakeshore was established, and by the mid-1980s, the National Park Service had acquired most of the property within Glen Haven. In 2005, occupancy rights expired for the last remaining resident in Glen Haven.

## **SUMMARY OF FINDINGS**

The Glen Haven Village Historic District is listed on the National Register of Historic Places for its significance in the areas of maritime history, transportation, commerce, and outdoor recreation for the period 1857 to 1931. The 1857 beginning date is based on the construction date of the Sleeping Bear Inn. An 1860 U.S. Costal Survey and an 1864 U.S. land patent indicate the inn may have actually been built several years later. Additional research is necessary to clarify the time span of the period of significance.

A review of existing landscape features and current National Register boundaries suggests the current boundaries should be revised to include the curling rink ruins, tennis court, and United States Coast Guard (USCG) utility poles. Also

recommended for inclusion within the National Register documentation are several additional items within the current boundaries, including Glen Haven Road, D.H. Day Campground Road, rows of black locust trees, a Dutchman's pipe vine, and concrete sidewalks around the Sleeping Bear Inn. These features and the features mentioned above currently outside the historic district were extant in 1931 and contribute to the significance of the landscape.

Additional primary source material invaluable to this report include an 1869 plat map of Glen Haven and a State of Michigan right-of-way map entitled "Final Plans, June 25, 1929." The 1929 map provided a glimpse of the Glen Haven landscape directly within and adjacent to the road right-of-way. Details illustrated on the map included buildings, a plank road, narrow-gauge railroad tracks, and rows of black locust trees.

A better understanding of the Glen Haven landscape was also achieved through interviews with descendants of D.H. Day who lived, worked, and vacationed in Glen Haven during and just after the period of significance. Rich detail such as the location and description of buildings, fencelines, and boardwalks were discovered through personal interviews and shared photographs.

The Glen Haven Village Historic District retains historic integrity as a whole, but has a diminished aspect of feeling, particularly due to a loss of activity and landscape features associated with transportation, business, and residential use. The treatment plan recommends re-introducing some of these c. 1925-1931 features into Glen Haven to enrich the feeling of the historic landscape and to supplement interpretation of village activity. Outdoor seating, hand pumps, wood piles, fencing, and display items in front of the D.H. Day Store are among the features recommended for re-introduction. Treatment recommendations are based on rehabilitation, the preferred treatment option. Rehabilitation allows changes which improve the utility or function of the historic district while preserving features that contribute to the significance of the landscape. It also allows the replacement of significant missing features.

A review of Glen Haven landscape features included in the List of Classified Structures (LCS), in National Register documentation, and in the Facilities Management Software System (FMSS) identified inconsistent feature names. According to NPS procedure, names included in the LCS, FMSS, and NPS reports should match names identified in National Register documentation. However, since completion of the original National Register documentation in 1983, some feature names have been refined or significantly changed. As appropriate, feature names within the CLR match National Register names. Further work is necessary to standardize and to revise feature names within National Register Documentation, LCS, and FMSS.

## CHAPTER 1: SITE HISTORY

### CORDWOOD STATION PERIOD, 1836 - 1880

- 1836 Through the Treaty of Washington, the Chippewa and Ottawa cede to the United States the northwestern Lower Michigan peninsula, including present day Leelanau Peninsula and the Manitou Islands.
- 1837 Michigan enters the Union.
- 1839 Sylvester Sibley and a crew of four survey state land in what is now Leelanau County, including, Township 29 North, Range 14 West (also to become known as Glen Arbor Township), which includes the future site of Glen Haven.<sup>1</sup>
- 1851 John LaRue, John Dorsey, and John E. Fisher are the first Euro-American settlers to establish living quarters in Township 29 North Range 14 West (Glen Arbor Township).<sup>2</sup>
- 1855 The steamboat *Saginaw* anchors in or near Sleeping Bear Bay. The steamboat was the first known propeller ship to stop along the shore of Township 29 North Range 14 West (Glen Arbor Township).<sup>3</sup>
- 1864 Mary Ann Wood receives “Lot numbered 2 of Section 20, Township 29 North, Range 14 West, containing 49.10 acres according to the United States Survey thereof” from the United States of America (future site of Glen Haven). Wood probably received the land through the Homestead Act of 1862, which transferred federally owned land to citizens or persons who had filed a declaration of intent to become a citizen. To receive the land, the individual needed to pay a small fee, reside on the property for five years, and improve the property. Or after six-months of residence, pay \$1.25 per acre (see below).<sup>4</sup>

The same year, Mary Ann Wood transfers ownership of Lot 2, Section 20, Township 29 North, Range 14 West (49.10 acres) to Charles C. McCarty for \$62.00 through a quit claim deed. McCarty is the brother-in-law of earlier settler John E. Fisher.<sup>5</sup> The northern edge of Lot 2 borders Sleeping Bear Bay. The \$62.00 price may indicate McCarty paid Wood the Homestead Act price of \$1.25 per acre for Lot 2 (see above).

1864-

- 1867 Charles C. McCarty builds a mill, dock, inn and blacksmith shop along a sheltered stretch of Sleeping Bear Bay. The deep waters of Sleeping Bear Bay and the sheltered location offer a more protected docking location than already established sites along Lower Michigan's northwestern shorelines. McCarty is said to have named the new settlement Sleeping Bearville and the inn Sleeping Bear House, then later changes the names to Glen Haven and the Sleeping Bear Inn. An 1867 deed (see below) identifies the settlement as "Sleeping Bear."<sup>6</sup>

Civil War veteran John Helm constructs a general store (known today as the D.H. Day Store) in 1865 in Glen Haven. Helm retains the store for only a short period of time then relocated the business outside the village.<sup>7</sup>

- 1867 Charles C. McCarty and his wife Elizabeth N. McCarty sell Lot 2, Section 20, Township 29 North, Range 14 West (Glen Haven) containing 49.10 acres, excluding a quarter-acre parcel sold to John Helms (general store property) and other lands, including the sawmill on Little Glen Lake, to the Northern Transportation Company of Ohio for \$4,000.<sup>8</sup> The purchase assures the company a reliable supply of cordwood for its twenty-four vessel fleet operating between Chicago and Ogdensburg, New York. The Glen Haven operation supplies about one quarter of the fleet's fuel.<sup>9</sup>

- 1869 Northern Transportation Company contracts John E. Fisher (McCarty's brother-in-law) to survey Glen Haven (Lot 2, Section 20, Township 29 North, Range 14 West) (Figure 3). As drawn, the survey includes Main Street (today known as Glen Haven Road); Beach and Pine Streets, set perpendicular to Main Street; and Wisconsin, Illinois, Ohio, and Indiana Streets, aligned parallel to Main Street. The secondary roads measure sixty-six feet wide and Main Street eighty-feet wide. According to text accompanying the survey, the streets were dedicated to the use of the public. The survey further subdivided Lot 2 into 12 blocks and each block contained twenty to twenty-nine parcels. The only constructed feature depicted on the map is the dock.<sup>10</sup>

A post office opens in Glen Haven at an unknown location. The post office would remain in this location for ten years.<sup>11</sup>

- 1870 By 1870, a two and one-quarter mile wooden tramway is constructed between the sawmill on Little Glen Lake and the dock.<sup>12</sup> The tram enters at the southern end of Glen Haven, and then follows Main Street

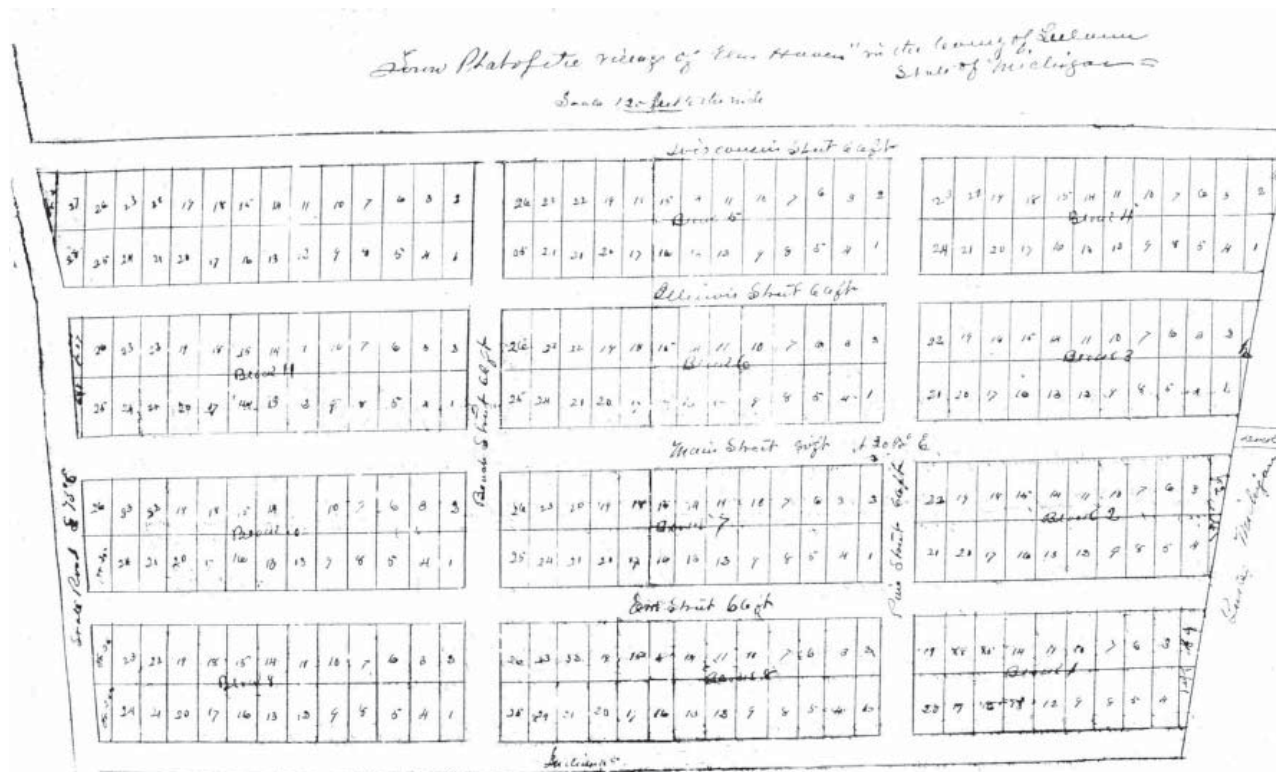


Figure 3. "Town Plat of the village of Glen Haven in the County of Leelanau State of Michigan," 1869.

(known today as Glen Haven Road) north to the dock. It is not know if the tramway was built earlier by Charles C. McCarty or by the Northern Transportation Company.

Construction of the Manistee and Leland State Road is complete, connecting the coastal communities of Frankfort, Platte, Empire, and Glen Haven, Michigan. A portion of present day state highway M-22 follows the historic route of the early road.<sup>13</sup>

- 1870s Early in the 1870s, the Northern Transportation Company develops a large farm three miles south of the Glen Haven.<sup>14</sup>
- 1876 Deeds indicate Philo Chamberlain, president of the Northern Transportation Company, purchased Lot 1 (27.15 acres, just east of Glen Haven) and Lot 2 (49.10 acres, Glen Haven) both in Section 20, Township 29 North, Range 14 West (Glen Arbor Township), and other lands for \$5,240 from the Northern Transportation Company in a foreclosure sale in July 1876. Four months later he then re-sold the properties for \$40,000 to the Northern Transit Company. This may have been a way to reorganize the

Northern Transportation Company under a new name. Philo Chamberlain is also the president of the Northern Transit Company. The sale excluded the quarter-acre parcel “sold to John Helm in Lot 2.”<sup>15</sup>

- 1878 D.H. Day arrives by a steamer at the age of twenty-seven to serve as the Northern Transit Company’s agent in Glen Haven. Day is the younger brother of Philo Chamberlain’s sister-in-law. Prior to his appointment at Glen Haven, Day had worked as a passenger agent for Northern Transportation Company in Detroit for four years.<sup>16</sup>

French-Canadians William and Ida Farrant, husband and wife, operate the Sleeping Bear Inn. D.H. Day rents a two-room suite in the inn.<sup>17</sup>

- 1879 After serving in an unknown location for ten years, the Glen Haven Post Office relocates to the general store (D.H. Day Store) (see below).<sup>18</sup>

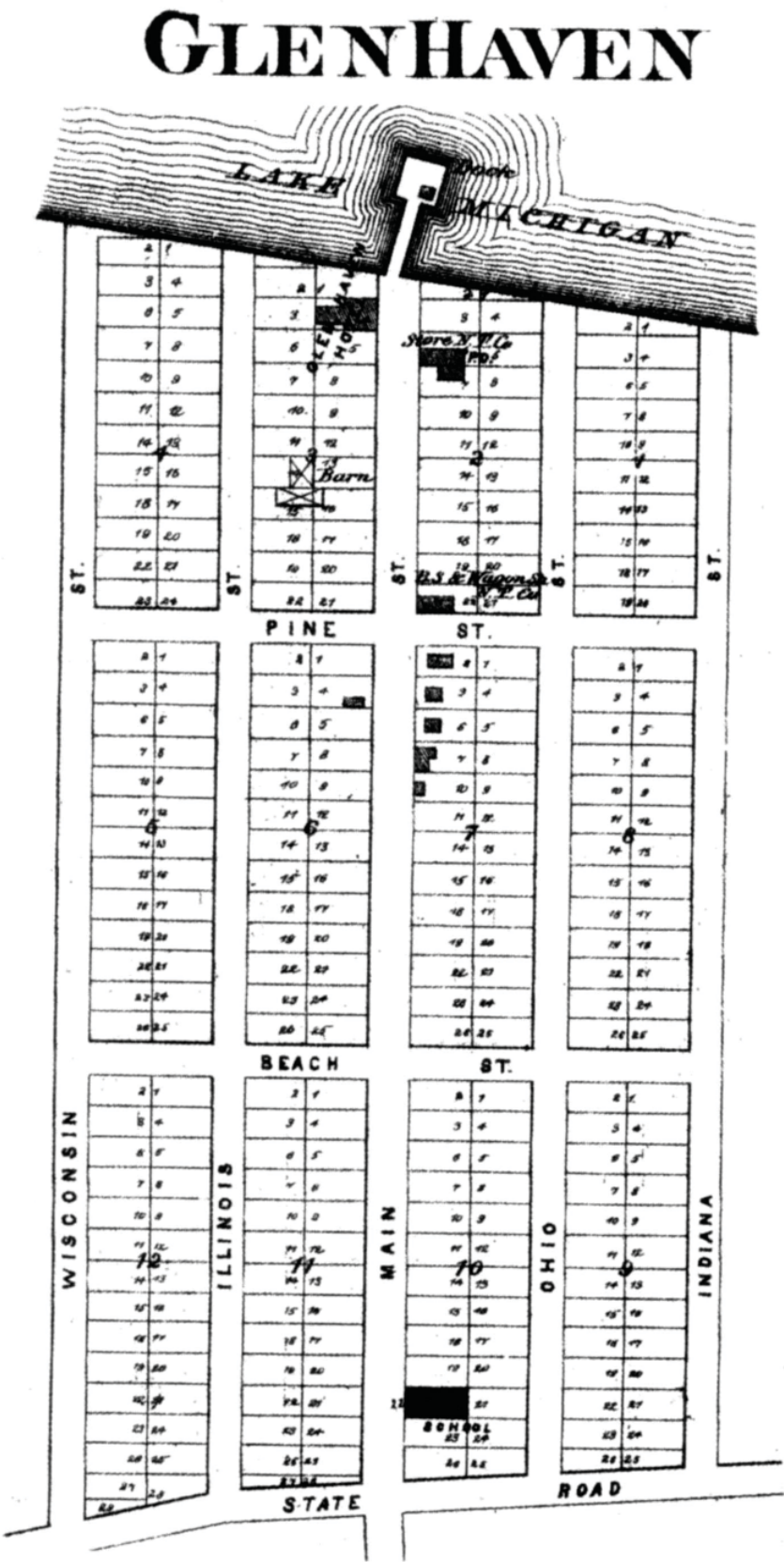
#### **HARDWOOD LUMBERING AND PASSENGER SHIP PERIOD, 1881 - 1931**

- 1881 In 1881, The Northern Transit Company sells about fourteen hundred acres, including Lot 2 (49.10 acres, Glen Haven) in Section 20, Township 29 North, Range 14 West (except for quarter acre sold to John Helm in Lot 2) and the sawmill on Little Glen Lake to “D.H. Day Trustee for himself and William W. Ellsworth” for \$13,206.<sup>19</sup>

Two graphics, a map of the village included in the 1881 *Atlas of Leelanau County* and a c. 1882 painting of the village owned by Marion (Day) Warnes (D.H. Day’s youngest daughter) depict Glen Haven in the early 1880s (Figures 4-5). The two images differ significantly in the number of buildings depicted. This could be a result of inaccurate mapping, artistic embellishment of the painting, or perhaps significant construction occurred between the two illustration dates. Both graphics show buildings facing Glen Haven Road (labeled Main Street on the 1881 village map) and a “key-shaped” dock at the northern end of Main Street, extending into Glen Haven Bay.<sup>20</sup>

The plat map includes the same roads and parcel divisions as depicted on the 1869 survey commissioned by the Northern Transportation Company (see Figure 3). Eleven buildings are identified on the map, including the Glen Haven Hotel (Sleeping Bear Inn), Store NTC Co, P.O. (D.H. Day Store, post office inside store), B.S. & Wagon, NTC Co., (blacksmith shop and wagon shop), a barn, and a school (Glen Haven School). Unidentified buildings, except for a building on the dock (presumably a ware-

Figure 4. Map of Glen Haven, 1881.



house) were probably houses and barns. “NTC” probably referred to “Northern Transit Company,” indicating the map was compiled prior to D.H. Day’s purchase of Glen Haven.

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

D.H. Day forms the Northern Michigan Line in 1881, with two steamships purchased from the Northern Transit Company: the *Lawrence* and the *Champlain*. The new service offers scheduled freight and passenger service from Chicago to Cheyboygan. The Northern Michigan Line increases the number of tourists vacationing in the region.<sup>21</sup>

1889 On December 29, 1889, D.H. Day, thirty-six years old, marries nineteen year old Eva Farrant, daughter of the inn keepers at the Sleeping Bear Inn. D.H. and Eva Day had nine children, seven of which lived to maturity.<sup>22</sup>

1890s D.H. Day plants the first cherry orchard in the Glen Haven area. Cherry orchards were well established elsewhere in Leelanau County and across the Michigan peninsula region.<sup>23</sup>

**Figure 5. Painting of Glen Haven, c. 1882.** Glen Haven dock is lower left. The figure is cropped from the original image owned by Marion (Day) Warnes.

1894 Seymour Transportation purchases the Northern Michigan Line and forms the Northern Michigan Transportation Company. (D.H. Day



may have sold his interest in the Northern Michigan Line soon after he acquired the *Lawrence* and the *Champlain*). The Northern Michigan Transportation Company's steamboats continue regular stops at Glen Haven (Figure 6).<sup>24</sup>

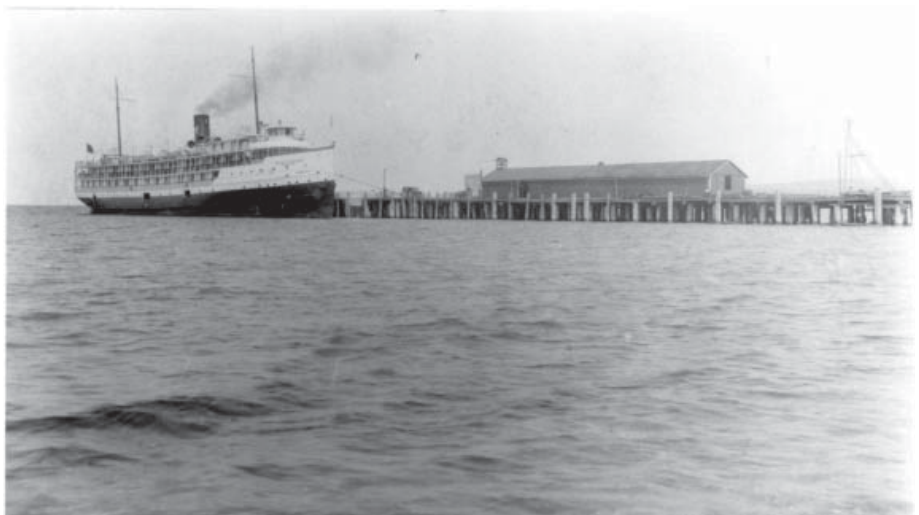
Early-

1900s In the early 1900s, D.H. Day constructs a curling rink and tennis court southeast of the D.H. Day Store.<sup>25</sup>

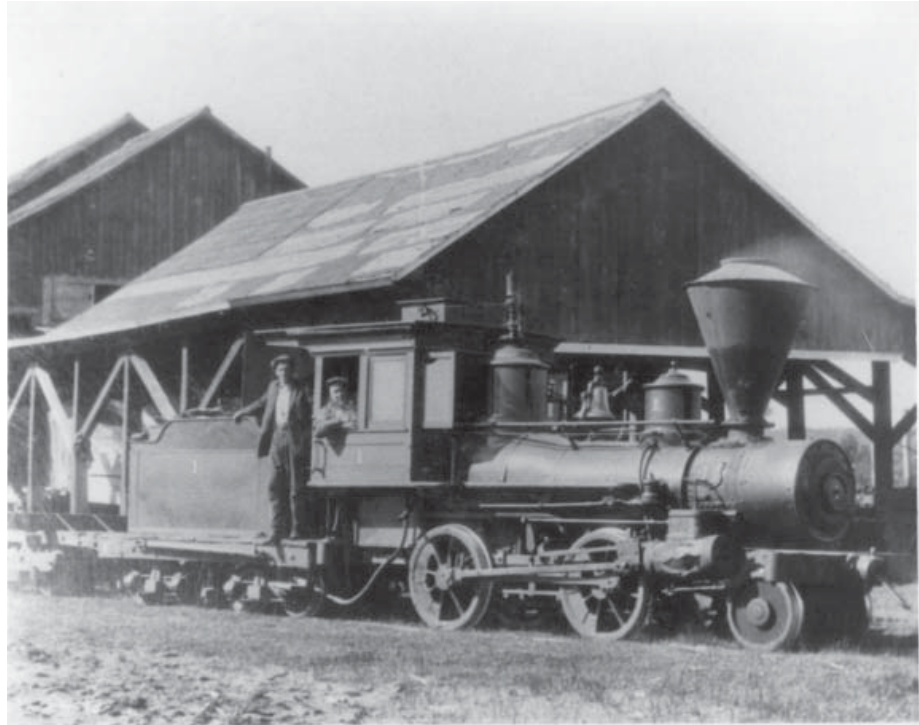
1901 In 1901, Congress appropriated money to build a Life-Saving Station at Sleeping Bear Point, west of Glen Haven. By the summer of 1902, a six-man crew began work at the station. The United States Life Saving Service and the Revenue Cutter Service join in 1915, creating the United States Coast Guard.<sup>26</sup>

1907 D.H. Day purchases narrow-gauge railroad tracks and a locomotive from the dismantled J. O. Nessen Mill at Glen Arbor, and installs them between the sawmill on Little Glen Lake and the dock (Figure 7). As aligned, the tracks follow about one mile of the wooden tramway constructed by 1870, then detours west of Glen Haven to by-pass the center of the town. The narrow-gauge railroad provides quicker access between the mill and the dock than the original horse-drawn tram, increasing the operation's profitability. As aligned in 1907, the narrow-gauge railroad tracks arched around the Glen Lake swamp to the foot of a knoll behind the Sleeping Bear Inn then entered a roundhouse. The construction date of the roundhouse is unknown and may have occurred later than the realignment.<sup>27</sup>

**Figure 6.** Postcard of the Michigan Transportation Company's steamboat the *Puritan* docked at Glen Haven, c. early 1900s. View northeast of the dock, warehouse, and U.S. Weather Bureau storm signal tower (right). (SLBE #3763, B. Travis)



**Figure 7. Postcard of the locomotive at D.H. Day's sawmill, n.d. (SLBE 3793)**



- 1910 By 1910, D.H. Day owns more than five thousand forested acres in the Sleeping Bear Dunes area, including the farm developed in the early 1870s by the Northern Transportation Corporation three miles south of Glen Haven.<sup>28</sup>
  
- 1915 Phone lines are installed in Glen Haven.<sup>29</sup>
  
- 1919 D.H. Day is appointed as Michigan's first State Park Commissioner.
  
- 1920 On November 11, 1920, D.H. Day donates a thirty-two acre site directly east of Glen Haven (fronting Sleeping Bear Bay) to the Michigan State Park Commission. In honor of his donation, the commission names the park D.H. Day State Park. On the site, the Commission constructs a campground, log cabin pavilion, and access road between the park and Glen Haven. The road today is known as the D.H. Day Campground Road.<sup>30</sup>
  
- 1922 The opening of state highway M-22 in Leelanau County provides easy automobile access to the Sleeping Bear area and promotes the spread of tourism.<sup>31</sup>
  
- 1923 D.H. Day's sawmill (Day Lumber Company) survives until 1923, several years beyond the end of the Michigan lumber boom.<sup>32</sup>

1925 By April, 1925, construction of the Glen Haven Canning Company “canning plant” had begun. Constructed on the shoreline near the dock, the canning company processed cherries and apples from D.H. Day’s farm and from local orchards. The processed fruit was shipped from Day’s dock to down lake markets. D.H. Day, Jr. managed the cannery (Figure 8).<sup>33</sup>

mid-

1920s The blacksmith shop ceases operation, due to the closure of the sawmill (1923) and the growing popularity of motorized vehicles. Beginning in the mid-1920s, the blacksmith shop serves as a garage for D.H. Day’s Pierless automobile and storage building for the Glen Haven Canning Company. and then later (c. 1940s) as housing for migrant workers.<sup>34</sup>

1928 D.H. Day dies at home, above the D.H. Day Store on April 17, 1928. Day was seventy-six years old. Following his death, Eva Day transfers responsibility for the estate to the Grand Rapids Trust Company.<sup>35</sup>

The Sleeping Bear Inn is enlarged, modernized, and the front porch is enclosed. Constructed during the same year was a two-story six-bay garage (known today as the Sleeping Bear Inn garage), just south of the inn. According to Marion (Day) Warnes, a barn sheltering driving horses for carriages and sleighs originally stood on the location of the Sleeping Bear Inn garage. It is not known if the Sleeping Bear Inn renovation and construction of the Sleeping Bear Inn garage were initiated and/or completed before or after Day’s death.<sup>36</sup>

Figure 8. View northeast of the Glen Haven Canning Co., c. 1933. Note the narrow-gauge railroad tracks. (SLBE 1923)



In June 1928, the State of Michigan designates Glen Haven Road (along with a portion of M-22) as state highway M-109, due in large part to the efforts of D.H. Day. Day learned of the impending designation just prior to his death.<sup>37</sup> Following the designation, the State purchased sections of land from the heirs of D.H. Day through the Grand Rapids Trust Company. In addition to 80-foot wide Glen Haven Road, the State purchased 10-foot strips of land bordering the road, creating a 100-foot right-of-way. This right-of-way, which ran from just south of the southern-most house in the village (today known as the Bumgardner house) to just north of the Glen Haven Canning Company, is depicted on a map of Glen Haven created by the State and stamped on the back “Final Plans, June 25, 1929” (Figure 9). Abutting the 100-foot right of way to the south, the State purchased a 200-foot right-of-way that included portions of Glen Haven Road and other lands. Construction of M-109 in this area required re-alignment of the Glen Haven Road.

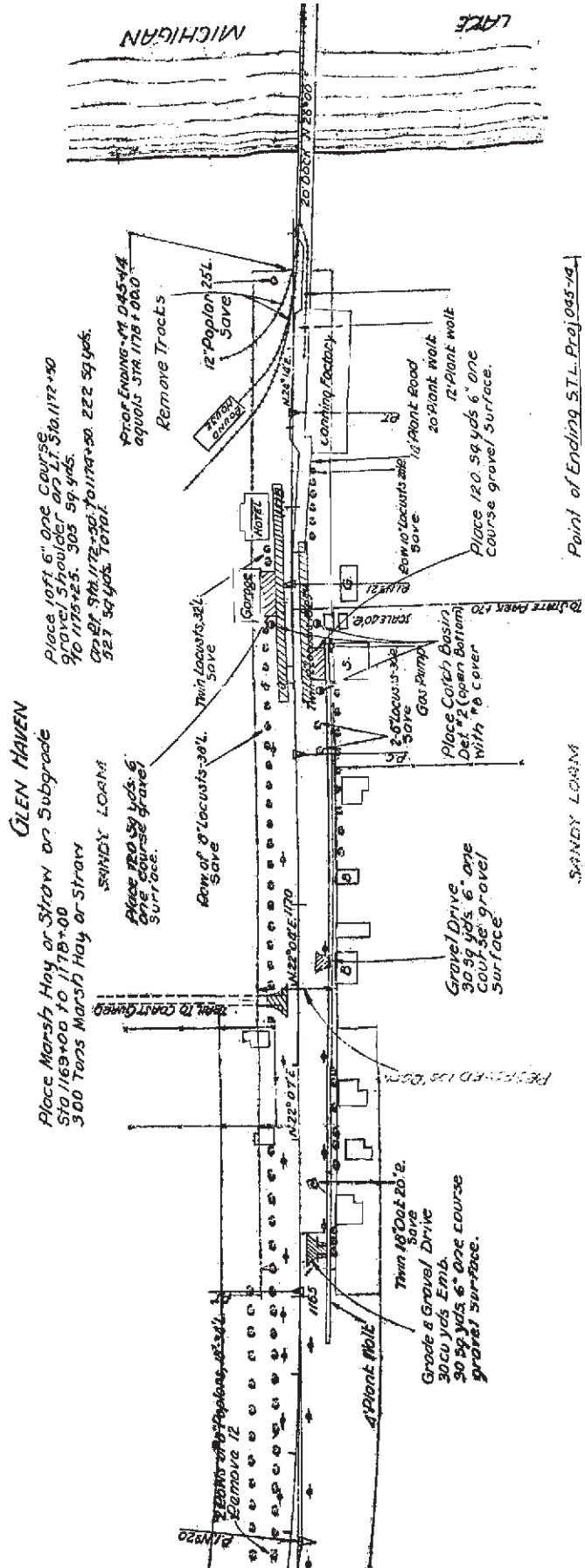
- 1929 By 1929, plans are made to remove the narrow-gauge railroad tracks near the Glen Haven Canning Company.<sup>38</sup> It is not known when the tracks were finally removed.
- 1931 Due to shifting sands, the Sleeping Bear Point Coast Guard Station (originally built in 1902 by the U.S. Life Saving Service west of Sleeping Bear Point) is moved to its current location, just west of Glen Haven.<sup>39</sup>

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

Steamboat service continues to Glen Haven until 1931. Since the late 1920s there had been little cargo and few passengers disembarking at the dock, due to the poor economy and the popularity of motorized vehicle travel (Figure 10).<sup>40</sup>

By the end of 1931, features that had played a dominant role in the character of the landscape during the nineteenth and early twentieth centuries were gone or greatly diminished. The railroad stopped running and the tracks had probably been removed; steamships no longer stopped at the dock; the blacksmith shop had been reduced to a storage facility, and garages had replaced all or most of the village barns. Lost with these activities were associated small scale landscape features such as stacks of lumber, railroad switch signals, and metal equipment awaiting repair around the blacksmith shop, and livestock equipment. Dock activity on

Figure 9. State of Michigan road right-of-way map entitled "Final Plans, June 25, 1929." (SLBE)



**Figure 10. View north of the Glen Haven dock, c. 1938. (1922 SLBE)**



a smaller scale would service boats carrying fresh fruit to the Glen Haven Canning Company and then transporting processed fruit to market. Although changed, the landscape and activities associated with the Sleeping Bear Inn, the D.H. Day Store, and village residences would have been similar to earlier years.

Drawing 1 presents a map of Glen Haven c. 1925-1931, based on historic photographs, primary and secondary source documents, and interviews with Day family members. Some of the features represented on the map may have been removed by 1931 and others may not have been constructed until after 1931. Also, several of the buildings were located based on family memory, not by locations depicted on maps or in photographs. It is also highly likely that additional buildings and structures not depicted on the map existed c. 1925-1931.

**Glen Haven Village  
Historic District  
Sleeping Bear Dunes National  
Lakeshore**



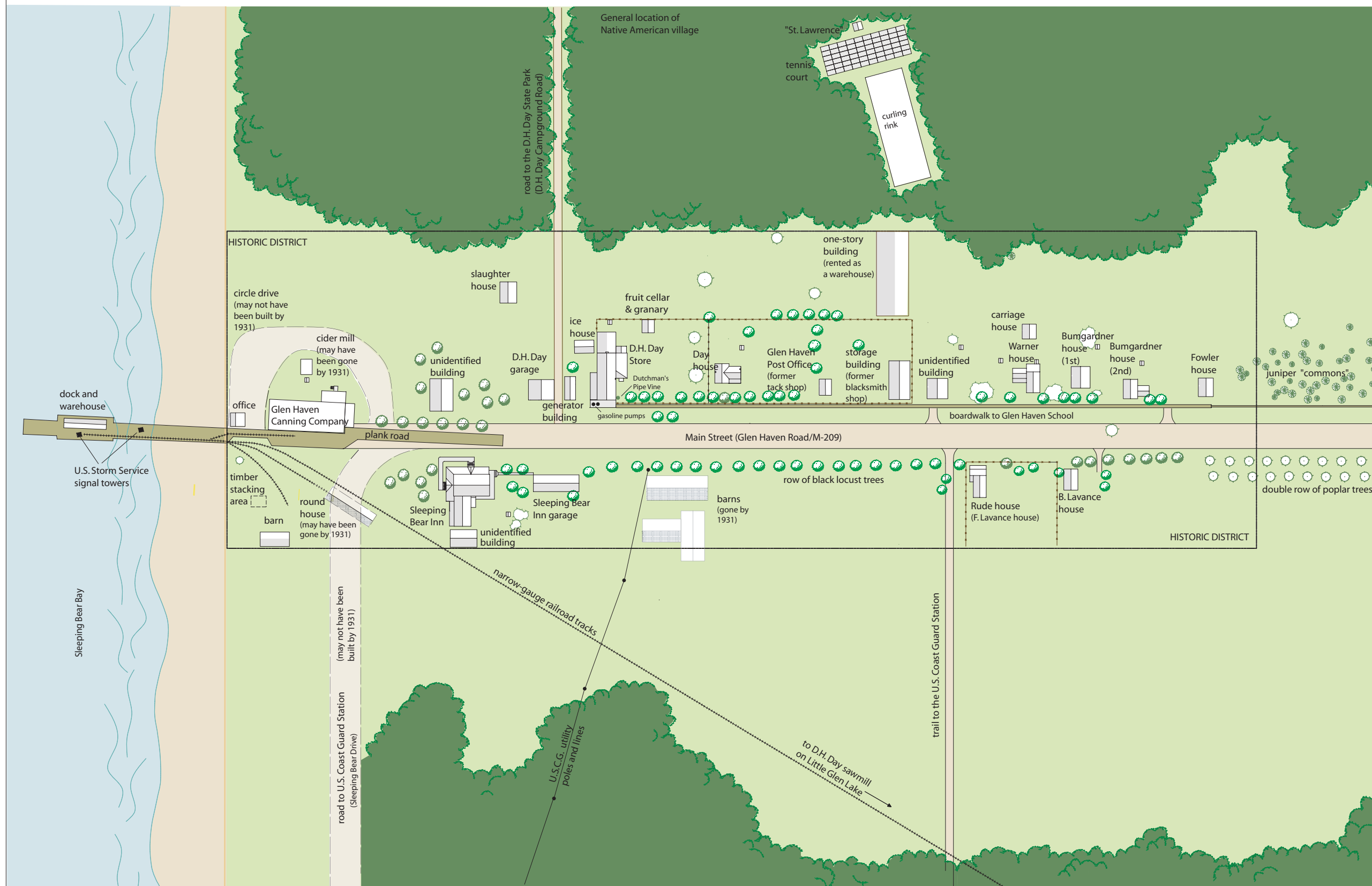
## SOURCES

- DRAWN BY

## LEGEND

- SCALE

Approximate Scale:





## POST LUMBERING AND PASSENGER SHIP PERIOD, 1932 - 1970

- 1932 About 1932, the State of Michigan re-designates the section of state highway M-109 in Glen Haven (Glen Haven Road) as state highway M-209. The new road has the distinction of being Michigan's shortest (.37 mile) state road.<sup>41</sup>
- 1935 Louis and Marion (Day) Warnes begin operating a dune ride tour business out of the D.H. Day Store. Inspiration for the new business came from a modified Model A roadster used by the Frankfort Glider Club and stored at Glen Haven. The club equipped the automobile with oversized balloon tires in order to tow sail planes to the top of the dunes. The Warnes equip five automobiles with similar tires, which they call dunesmobiles. The business is very successful and becomes one of the regions most popular tourist attractions (Figure 11).<sup>42</sup>
- 1936 D.H. Day's wife, Eva Day dies.<sup>43</sup>
- The Glen Haven Post Office closes. At the time of the closure, the post office was located in the former village tack shop, on the north side of the blacksmith shop. It is not known when the post office relocated to the former tack shop from the D.H. Day Store.<sup>44</sup>
- 1937 Through the Grand Rapids Trust Company, D.H. Day's children purchase remaining Glen Haven land and buildings at nominal fees. Several parcels, including the D.H. Day Store, had been purchased earlier by family members prior to establishment of the trust.<sup>45</sup>

Figure 11. Postcard of dunesmobiles in front of the D.H. Day Store, c. late 1940s. (3779 SLBE)



- 1940 Consumer Power replaces Glen Haven power lines c. 1940.<sup>46</sup>
- 1941 The former Glen Haven Post Office (originally the village tack shop) is moved to its present location next to the Day house. The post office is re-modeled into a one-car garage (known today as the Day house garage).<sup>47</sup>
- mid-1940s The Glen Haven Canning Company closes in the mid-1940s. In later years, the building serves as a garage and repair shop for the Warnes' dunesmobile dunes ride business.<sup>48</sup>
- 1950s The Glen Haven School (at the intersection of Glen Haven Road and state highway M-109) closes and the building is demolished a year later.<sup>49</sup>

#### **NATIONAL PARK PERIOD 1970 - PRESENT**

- 1970 October 21, 1970, Sleeping Bear Dunes National Lakeshore is signed into law through Public Law 91-479.
- 1972 Sleeping Bear Inn closes.<sup>50</sup>
- 1978 The Warnes' dune ride business ceases operation, and the D.H. Day Store closes.<sup>51</sup>
- 1979 Sleeping Bear Inn is listed on the National Register of Historic Places.  
  
The park's General Management Plan is approved.
- 1980s By the mid-1980s, the National Park Service purchases all property within Glen Haven. A number of residents retain occupancy rights.
- 1983 The Glen Haven Village Historic District is listed on the National Register of Historic Places.
- 1992 The park's Development Concept Plan, for Glen Haven is approved.  
  
The Glen Haven Canning Company building is opened to the public as an adjunct to the Life-Saving and Early Coast Guard Museum.<sup>52</sup>
- 2000s The NPS rehabilitates the D.H. Day Store, D.H. Day garage, generator building, Day house, and the blacksmith shop.
- 2005 Occupancy rights expire for the last remaining resident in Glen Haven.

## ENDNOTES

- <sup>1</sup> Robert Dwight Rader, *Beautiful Glen Arbor Township: Facts, Fantasy & Fotos* (Leelanau County, MI: Village Press, 1977), p. 8.
- <sup>2</sup> Rader, *Beautiful Glen Arbor Township*, p. 7.
- <sup>3</sup> Cockrell, "D.H. Day's Kingdom," p. 2.
- <sup>4</sup> Liber 2, page 416, Leelanau County Register of Deeds; [www.geocities.com](http://www.geocities.com)
- <sup>5</sup> Liber 2, page 512, Leelanau County Register of Deeds; Weeks, *Sleeping Bear*, 58.
- <sup>6</sup> George Weeks, *Sleeping Bear, Yesterday & Today* (The University of Michigan Press and Petoskey Publishing Company, 2005) p. 58; Cockrell, "D. H. Day's Kingdom," p. 3. Construction dates for the sawmill and inn are based on the years Charles C. McCarty owned Lot 2 (Glen Haven). Earlier construction dates are sometimes included in secondary source material. If McCarty had business or family relationship with Mary Ann Cook, its possible he could have constructed these features before acquiring the property.
- <sup>7</sup> Cockrell, "D. H. Day's Kingdom," p. 3.
- <sup>8</sup> Liber 3, page 131, Leelanau County Register of Deeds.
- <sup>9</sup> Susan Olsen Haswell and Prof. Arnold R Alanen, *A Garden Apart: An Agricultural and Settlement History of Michigan's Sleeping Bear Dunes National Lakeshore Region* (Omaha: National Park Service, 1994) p. 87; Cockrell, "D. H. Day's Kingdom," p. 5;
- <sup>10</sup> Liber 1, page 424, Leelanau County Register of Deeds.
- <sup>11</sup> David M. Ellis, *Michigan Postal History: The Post Offices 1805-1986* (Lake Grove, Oregon: The Depot, 1993), p. 552.
- <sup>12</sup> Cockrell, "D. H. Day's Kingdom," p. 4.
- <sup>13</sup> Haswell, *A Garden Apart*, p. 34.
- <sup>14</sup> Haswell, *A Garden Apart*, p. 87.
- <sup>15</sup> Liber 8, page 292, Liber 8, page 349, Leelanau County Register of Deeds. (The Liber number may be incorrect, as it was difficult to read on a scan image provided by the park, taken from a video tape.) A reference to the Northern Transit Company on the [www.boatnerd.com](http://www.boatnerd.com) indicates that Philo Chamberlain owned this company.
- <sup>16</sup> Cockrell, "D. H. Day's Kingdom," p. 5. A reference to the Northern Transit Company on the [www.boatnerd.com](http://www.boatnerd.com) indicates that Philo Chamberlain also owned this company. If so, this would explain a discrepancy between secondary source material stating D.H. Day worked for Philo Chamberlain, president of Northern Transportation Company, and deed 8:292 which indicates Chamberlain sold Northern Transportation Company to Northern Transit Company two years before D.H. Day arrived in Glen Haven. Both companies also have the same initials.
- <sup>17</sup> Cockrell, "D. H. Day's Kingdom," p. 8.
- <sup>18</sup> Ellis, *Michigan Postal History*, p. 552; Cockrell, "D. H. Day's Kingdom," p. 12.
- <sup>19</sup> Liber 12, page 545-548, Leelanau County Register of Deeds.
- <sup>20</sup> E.L. Hayes, C.E., *Atlas of Leelanau County, Michigan* (Philadelphia: C.O. Titus, 1881).
- <sup>21</sup> Weeks, *Sleeping Bear*, p. 63; Karamanski, Theodore J., *A Nationalized Lakeshore: The Creation and Administration of Sleeping Bear Dunes National Lakeshore* (Omaha: National Park Service, 2000) p. 4; [www.boatneard.com](http://www.boatneard.com)
- <sup>22</sup> Weeks, *Sleeping Bear*, p. 66.
- <sup>23</sup> Ron Cockrell and Thomas Hensley, *National Register of Historic Places Inventory/Nomination Form for Glen Haven Village Historic District*, 22 November 1982. Item number 8, p.2.
- <sup>24</sup> [www.t-one.net/~bessey/peopt.html](http://www.t-one.net/~bessey/peopt.html); Weeks, *Sleeping Bear*, p. 63.
- <sup>25</sup> Cockrell, "D. H. Day's Kingdom," p. 13.
- <sup>26</sup> [www.globalfreshwater.org](http://www.globalfreshwater.org)
- <sup>27</sup> Cockrell, "D. H. Day's Kingdom," p. 17; "Development Concept Plan," 1992, p. 15; Weeks, *Sleeping Bear*, p. 56, Caption titled: Sleeping Bear Inn.
- <sup>28</sup> Haswell, *A Garden Apart*, p. 87.
- <sup>29</sup> SLBE Interpreter Marie Scott interview with Bill Day c. 1980.

- <sup>30</sup> Weeks, *Sleeping Bear*, p. 78; Karamanski, *A Nationalized Lakeshore*, p. 5; Cockrell, “D. H. Day’s Kingdom,” p. 31.
- <sup>31</sup> Karamanski, *A Nationalized Lakeshore*, p. 10.
- <sup>32</sup> Weeks, *Sleeping Bear*, p. 73; Jim Muhn, *Historic Resource Study: Sleeping Bear Dunes National Lakeshore* (Omaha: National Park Service) as cited in Haswell, *A Garden Apart*, p. 62.
- <sup>33</sup> D.H. Day Jr. to H.P. Harrison, April 20, 1925; Cockrell, “D. H. Day’s Kingdom,” p. 31.
- <sup>34</sup> Cockrell, “D. H. Day’s Kingdom,” p. 30; information provided by SLBE staff; author interview with Pat (Day) Bennett, October 18, 2004.
- <sup>35</sup> Weeks, *Sleeping Bear*, p. 57; information provided by SLBE staff; Cockrell, *D. H. Day’s Kingdom*, p. 34.
- <sup>36</sup> Author interview with Marion (Day) Warnes, December 2005.
- <sup>37</sup> Weeks, *Sleeping Bear*, p. 74; <http://archive.legislature.mi.gov>.
- <sup>38</sup> A note on the State of Michigan right-of-way map “Final Plans, June 25, 1929” stated the tracks should be removed.
- <sup>39</sup> Cockrell, “D. H. Day’s Kingdom,” p. 12.
- <sup>40</sup> National Register documentation, section 8 p. 4.
- <sup>41</sup> <http://www.michiganhighways.org/listings/MichHwys100-119.html>
- <sup>42</sup> Cockrell, “D. H. Day’s Kingdom,” pp. 35-36.
- <sup>43</sup> “Timeline for Glen Haven”
- <sup>44</sup> Ellis, *Michigan Postal History*, p. 552; SLBE Interpreter Marie Scott interview with Bill Day c. 1980.
- <sup>45</sup> Cockrell, “D. H. Day’s Kingdom,” pp. 34-35.
- <sup>46</sup> Information provided by SLBE staff.
- <sup>47</sup> Cockrell, “D. H. Day’s Kingdom,” p. 24.
- <sup>48</sup> National Register documentation, section 8, p. 4; SLBE land files.
- <sup>49</sup> Cockrell, “D. H. Day’s Kingdom,” p. 25.
- <sup>50</sup> “Development Concept Plan,” 1992, p. 12.
- <sup>51</sup> Weeks, *Sleeping Bear*, p. 79.
- <sup>52</sup> Karamanski, *A Nationalized Lakeshore*, p. 157.

## CHAPTER 2: EXISTING CONDITIONS

The Glen Haven Village Historic District and the landscape immediately surrounding the district includes numerous cultural features associated with the village, some dating to the mid-nineteenth century. The linear village is defined by Glen Haven Road, terminating at Lake Michigan. Eleven buildings dating to c. 1920s or earlier, face the road. Running parallel to the road are mature black locust trees, dating to the early 1900s (Figures 12-16). Additional early 1900s features within the historic district include a portion of the D.H. Day Campground Road, a U.S. Weather Bureau storm signal tower, and a Dutchman's pipe vine on the south side of the D.H. Day Store. Post-1931 features include two residences, two garages, contemporary utility poles, and a park picnic area.

Extant early 1900s features just outside the historic district include the dock pilings, grade of the narrow-gauge railroad track bed, U.S.C.G. utility poles, curling rink ruins, and tennis court. Further research may reveal additional existing features, such as Sleeping Bear Drive, concrete sidewalks, fence remnants, and mature fruit trees may date to c. 1931. Research may also indicate the location of a Native American village/home sites east of the historic district.

Drawing 2 depicts existing conditions. Feature level existing conditions are included in Chapter 3: Analysis and Evaluation.

**Figure 12.** View north toward Sleeping Bear Bay from the blacksmith shop, 2005. Note the Glen Haven Canning Company (distance center), the Sleeping Bear Inn and garage (distant left), and the Day house and garage (middle right) and row of black locust (foreground right). Also note the contemporary utility poles bordering Glen Haven Road. (OCLP)



**Figure 13. View southwest of Glen Haven Road, 2004. Note the Dean house (right), the Rude house and garage (center right), and the Wickland house (distant right), and the row of black locusts lining the road. (OCLP)**



**Figure 14. View south from the Glen Haven Canning Company (left), 2004. Depicted are the Glen Haven Road (center), Sleeping Bear Inn, and Sleeping Bear Drive (right). (OCLP)**



**Figure 15.** View southeast of the D.H. Day garage (left), the generator building (middle), and the D.H. Day Store (right), 2005. (OCLP)



**Figure 16.** View north from the concrete porch in front of the D.H. Day Store, 2005. Depicted are the Sleeping Bear Inn (left), the Glen Haven Canning Company (distance), and the D.H. Day garage and generator building (right). Also note the contemporary utility poles. (OCLP)





Cultural Landscape Report

Glen Haven Village  
Historic District  
Sleeping Bear Dunes National  
Lakeshore

Drawing 2:  
Existing Conditions



National Park Service  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

- SOURCES**
- 1. Historic American Buildings Survey CAD drawing, 1990.
  - 2. Field survey completed by OCLP in 2006.

**DRAWN BY**  
Deborah Dietrich-Smith, OCLP.  
Adobe Illustrator 10

- LEGEND**
- Trees and Shrubs
  - Forest
  - Grass
  - Maintained Lawn
  - Sand
  - Water
  - Pavement
  - Wood
  - Building

**SCALE**

Approximate Scale:





## CHAPTER 3: ANALYSIS

This chapter evaluates the Glen Haven National Historic District in relationship to the landscape's significance and integrity according to the National Register Criteria for the Evaluation of Historic Properties. It includes a review of the National Register documentation, recommended changes to National Register documentation, a review of landscape integrity, and an analysis and evaluation of the historic district organized by landscape characteristics and associated features.

Landscape significance is determined through an identification and evaluation method defined by the National Register of Historic Places program. According to the National Register, historic significance may be present in districts, sites, buildings, structures, and objects that meet at least one of the following criteria:

- A. Associated with events that have made a significant contribution to the broad patterns of history.
- B. Associated with the lives of persons significant in our past.
- C. Embodies the distinctive characteristic of a type, period, or method of construction, or that represents the work of a master, or that possess high artistic values, or that represents a significant and distinguishable entity whose components may lack individual distinction.
- D. Yields or may be likely to yield information in prehistory or history.

### REVIEW OF NATIONAL REGISTER DOCUMENTATION

The Glen Haven Village Historic District was listed on the National Register of Historic Places in 1983 at a local level of significance in the areas of exploration/settlement, transportation, and commerce, and conservation.<sup>1</sup>

Supplimentary National Register documentation completed in 1990 states that the historic district is significant under Criterion A and B in the areas of maritime history (1857-1931), transportation (1857-1931), commerce (1857-1931), and outdoor recreation (c. 1920-1931).

In 1999, the park submitted a "Priority Listing of Cultural Landscapes, Rural Historic Districts, Complexes and Structures, Based on Historical Significance," to the Michigan State Historic Preservation Office (SHPO), in which the park suggested elevating the significance of the historic district to a national level in the area of maritime history, and the SHPO concurred.

The current period of significance is 1857 to 1931. The beginning date is based on the construction date of the Sleeping Bear Inn, given as 1857 in National Register documentation for the Glen Haven Village Historic District. Documents reviewed for this report do not support the inn's early construction date. Deed research indicates property that includes the present-day Glen Haven was not transferred into private ownership from the federal government until 1864. That same year, the U.S. patent holder Mary Ann Wood sold her right to the property to Charles C. McCarty, the first individual known to have constructed buildings and a dock within the settlement. Although it is possible, it is probably unlikely McCarty would have initiated property development before obtaining ownership. Also, an 1860 U.S. Coastal Survey does not depict the dock, the store, or any other development on the site of Glen Haven. These types of maps typically depict constructed features. If future research supports the later construction date, the period of significance should be revised to c. 1864 to 1931. The end date for the period of significance, 1931, marks the year that steamboats stopped docking at Glen Haven.

**AREA OF SIGNIFICANCE: MARITIME HISTORY**

Glen Haven is located at the most protected site along Sleeping Bear Bay, sheltered from a predominantly southwest wind. Its location along the Bay and deep off-shore water made the village an important stop for steamboats traveling between ports along the Lake Michigan shoreline. Because of this strategic location, the village was a focal point for a number of maritime related activities, such as cordwood fueling station, freight shipping and receiving, passenger service, U.S. port of entry, hardwood lumber production and shipping, U.S. Weather Bureau Storm Signal Station, U.S. Life Saving Station (later U.S. Coast Guard Station), ferry boat service to South Manitou Island, fresh and canned fruit processing and shipping, and steamboat/tourism activities.

**AREA OF SIGNIFICANCE: TRANSPORTATION**

Steamboats docked at Glen Haven from the 1860s to 1931. The boats stopped to refuel, to pick up freight, and to deliver vacationers. Initially fueling the boats were stands of pine and hemlock owned and lumbered by D.H. Day and his predecessors. As the supply of cordwood stands dwindled in the late 1800s, Day increasingly lumbered hardwood stands. Day originally used a horse-drawn tramway, constructed by his predecessors, to transport the cordwood and lumber from his sawmill on Little Glen Lake to the dock. In 1907 he replaced the tramway with a narrow-gauge railroad.

As the number of vacationers arriving by the steamships increased, so did horse and buggy traffic within the village. Family members and friends traveled to Glen Haven to meet the steamships would gather at the dock and on the front steps of the D.H. Day Store. Later they arrived at the dock in automobiles. In addi-

tion to cordwood, lumber, and passengers, the steamships also transported local produce, hauled to the awaiting steamships in horse-drawn wagons, then later by trucks. Dock activity quieted by the late 1920s, as vacationers increasingly traveled north in privately owned automobiles, and trucks were more commonly used to transport produce and freight. Some boats still stopped at Glen Haven, to deliver or pick up fresh and processed fruit from the Glen Haven Canning Company.

#### **AREA OF SIGNIFICANCE: COMMERCE**

Glen Haven was a company-operated village that provided cordwood and other essential services for passing steamboats. Both D.H. Day and his predecessors capitalized on opportunities presented by the arriving steamboats. Supporting and benefiting from the maritime and the lumbering industries were the Sleeping Bear Inn, the D.H. Day Store, and the blacksmith shop. Additional village enterprises, such as a slaughterhouse, an icehouse, a granary and fruit cellar, and a cider mill supplied necessary food products for the D.H. Day family and employees. As the forests disappeared and steamboats less frequently stopped at Glen Haven, Day established the Glen Haven Canning Company to maintain the village economy. The cannery processed fruit from local orchards, as well as orchards planted by D.H. Day.

#### **AREA OF SIGNIFICANCE: OUTDOOR RECREATION**

Located along Lake Michigan and within close proximity to Glen Lake and two state parks, Glen Haven became a hub of tourist activities beginning in the late 1800s. Tourists arriving by steamship, and then later by automobiles, frequented the Sleeping Bear Inn and the D.H. Day General Store. A two-track road directly connected the D.H. Day Store, providing easy access between the two sites. In the mid-1930s, Louis and Marion (Day) Warnes began operation of a dune ride tour business. The tourist business remained in operation until the late 1970s.

#### **RECOMMENDED CHANGES TO NATIONAL REGISTER DOCUMENTATION**

Based on the research conducted for this report, several updates should be made to the existing National Register documentation. As noted above, the beginning of the period of significance should be changed to 1864, keeping an end date of 1931, in order to reflect the more likely year of construction of the Sleeping Bear Inn based on deed and survey documentation.

The rectangular boundary of the Glen Haven National Historic District measures approximately 425' by 1,325' and includes approximately thirteen acres. The historic district includes eleven contributing buildings (count groups the Day house with the Day house garage) and the U.S. Weather Bureau storm signal tower. Also included in the district, although not within the rectangular boundary, are the

narrow-gauge railroad track bed (located south of the district) and the site of D.H. Day's sawmill on the shore of Little Glen Lake. As will be detailed in the next section, there are several features that contribute to the significance of the property that are not included in the currently National Register listing.

Within existing boundaries, several additional features have been identified as features contributing to the significance of the historic district. These include: Glen Haven Road, D.H. Day Campground Road, the rows of black locust trees, the Dutchman's pipe vine, and the concrete sidewalks around the Sleeping Bear Inn. The National Register documentation should be revised to include these features. Also, the Day house garage (currently listed with the Day house) and the Glen Haven Canning Company should be added to National Register documentation after their architectural significance and integrity are evaluated.

Several features that contribute to the significance of the village are located outside the current historic district. The historic district could be expanded to include the dock ruins, tennis court, curling rink ruins, and U.S.C.G. utility poles.

## **LANDSCAPE INTEGRITY**

Integrity is the ability of a property to convey its historic identity or the extent to which a property evokes its appearance during a particular historic period, usually the period of significance. The National Register of Historic Places recognizes seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Aspects of integrity deemed most important for evaluation are based on a property's significance under National Register criteria. Retention of these aspects is essential for a property to convey its significance, though not all seven aspects of integrity need to be present to convey a sense of past time and place. Collectively, these aspects help foster an understanding of the landscape's historic character and cultural importance.

### **LOCATION**

Location refers to the place where the cultural landscape was constructed or where the historic event occurred. The location of Glen Haven remains unchanged.

*Evaluation:* Retains location

### **DESIGN**

Design is the combination of elements that create the form, plan, space, structure, and style of a cultural landscape. Glen Haven retains its historic linear form, centrally organized by Glen Haven Road. A collection of buildings line both sides

of the road, most dating to the period of significance. Two roads intersect at right angles to Glen Haven Road, at least one of which was present in 1931. Reinforcing the linear landscape are rows of historic black locust trees lining Glen Haven Road, the most prominent row along the west side of the road. Glen Haven retains its basic historic design.

*Evaluation:* Retains design

### **SETTING**

The aspect of setting refers to the physical environment of a property, or how the site is situated and its relationship to surrounding features and spaces. The extant setting closely resembles the landscape surrounding the village period of significance. Glen Haven is surrounded by native vegetation to the east, south, and west - including scrub, grassland, and forest. Further to the west is the D.H. Day Campground, established in 1920 as the D.H. Day State Park. Bordering the northern edge of the village is Lake Michigan. At the end of the period, the U.S. Coast Guard Station was moved to its current location, just west of the village along the shoreline.

*Evaluation:* Retains setting

### **MATERIALS**

Materials are the physical elements that were combined or deposited during the historic period. All types of construction materials and other landscape features are included under this aspect of integrity. Many of the buildings which date to the historic period retain a significant amount of their original materials. The Glen Haven Road and the D.H. Campground Road are also present, although the campground road has narrowed to a footpath. Sleeping Bear Drive may also date to the period of significance. Rows of black locust trees are still present bordering Glen Haven Road, however, the row (or possibly double row) along the eastern edge of the street is significantly diminished. Also dating to the period of significance is a Dutchman's pipe vine growing on the south side of the D.H. Day Store. Mature lilacs located near many of the buildings may also date to the period of significance. Missing materials include the boardwalk bordering the eastern side of Glen Haven Road, fences, numerous buildings and structures, and the original sand or gravel surface material of Glen Haven Road and Sleeping Bear Drive.<sup>2</sup> (Drawing 3).

*Evaluation:* Retains materials

**WORKMANSHIP**

Workmanship refers to the physical evidence of the crafts of a particular period. Buildings dating to the historic period retain their original simple, vernacular design. All of these buildings are either one or two-story clapboard structures with gable roofs. Concrete sidewalks around the Sleeping Bear Inn are intact and as mentioned above, a significant number of the black locust trees planted along the west side of Glen Haven Road remain and they retain their formal alignment.

Another significant feature, the Dutchman's pipe vine on the south side of the D.H. Day Store remains in its original location and retains its historic growth habit. Workmanship related specifically to additional plants is more difficult to evaluate, since original design intent and planting dates are unknown. The modern application of asphalt on Glen Haven Drive (M-209) and Sleeping Bear Drive is not consistent with road construction within the village during the period of significance.

*Evaluation:* Retains workmanship

**FEELING**

Feeling is a property's expression of the aesthetic or historic sense of a particular time period. In the late 1800s and early 1900s there were steamships docking at the shore, a narrow-gauge railroad transporting cordwood and hardwood lumber from the mill to the dock, horse-drawn carriages and wagons (later automobiles and trucks) carrying local residents and vacationers into Glen Haven – all of these transportation types were important components of the village during the period of significance. During this period, numerous buildings supported businesses and provided housing for Day family members and employees. Associated with the building properties were lumbering, maritime, commercial, and residential small scale features that combined to create the village character. While the historic district retains many aspects of its historic appearance, the feel of the village has been diminished because of the loss of activity and sensory conditions associated with transportation types, business operations, and residential use; and loss of landscape features associated with these activities (buildings, dock, boardwalks, store features, crates of fruit, fences, small gardens, hand pumps, etc.).

*Evaluation:* Diminished feeling

**ASSOCIATION**

Association refers to the direct link between the historic event and the cultural landscape. Extant features associated with the character and operation of the company-owned town include Glen Haven Road and the bordering row of locust trees, Sleeping Bear Inn, D.H. Day Store, Glen Haven Canning Company, blacksmith shop, several residences, and the narrow-gauge railroad bed.

*Evaluation:* Retains association

**INTEGRITY OF THE PROPERTY AS A WHOLE**

The historic district retains integrity in location, design, setting, materials, workmanship, and association. It has diminished integrity in feeling. According to National Register guidelines, a property either does or does not retain its overall integrity, and does or does not convey its significance. Even though there have been changes since the historic period, overall the landscape retains the characteristics, physical attributes, and historic associations it had during the period of significance, from 1864 when Charles C. McCarty purchased the property to 1931, when the steamboats stopped docking at Glen Haven.



Cultural Landscape Report

Glen Haven Village  
Historic District  
Sleeping Bear Dunes National  
Lakeshore

Drawing 3:  
Missing c. 1931 Features



National Park Service  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

- SOURCES
- 1. Historic American Buildings Survey CAD drawing, 1990.
  - 2. Drawing 1: c. 1931 Period Plan
  - 3. Drawing 2: Existing Conditions

DRAWN BY  
Deborah Dietrich-Smith, OCLP  
Adobe Illustrator 10

LEGEND

Existing Features

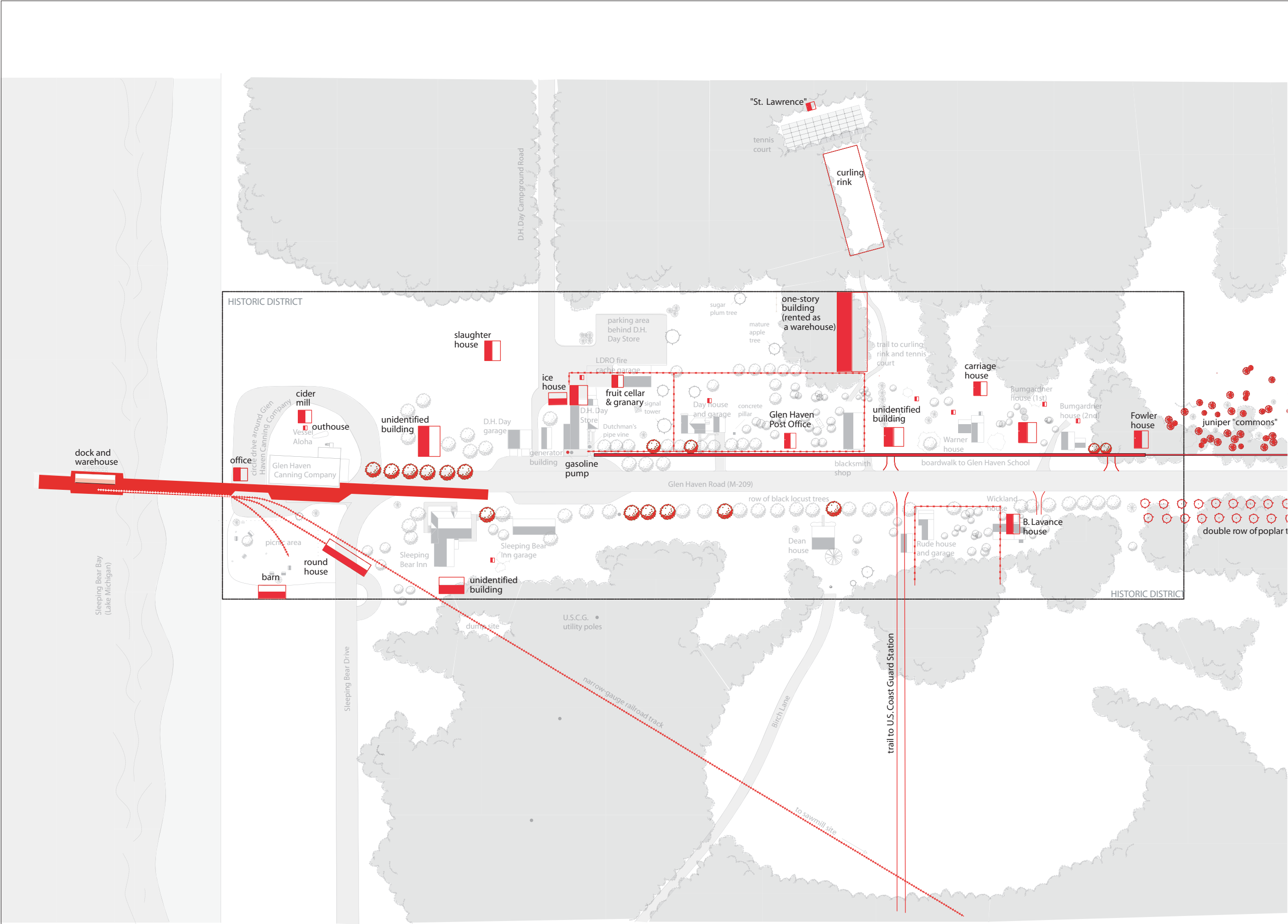
Missing c. 1931 Features

SCALE

Approximate Scale:

0 10 20 30 40 50 60 70 80 90 100

SCALE IN FEET





## LANDSCAPE ANALYSIS AND EVALUATION

This section analyzes the extant condition of landscape characteristics and features through a comparison of their historic and existing conditions, and evaluates each feature type's contribution to the character of the historic district. The following is the format used for the analysis and evaluation of each extant landscape characteristic or feature:

*Historic Condition:* A brief outline of the history of landscape characteristics and associated features.

*Existing Condition:* A brief description of the physical condition.

*Evaluation:* A determination of each landscape characteristic or feature's contribution to the significance of the landscape.

**Contributing** – Features that contribute to the significance of the historic district were present during the period of significance 1857-1931 (proposed to change to 1864-1931), possess historic integrity, and are related to the areas of historic significance.

**Potentially Contributing** – If the historic district boundary is re-drawn to include these features they would contribute to the significance of the historic district.

**Non-contributing** – Features that do not contribute to the significance of the historic district were not present during the period of significance, do not retain historic integrity, or are unrelated to the area of historic significance.

**Undetermined** - Features that require additional information to determine if they contribute to the significance of the historic district.

## TOPOGRAPHY AND HYDROLOGY

Natural Systems and features refer to the natural aspects that influence development and resultant form of a landscape.

*Historic Condition:* Deep off-shore water, a sheltered location along Sleeping Bear Bay (protected from prevailing westerly winds by the Sleeping Bear Dune), and an abundance of nearby timber combined to make Glen Haven a successful cordwood station, in the 1860s when adequate steamboat stops along Northwest lower-Michigan were nearly non-existent. The successful station required the de-

velopment of onshore services (store, blacksmith shop, warehouses, etc), worker housing, and a transportation infrastructure. When few pine and cedar stands remained, the economic direction of the village turned to harvesting hardwood and shipping. And when the supply of hardwood dwindled in the 1920s, the village's focus turned to canning and shipping fresh fruit and tourism (dunesmobile rides, D.H. Day State Park, and the dune climb). Through all of these changes, the importance of the village's protected site and access to Lake Michigan remained constant.

*Existing Condition:* A sandy substrate underlies the predominantly flat landscape of the Glen Haven Village Historic District. Significant features outside the historic district that continue to influence village use include Sleeping Bear Bay and area dunes including the massive Sleeping Bear Dune. Locals and tourists are drawn, in large part, to the village because of the Sleeping Bear Bay beach and expansive views of Lake Michigan.

*Evaluation:* Contributing

The site topography and hydrology contribute to the significance of the historic district.

## **SPATIAL ORGANIZATION**

Spatial organization refers to the arrangement of elements creating the ground, vertical, and overhead plans that define and create spaces.

*Historic Condition:* Village buildings and structures were initially constructed near the Lake Michigan shoreline, and then moved progressively south along present-day Glen Haven Road. An 1869 plat map (see Figure 3) depicted six secondary roads, which may have existed only on paper (see Circulation: Secondary roads, below). If constructed, major development did not occur along these roads. In 1931, most of the village businesses and residences were located on the east side of the road, with auxiliary buildings and structures (carriage houses, outhouses, etc.) located behind the primary buildings. The linear organization was reinforced by rows of black locust trees, a row planted along each side of Glen Haven Road (possibly two rows on the east side), and by a wooden boardwalk which stretched along the east side of the road from the D.H. Day Store to the Glen Haven School (outside historic district). By 1931, a secondary road and at least one trail intersect with Glen Haven Road, further dividing the landscape. These were a road to the D.H. Day State Park and a trail to the curling rink and tennis court. Also still present in 1931, though not in operation, was the narrow-gauge railroad track which ran from the sawmill on Little Glen Lake to the dock. The circulation features, buildings, and the rows of black locust trees, combined with areas of open dune, fields, and forest to create the village's historic spatial organization.

*Existing Condition:* Glen Haven Road retains its historic organizing function. Fourteen of the village's fifteen extant buildings face the road, and sections of the historic black locust row reinforce the linear landscape. The historic spatial quality of the landscape is diminished by the loss of auxiliary buildings and structures (see Buildings and Structures, below). Also, more houses are located on the west side of the road than were present in 1931. The D.H. Day Campground Road still exists (although as a footpath), and a footpath that possibly follows a portion of the historic trail to the curling rink and tennis court. The extant landscape includes post-1931 organizing features including, a remnant of Birch Lane (possibly includes a portion of the trail to the U.S. Coast Guard Station) and Sleeping Bear Drive (possibly dating to c. 1931).

*Evaluation:* Contributing

The spatial organization contributes to the significance of the historic district.

## **CIRCULATION**

Circulation refers to spaces, features, and materials that constitute systems of movement, and includes roads, sidewalks, and paths.

### **Glen Haven Road (M-209)**

*Historic Condition:* Glen Haven Road (M-209) is the primary village road. The first record of the road appears on the plat map of the village, commissioned by the Northern Transportation Company in 1869 (see Figure 3). The map states the road (labeled Main Street) was 80 feet wide. The arrangement of buildings and structures known to have been in place prior to 1869 indicates the road pre-dates the survey. The road was probably constructed c. 1865-1869.

Historic maps and photographs depict the road with an earthen surface, covered in areas by wooden planks. The State of Michigan right-of-way map "Final Plans, June 25, 1929" (see Figure 9) indicates a 14-foot section of plank road between the D.H. Day garage and the Glen Haven Canning Company. An undated photograph (c. 1923 to mid-1930s) also depicts a section of plank road extending from the approximate location of the Day house to Day's dock (Figure 17).

In June 1928, the State of Michigan designated Glen Haven Road and a portion of M-22 as M-109, due in large part to the efforts of D.H. Day.<sup>3</sup> To construct the new road, the State purchased sections of land from the heirs of D.H. Day, through the Grand Rapids Trust Company. Within the village, the purchase included two strips of land: a 100-foot wide strip (50 feet lying each side of the Glen Haven Road centerline) from the Glen Haven Canning Company to just past the Bumgardner house, and second strip 200 feet wide (100 feet lying each side of the Glen Haven Road) from just past the Bumgardner house to the southern edge of

**Figure 17.** View north of the plank road on Glen Haven Road (center), pre-1925. Note the warehouse on the dock in the distance, the row of locusts tree (right), and a boardwalk along the west side of the road (left). (Courtesy Bill Phillips)



the village. The deed specified that all fences would be moved back by the grantor (Day family) prior to the beginning of road construction, and that all buildings and structures (other than fences) within the right-of-way would be moved “a reasonable distance outside the highway limits” by the grantee (State of Michigan) as needed prior to construction.<sup>4</sup>

The State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) depicts a number of landscape features located within the State owned right-of way, including the row of locust trees bordering the western side of the road, portions of several buildings including Sleeping Bear Inn and the Rude house, and a fence in front of the Rude house. Existing conditions indicate none of the buildings were moved outside the right-of-way and the trees remain standing. It is not known if the fence was moved.

About 1932, the State re-designated the section of M-109 in Glen Haven (Glen Haven Road) as M-209. The new road had the distinction of being Michigan’s shortest (.37 mile) state road. In 1996, the Michigan Department of Transportation (MDOT) relinquished their right of easement on M-209 (Glen Haven Road), granting Leelanau County the ability to maintain the road.<sup>5</sup>

*Existing Condition:* Glen Haven Road (M-209) is approximately 25 feet wide and has an asphalt surface. It retains the distinction of being the shortest state road in Michigan. It is owned by the State of Michigan and included within the 100 and 200-foot right-of ways.

*Evaluation:* Contributing

Glen Haven Road (M-209) contributes to the significance of the historic district.

### Secondary roads

*Historic Condition:* The “Town Plat of the Village of Glen Haven,” commissioned by the Northern Transportation Company in 1869, depicts six secondary roads within the village: Wisconsin Street, Illinois Street, Ohio Street, and Indiana Street, running parallel to Glen Haven Road (labeled Main Street on plat), and Beach Street and Pine Street, crossing and running perpendicular to Glen Haven Road (see Figure 3). Text on the plat map states the streets were 66 feet wide and “dedicated....to the use of the public.” All land transfers within Glen Haven were based on lots included within sub-divided blocks defined by road boundaries. However, it is unclear if the roads were ever developed. Evidence to support road construction includes a secondary source report which states “the roads in Glen Haven were properly graded, even the streets east and west of Main Street [Glen Haven Road] which were never developed,”<sup>6</sup> and a 1982 trip report submitted by NPS Archeologist Janis Emery to Chief of the Midwest Archeological Center indicates a portion of Pine Street was uncovered during an excavation. Also, supporting the existence of Pine Street is a 1935 lease agreement which stated a one-story building stood west of the blacksmith shop (see *One-story building*, below). Both of these buildings would have bordered Pine Street, and the street could have provided access to the one-story building. Also, a trail or road to the curling rink and tennis court in use during the 1970s (the current trail retains a portion of the same alignment) was aligned perpendicular to Glen Haven Road just south of the blacksmith shop, same as the Pine Street alignment. West of Glen Haven Road, the Pine Street alignment was in the same general location as the alignment of the trail to the original location of the U.S. Coast Guard Station. The roads do not appear on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) or on historic photographs reviewed, and Day family members interviewed do not remember the roads.

*Existing Condition:* Physical evidence of the roads was not evident during field investigations.

*Evaluation:* Undetermined

It is possible the secondary roads exist as archeological sites.

### Narrow-gauge railroad track bed

*Historic Condition:* D.H. Day purchased the narrow-gauge railroad tracks and locomotive in 1907, to replace the earlier mile tramway constructed by Charles C. McCarty. As aligned, Day followed the old tramway for about a mile from the sawmill towards the village, then bypassed a large section (about a mile) of the tramway that originally ran in front of the Sleeping Bear Inn, realigning the route in back of the inn.

Sections of the railroad tracks within the present-day Glen Haven Village Historic District are depicted on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9). As illustrated, they traveled in a straight northwest direction, then just past the hotel curved north and proceeded onto the dock. Two short (about 200 feet long) sections of railroad tracks were located north of the longest track. These tracks may have served as a temporary holding areas for the train. This may have been necessary because in addition to serving a cargo purpose, the dock also served as a departure and arrival area for steamship passengers. A roundhouse was located at the end of the middle section of track. Roundhouses typically served as storage and maintenance areas for railroad engines. The sawmill closed in 1923, and probably also the use of the railroad tracks. The State of Michigan right-of-way map “Final Plans, June 25, 1929” indicates the tracks were to be removed, and they would probably have been removed before (or during) construction of a road leading to the U.S. Coast Guard Station (Sleeping Bear Drive), which was constructed, the year the station was relocated to its current location.

*Existing Condition:* Most of the narrow-gauge railroad track bed still exists; however, the section within the present-day historic district is no longer extant. This was the section identified for removal on the State of Michigan right-of-way map “Final Plans, June 25, 1929.” The railroad track bed in back of the Sleeping Bear Inn is cut into the earth, dropping about 4 to 6 feet below grade (Figure 18). This is a typical configuration extant in other locations between the village and the sawmill. Also present, are areas of fill, where the bed was raised above grade. Although the 10-foot bed is covered in vegetation, many sections are still visible. A portion of the bed is incorporated into the park’s Duneside Trail.

**Figure 18.** View southwest of the narrow-gauge railroad track bed in back of the Sleeping Bear Inn. Note the dump site in the foreground, 2005. (OCLP)



*Evaluation: Contributing*

The narrow-gauge railroad track bed contributes to the significance of the historic district.

**D.H. Day Campground Road**

*Historic Condition:* In 1919, D.H. Day donated thirty-two acres along Lake Michigan, east of Glen Haven to the Michigan State Park Commission and in 1920 the property was designated as the D.H. Day State Park. In addition to developing a campground, the Commission constructed a road connecting the state park to Glen Haven. Between 1931 and 1937, with passage of the McNitt-Holbeck-Smith Bill in 1931, local roads consolidated into the Leelanau County Road system.<sup>7</sup> Transfer of the D.H. Day Campground Road to County ownership may have occurred during this period.

*Existing Condition:* Although still designated as a road by Leelanau County, the earthen road currently serves as a footpath between the former D.H. Day State Park (D.H. Day Campground) and Glen Haven (Figure 19). The road is owned and maintained by Leelanau County.

*Evaluation: Contributing*

The D.H. Day Campground Road contributes to the significance of the historic district.

**Trail to the U.S. Coast Guard Station**

*Historic Condition:* The State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) of the village depicts a “trail to Coast Guard,” originating

**Figure 19.** View east of the D.H. Campground Road; today a footpath, 2005. (OCLP)



along Glen Haven Road in the approximate location of the current Rude house garage. The trail would have led to the original Coast Guard Station (pre-1931). According to Marion (Day) Warnes, Coast Guard members parked their cars in the village and then walked over the hill to the station. She stated it was impossible to drive a car to the original station. She did not specifically remember the road depicted on the map.

*Existing Condition:* Missing

A portion of trail may have been incorporated within the c. 1935-49 Birch Lane (see below).

**Sleeping Bear Drive**

*Historic Condition:* The road was constructed between 1929 and 1949, and probably c. 1931 when the U.S. Coast Guard Station moved from its original location on Sleeping Bear Point to its current location just west of Glen Haven. The road does not appear on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9). It is clearly depicted on a 1949 aerial photograph (Appendix A).

*Existing Condition:* Sleeping Bear Drive measures approximately 22 feet wide and has an asphalt surface (Figure 20). The road is owned and maintained by Leelanau County.

*Evaluation:* Undetermined

Further research may support a c. 1931 construction date for Sleeping Bear Drive.

**Figure 20. View west of Sleeping Bear Drive, 2005. (OCLP)**



### **Birch Lane**

*Historic Condition:* According to Marion (Day) Warnes, her husband, Louis Warnes, laid out Birch Lane. The road would have been constructed after the dune ride business was established in 1935 and before 1949, when it was photographed and clearly depicted on an aerial photograph (Appendix A). Marion stated the fleet of cars departed from the D.H. Day Store and drove along the beach up around the point to the top of the dune. Later, the cars proceeded to the top of the dune along Sleeping Bear Drive. In both scenarios, the fleets dropped down from the hot dune into a beautiful shady grove of birch trees flanking Birch Lane.

There is some question as to whether Birch Lane may have followed all or part of the trail to the (original) U.S. Coast Guard Station (see above). Both Birch Lane and the trail intersected Glen Haven Road at the same approximate location, however the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) indicates the trail intersected the street a few hundred yards further south, in the area now occupied by the Rude house garage. Also, the map “Final Plans, June 25, 1929” depicts the road running perpendicular from Glen Haven Road, directly west. Current mapping of Birch Lane indicates it proceeds northwest in a soft diagonal line. The discrepancy might be due to early mapping efforts, or it may indicate that none or only a portion of the original trail was adapted for use as a road. In either case, constructing an automobile road from a foot trail would have necessitated improvements, such as widening and grading, which would coincide with Marion’s memory.

*Existing Condition:* The road is visible in some areas; in others it’s become overgrown by vegetation.

*Evaluation:* Non-contributing

Birch Lane does not contribute to the significance of the historic district.

### **Circle drive around Glen Haven Canning Company**

*Historic Condition:* A circle drive around the Glen Haven Canning Company appears on several aerial images obtained from the park, dating from 1943 to 1975 (Appendix A). Earlier aerial photographs, or photographs of the west side of the cannery were not discovered during research, so it is not known if the drive was extant c. 1925-1931. While it seems likely that the circle drive may have existed during this period (as a turn-around for trucks unloading fruit at the cannery) the narrow-gauge railroad tracks were not removed from the area until after 1929.

*Existing Condition:* Today, the unpaved circle drive serves primarily as a parking lot for the beach. This use may have evolved over time, after the Glen Haven Canning Company closed and as tourism within the village increased.

*Evaluation:* Undetermined

Further research may support a pre-1931 construction date for the circle drive around the Glen Haven Canning Company.

**Parking area behind the D.H. Day Store**

*Historic Condition:* A parking area behind the D.H. Day Store (east side of present-day ranger cache garage) is clearly visible on a 1949 aerial photograph. It is not visible on an earlier aerial photograph (1943) or on subsequent aerial photographs (1950-1975), probably due to the scale of the photographs or dense canopy covers (Appendix A). While there may have been informal automobile parking in back of the store by 1931, the large, rectangular parking area visible on the 1949 aerial photograph probably originated with the Warnes dune ride business.

*Existing Condition:* A large, unpaved parking area is located directly in back (east) of the D.H. Day Store and along the east side of the ranger cache garage.

*Evaluation:* Non-contributing

The parking area behind the D.H. Day Store does not contribute to the significance of the historic district.

**Trail to the curling rink and tennis court**

*Historic Condition:* According to Day family members, there were a number of trails that lead back through the forest to the curling rink and tennis court. The locations of the trails are unknown. It is also possible a road led to the curling rink and tennis court, to provide access during construction and later for maintenance purposes. A road (or a wide trail) leading to the rink and court is clearly depicted on a 1949 aerial (Appendix A). The road originated at Glen Haven Road, on the southern side of the blacksmith shop and cut straight through the forest to the recreational facilities. Day family members interviewed did not specifically remember this route. The route was extant when the park acquired the property in the 1970s.<sup>8</sup>

*Existing Condition:* The road (today used as a trail) along the southern side of the blacksmith shop is extant, though blocked to automobile access. Currently the park mows a curving trail from the rear (east side) of the blacksmith shop through the forest to the curling rink ruins and the tennis court. According to NPS Park Ranger Bill Herd, the mowed trail follows large portion of the trail extant in the 1970s.

*Evaluation:* Undetermined

A portion of the trail to the curling rink and the tennis court may follow a route extant c. 1925-1931.

**Boardwalk to the Glen Haven School**

*Historic Condition:* A hemlock boardwalk extended along the east side of Glen Haven Road from the D.H. Day Store to the Glen Haven School, located at the intersection of M-209 and M-109. D.H. Day constructed the boardwalk of hemlock planks laid perpendicular to the road, 4 feet wide, until it reached the last house in the village. Then it continued south, two boards wide, laid parallel to Glen Haven Road, until it reached the school. The boardwalk was positioned between a line of telephone poles and a fenceline running between the D.H. Store and the blacksmith shop. All features were positioned perpendicular to the road. Day family members recall only remnants of the boardwalk remained by the 1940s (Figure 21).<sup>9</sup>

*Existing Condition:* Missing

Figure 21. Boardwalk in front of the Day house, c. late 1930s. Also note the concrete walkway, the stones lining the foundation of the house, and one of the locust trees along Glen Haven Road. Depicted is Pat (Day) Bennett with her doll. (Courtesy of Pat (Day) Bennett)



**Boardwalk in front of the Sleeping Bear Inn**

*Historic Condition:* An approximately six to ten-foot wide boardwalk is depicted in several photographs (c. 1893 to 1920s), abutting the covered front porch of the Sleeping Bear Inn. Later photographs indicate this boardwalk was removed during the 1928 renovation of the inn. A new boardwalk was apparently constructed in front of the inn following renovation, between the lawn and the edge of the road. This boardwalk is depicted in Figure 22, believed to be a c. late 1920s-early 1930s photograph, since later dated views of the inn do not depict the boardwalk. Also, the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) depicts what may be boardwalks running in front of the Sleeping Bear Inn and the Sleeping Bear Inn garage, although the graphic is not labeled.

The graphic mentioned above, which may depict a boardwalk in front of the Sleeping Bear Inn in 1929, extends south of the Sleeping Bear Inn garage about 100 feet. The assumption that the unlabeled graphic depicts a boardwalk in this area is also supported by a c. 1920s-1930s photograph which depicts a boardwalk in the same general area (see Figure 17).

*Existing Condition:* Missing

**Boardwalk in front of the generator building and the D.H. Day garage**

*Historic Condition:* The graphic mentioned above (Boardwalk in front of the Sleeping Bear Inn) on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) also appears on the opposite side of the road, in front of the D.H. Day Store, the generator building, and the D.H. Day garage. The possible location of boardwalks in these locations, flanking both sides of the road, is feasible, since they would have been associated with the highest use area within the

**Figure 22.** Boardwalk (lower right) in front of the Sleeping Bear Inn, c. late 1920s-early 1930s. Also depicted are concrete sidewalks (constructed c. 1928) mature locust trees, and a maintained lawn. (SLBE 3767)



village. However, historic photographs reviewed do not depict a boardwalk in this area. Perhaps the map captured a narrow time period during which a boardwalk was located in this area.

*Existing Condition:* Missing

Information obtained does not conclusively indicate a boardwalk existed in this location.

**Uncovered wooden porches and walkways**

*Historic Condition:* Uncovered wooden porches<sup>10</sup> and wooden walkways associated with village buildings appear in several historic photographs dating c. late 1800s to 1930s. D.H. Day Store originally had a wooden porch that connected through a gate to the boardwalk along the east side of the road, leading to the Glen Haven School. Installation of gasoline pumps in front of the store required replacement of the wooden porch with a concrete porch. Also, photographs depict several wooden porches and one wooden walkway in front of village residences (unidentified) and the post office (Figure 23).

*Existing Condition:* Wooden walkways lead from the D.H. Day garage and the blacksmith shop.

*Evaluation:* Non-contributing

The NPS-constructed wooden walkways do not contribute to the significance of the historic district. However, as wooden walkways they contribute to the character of the historic district.

**Concrete porch in front of D.H. Day Store**

*Historic Condition:* A wooden porch in front of the D.H. Day Store is depicted in early photographs. Through a gate on the south side of the store, the porch connected to a boardwalk that ran along the east side of the road to the Glen Haven School. The wooden porch was replaced with a concrete porch in the 1920s.

*Existing Condition:* The extant concrete porch is an NPS replacement of the c. 1920s concrete porch. The porch is about six inches higher than the original porch, and includes a step-up along two sides. The increased height is probably due to a lower road elevation. Otherwise, it matches the basic shape of the porch extant in 1931. The edges of the porch surface and the step-up are painted “warning” yellow.

*Evaluation:* Non-contributing

The replacement concrete porch in front of the D.H. Day Store does not contribute to the significance of the historic district. However, as a replacement concrete porch with the same basic shape, the porch contributes to the character of the his-

**Figure 23. Wood decking in front of an unidentified Glen Haven residence, 1915. Depicted in the photograph are Alice Frank (Eva Day's sister), and twins Marion and Bill Day. (Courtesy of Marion (Day) Warnes)**



toric district. The yellow safety-stripes along the sides of the porch detract from the character of the historic district.

#### **Concrete sidewalks on south side of D.H. Day Store**

*Historic Condition:* A concrete sidewalk was constructed on the south side of the D.H. Day Store between c. 1935 and 1978. The sidewalk connected the front of the store to a side entrance. A c. 1935 photograph of the store's southern façade (and the Dutchman's pipe vine) does not depict a concrete sidewalk. A concrete sidewalk is present in a 1978 photograph located in the park's land records (tract 25-121).

*Existing Condition:* The extant concrete sidewalk is a NPS addition. The sidewalk includes only a section of the sidewalk alignment depicted in the c. 1935 photograph. It also includes an accessibility ramp.

*Evaluation: Non-contributing*

The reconstructed concrete sidewalks on the south side of the D.H. Day Store do not contribute to the significance of the historic district.

**Concrete sidewalks around the Sleeping Bear Inn**

*Historic Condition:* Concrete sidewalks are believed to have been constructed around the Sleeping Bear Inn soon after (or during) the inn restoration in 1928. Although a direct reference to the date of construction has not been found, all post-1928 photographs of the inn include the sidewalks. As depicted in c. 1920s-1940s photographs, a narrow concrete sidewalk connected the front entrance (east façade) to the road (and possibly a boardwalk, see above), and the front entrance to a side entrance (north façade) entrance. A concrete sidewalk also joined second side entrance (south façade) to the Sleeping Bear Inn garage (see Figure 22).

*Existing Condition:* The concrete sidewalks appear unaltered.

*Evaluation: Contributing*

The concrete sidewalks around the Sleeping Bear Inn contribute to the significance of the historic district.

**Concrete sidewalk in front of the Day house leading to boardwalk**

*Historic Condition:* A concrete sidewalk leading from the front door of the Day house to the boardwalk was constructed c. 1929 to 1939. The sidewalk is not depicted in a 1929 photograph of the Day house; it is depicted in a c. 1937-1939 photograph (see Figure 21).

*Existing Condition:* The sidewalk appears unaltered.

*Evaluation: Undetermined*

Future research may support a c. 1929 to 1931 construction date for the concrete sidewalk in front of the Day house leading to the boardwalk.

**Concrete sidewalk in front of the Day house leading to the Day house garage**

*Historic Condition:* The concrete sidewalk would have been constructed after 1941; the year the former post office/paint shop was moved onto the Day house property and converted into a one-car garage.

*Existing Condition:* The curvilinear concrete sidewalk is about 25 feet long.

*Evaluation: Non-contributing*

The concrete sidewalk in front of the Day house leading to the Day house garage does not contribute to the significance of the historic district.

**Concrete sidewalks in front of the Dean and Wickland houses**

*Historic Condition:* Concrete sidewalks associated with both of these houses would have been built in c. 1947 (or later), the year both houses were built.

*Existing Condition:* Both concrete walkways extend from the porch toward the road about 10 feet, then they dead-end in the lawn.

*Evaluation:* Non-contributing

The concrete sidewalks in front of the Dean and Wickland houses do not contribute to the significance of the historic district.

**Driveways**

*Historic Condition:* Historic driveways would have been associated with barns, stables, and carriage houses, and then later with garages. The State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) identifies the location of several driveways and approaches, and specifies placement of a six inch gravel surface. A drive is noted on the plan along the southern side of the Bumgardner house. This drive may have provided access to a carriage house located behind the Warner house. A driveway is also depicted on the plan at the front entrance of the blacksmith shop, which would have been necessary for loading and unloading supplies into the building. By 1929, the blacksmith shop served as a storage facility for the Glen Haven Canning Company. Large areas to be filled with gravel were indicated in front of both the Sleeping Bear Inn garage and D.H. Day Store. The area in front of the D.H. Day Store probably served as a parking area for store patrons. There may have been additional driveways and approaches in 1929 that did not appear on the map. These may have been less traveled areas which did not require gravel surface reinforcement.

*Existing Condition:* The driveways and approaches depicted in the State of Michigan right-of-way map “Final Plans, June 25, 1929” are missing. Only two driveways are extant in the village: a driveway at the Bumgardner house, which provided access to a trailer located behind the house; and a driveway leading to the Day house garage. The age of the driveway at the Bumgardner house is unknown. The driveway leading to the Day house garage dates to 1941 (or later) the year the village paint shop/post office was moved onto the property and converted into the garage.

*Evaluation:* Undetermined (Bumgardner driveway), Non-contributing (Day house driveway)

The Bumgardner driveway probably does not date to c. 1925-1931. The Day house driveway does not contribute to the significance of the historic district.

## BUILDINGS

Buildings refer to three-dimensional constructs such as houses, barns, and garages. A total account of missing buildings extant in Glen Haven c. 1857 to 1931 is unknown and beyond the scope of this report. Below is a partial list of known buildings, or buildings thought to have been extant in Glen Haven c. 1935-1931, including thirteen existing buildings

### Sleeping Bear Inn

*Historic Condition:* Charles C. McCarty built the Sleeping Bear Inn in c. 1864-1867. Known for a short period as the Sleeping Bear House, the inn first served as a frontier hotel, providing shelter to business travelers and renting rooms to local workers. D.H. Day lived at the Sleeping Bear Inn when he first arrived in Glen Haven. In c. 1881, the Sleeping Bear Inn was included among the properties purchased by D.H. Day. In the late 1800s, when passenger steamships began to make regular stops at Glen Haven, the inn increasingly served as a resort hotel.

In 1928, the Sleeping Bear Inn was enlarged, modernized, and the front porch was enclosed. The inn remained in operation until 1972, two years after NPS acquisition. On September 6, 1979, the inn was individually listed on the National Register of Historic Places.

*Existing Condition:* The two-story wood frame building has an L-shaped plan, clapboard siding, and a gable roof (Figure 24)

*Evaluation:* Contributing

The Sleeping Bear Inn contributes to the significance of the historic district.

**Figure 24.** View southwest of the Sleeping Bear Inn, 2005. Also notice the concrete sidewalks around the inn. (OCLP)



**Sleeping Bear Inn garage**

*Historic Condition:* The two-story garage was constructed in 1928 during the restoration of the Sleeping Bear Inn. The structure included a six-bay garage on the first floor and sleeping quarters on the second floor.

*Existing Condition:* The two-story wood frame structure has clapboard siding and a gable roof (Figure 25).

*Evaluation:* Contributing

The Sleeping Bear Inn garage contributes to the significance of the historic district.

**D.H. Day Store**

*Historic Condition:* John Helm, a Civil War veteran, built the store in 1865. Several years later he moved his business to Burdickville. In subsequent years, a 12' by 30' shed-roof addition was built on the north side of the two-story 20' by 60' main structure, and a 12' x 30' hip roof addition was constructed on the structure's south side (Figure 26). By c. 1940s-50s, roof supported by verticle timbers was placed over the front porch and by 1978 a bay window was built above the front doorway.<sup>11</sup>

D.H. Day acquired the store sometime after 1881.<sup>12</sup> By 1887 Day was the proprietor, if not the owner, of the store. An advertisement that same year in *Leelanau Enterprise* announced the store sold groceries, housewares, drugs, and farm machinery (Figure 27). D.H. Day and his family lived in quarters above the store. Also located within the store building during the period of significance were the

Figure 25. View west of the Sleeping Bear Inn garage, 2004. (OCLP)



Figure 26. View northeast of the D.H. Day Store, n.d. (SLBE 1919, Ed Winfield)



Figure 27. Advertisement for the D.H. Day Store, November 3, 1887. Leelanau Enterprise.

<b>D. H. DAY,</b> Glen Haven!
Complete New Stock in all Lines throughout.
Groceries, Dry Goods, Boots & Shoes, Hardware, Crockery, Woodenware, <b>FURNITURE, DRUGS,</b> &C., &C., &C., &C.
—ALSO— Barbed Wire, Hay Rakes, Mowers, Har- rows, &c.
Prices as cheap as the cheapest.
GIVE US A TRIAL. <b>D. H. DAY,</b> Glen Haven, Mich.

telegraph and post offices, the butcher shop, and maid quarters.<sup>13</sup>

From the mid-1930s to the late 1970s, Louie and Marion Warnes operated the Sleeping Bear Dunesmobile business from the store. The store closed in 1978 when the Warnes dunesmobile business closed. The building remained in private use until 1993.

*Existing Condition:* The wood frame building has clapboard siding and includes several additions. The main structure (20' by 60') is two-story with a front gable roof. The gable end has a very deep frieze board with molded cornice (Figure 28).

*Evaluation:* Contributing  
The D.H. Day Store contributes to the significance of the historic district.

**Generator building**

*Historic Condition:* The small wood frame structure was built c. 1910 (Figure 28). The generator building contained a fifteen horsepower dynamo gas engine generator that provided village power prior to the installation of electrical lines. Later, the front half of the building served as an office for Louis Warnes, who would marry Marion Day, D.H. Day's youngest daughter, c. 1929. Warnes was employed by D.H. Day from 1922 until Day's death in 1928. In 1935, two public bathrooms were installed in the back half of the generator building, and two entrance doors were added to the building's southern façade.<sup>14</sup> The NPS removed the inner most bathroom, and a partition between it and the front half of the generator building.<sup>15</sup>

*Existing Condition:* The one-story rectangular frame (12' by 29') building has a front gable roof and clapboard siding. The frieze board is not as deep as other buildings built during this period (Figure 29).

*Evaluation:* Contributing

The generator building contributes to the significance of the historic district.

**D.H. Day garage**

*Historic Condition:* The two-bay garage was built in the mid-1910s. It replaced an earlier one-bay structure, similar in shape and size of the extant generator building (see Figure 28). The Day family cutter was stored in the new two-stall garage, and then later D.H. Day's automobile. The original structure may have also been used to store the family cutter and/or buggy. The garage remained in private use until November 1993.<sup>16</sup> The NPS has rehabilitated the building to reflect the c. 1925-1931 appearance and renovated the interior to serve as a visitor comfort station.

*Existing Condition:* The 24' by 34' wood frame building has a front gable roof and clapboard siding. The frieze board is not as deep as other buildings built during this period (Figure 29).

*Evaluation:* Contributing

The D.H. Day garage contributes to the significance of the historic district.

**Ice house, fruit cellar, cider mill, and slaughter house**

*Historic Condition:* Several buildings that provided provisions for the D.H. Day Store and village residents were located to the north and east of the store. The general locations of some of these buildings have been identified by Day family members, and others are identified by secondary sources. An icehouse stood just north of the store. The building could hold as many as 5000 blocks of ice, each weighing 150 pounds, cut from Glen Lake during the winter. The ice was kept

Figure 28. View northeast of the generator building (middle), c.1911. Also note the D.H. Day Store (right), and a small unknown building (left). (Courtesy Marion (Day) Warnes)



cool under thick piles of sawdust, presumably a by-product of D.H. Day's saw-mill.<sup>17</sup> The fruit cellar was in the location of the current Leelanau District Rangers' Office (LDRO) fire cache garage, east of the D.H. Day Store. Marion (Day) Warnes, D.H. Day's youngest daughter, remembers climbing on top of the cellar roof to watch butchering at the slaughter house. A cider mill was located just east of the Glen Haven Canning Company and a slaughter house was located north-east of the store.<sup>18</sup>

*Existing Condition:* Missing

Figure 29. View northeast of the D.H. Day garage (left), the generator building (middle), and the D.H. Day Store (right), 2004. (OCLP)



**Blacksmith shop**

*Historic Condition:* The blacksmith shop was built c. 1860s. The shop repaired metal tools and logging chains, shod horses, and fixed ox yokes. The building also served as a carpentry shop, producing lumber camp buildings such as living quarters, horse barns, and dining halls. The blacksmith shop closed in the early 1920s. Later in the decade, the building provided extra storage space for the Glen Haven Canning Company. Subsequent to this use, presumably after the cannery closed in the 1940s, the blacksmith shop was adapted for use as migrant worker housing.

*Existing Condition:* The two-story building is constructed of hand-hewn timbers. The rectangular structure (25' by 35') had a gable roof and vertical board siding.

*Evaluation:* Contributing

The blacksmith shop contributes to the significance of the historic district (Figure 30).

**Warehouse**

*Historic Condition:* A long warehouse (approximately 100' by 20') was built on the widest (middle) section of the c. 1893 dock. The warehouse held materials delivered to the dock and also materials waiting to be shipped (Figure 31).

*Existing Condition:* Missing

**One-story building**

*Historic Condition:* By the mid-1930s, a one-story building stood west of the blacksmith shop, in block 1, parcels 19 and 20. A 1935 lease agreement between the Glen Haven Canning Company and the Douglas-Guardian Warehouse Corporation stated the building measured approximately 150' by 45'. The original landlord noted on the lease was the "D.H. Day Estate, which indicates the first lease of the building occurred after Day's death in 1928."<sup>19</sup>

*Existing Condition:* Missing

**Roundhouse**

*Historic Condition:* The roundhouse would have been built after c. 1907, the year D.H. Day laid the narrow-gauge railroad tracts from his sawmill on Little Glen Lake to the dock. Roundhouses were buildings for storing and repairing locomotives. As depicted on the State of Michigan right-of-way map "Final Plans, June 25, 1929" (see Figure 9), the approximate 75' by 25' rectangular building stood just west of the Sleeping Bear Inn. A spur track from the dock led into the building. After the sawmill closed in 1923, the roundhouse may have sheltered the inactive locomotive for several years. The map "Final Plans, June 25, 1929" indicates the tracts were to be removed. Although not noted on the plan, the roundhouse was probably removed at the same time, or soon after. In 1931 the U.S. Coast Guard

Figure 30. View northeast of the blacksmith shop, 2005. (OCLP).



was moved from Sleeping Bear Point to its current location just west of Glen Haven. It's possible Sleeping Bear Drive was built soon after, to provide vehicular access to the station. Construction of the road would have necessitated the removal of both the tracks and the roundhouse, both of which were located within the new road alignment.

*Existing Condition:* Missing

#### **Glen Haven Canning Company**

*Historic Condition:* According to Marion (Day) Warnes, the idea to establish the Glen Haven Canning Company originated with her brother, David Day, Jr.<sup>20</sup> By April 1925, construction of the Glen haven Canning Company "canning plant"

Figure 31. Warehouse on the dock, n.d. (Courtesy Bill Phillips)



had begun.<sup>21</sup> The canning company processed cherries and apples from D.H. Day's farm and from local orchards. The processed fruit was shipped from the Day's dock to down lake markets. D.H. Day, Jr. managed the cannery until it closed during World War II (Figure 32).

In later years, the cannery served as a garage and repair shop for the Warnes' dunesmobile business. In 1984, the NPS rehabilitated the Glen Haven Canning Company to reflect its appearance during its years of operation. Asphalt siding was removed to reveal the original metal siding imprinted with a brick pattern and windows and doors were reconfigured.<sup>22</sup> In 1992, the NPS adapted the interior of the building to serve the Cannery Boat Museum, an adjunct to the Life-Saving and Early Coast Guard Museum.

*Existing Condition:* The 60' by 40' wood frame building with pressed metal siding continues to serve as the Cannery Boat Museum, an adjunct to the Life-Saving and Early Coast Guard Museum located at the former U.S. Coast Guard Station just west of the village.

*Evaluation:* Contributing

The Glen Haven Canning Company building contributes to the significance of the historic district.

#### **Office building for the Glen Haven Canning Company**

*Historic Condition:* A small white building just north of the Glen Haven Canning Company was used as an office for the cannery (Figure 32).<sup>23</sup> The building does not appear on the State of Michigan right-of-way map "Final Plans, June 25, 1929" (see Figure 9) indicating it was probably constructed after 1929.

*Existing Condition:* Missing

**Figure 32.** View northeast of the Glen Haven Canning Company, the office building for the Glen Haven Canning Company (middle), and the warehouse on the dock. The car in the photograph date c. 1936-1937. Note the railroad tracks have been removed (see Figure 5). (SLBE 1935)



### Day house

*Historic Condition:* The two-story wood frame house was built c. 1890. According to Bill Day, his father built the house as a birthday present for his mother, Eva Day. However, the first occupant was Miner Farrant, D.H. Day's bookkeeper and Eva Day's brother. D.H. Day and his family continued to live in quarters above the D.H. Day Store. The Day house subsequently housed D.H. Day Store employees, including clerks and the butcher. Sometime after D.H. Day's death in 1928, Eva Day lived in the house.<sup>24</sup> In 1942, Bill and Nellie Day purchased the house and three lots from D.H. Day Properties, and remodeled the house in the early 1940s.<sup>25</sup> The property continued to be occupied by Bill Day family members until December 1992. In 2004, the NPS completed rehabilitation of the Day house, to reflect its appearance c. 1931.<sup>26</sup>

*Existing Condition:* The two-story wood frame house has a T-shaped plan, front gable roof, and clapboard siding (Figure 33).

*Evaluation:* Contributing

The Day house contributes to the significance of the historic district.

### Day house garage (paint shop/post office)

*Historic Condition:* The Day house garage was originally constructed as the village paint shop, and then later used as the Glen Haven Post Office (Figures 33-34). The post office closed in 1936. Originally located just north of the blacksmith shop, the building was moved c. 1941 to its current location (adjacent to the Day house) and converted into a one-car garage.<sup>27</sup>

**Figure 33.** View southeast of the Day house, 2005. Note the Day house garage (right) and row of black locust trees. (OCLP)



**Figure 34.** Photograph Estella (Day) Phillips standing in front of the Glen Haven Post Office, c. 1935. Note the remnant section of boardwalk in front of the building. Prior to serving as a post office, the building was the village paint shop. In 1941, the building was relocated to the Day house where it was converted into a garage. (Courtesy Bill Phillips)



*Existing Condition:* The wood frame single-bay garage has clapboard siding. The NPS rehabilitated the garage in 2005.

*Evaluation:* Undetermined

The Day house garage should be evaluated to determine its architectural significance and integrity related to its former use as the Glen Haven Post Office.

#### **St. Lawrence**

*Historic Condition:* The St. Lawrence was a small (14' by 14') storage building and dressing room that stood on the east side of the tennis court, at center court (Figure 35). The rustic building, constructed with birch timbers, survived until at least the 1940s.<sup>28</sup>

*Existing Condition:* Missing

**Figure 35.** Photograph of the Day Family (D.H. Day and Eva Day, center) standing on the tennis court in front of the "St. Lawrence," pre-1928. (Courtesy Bill Phillips)



### **Barns**

*Historic Condition:* Historic photographs, secondary sources, and Day family members indicate several barns once stood in Glen Haven. Two side-by-side barns are depicted the 1881 Glen Haven plat map, located south of the Sleeping Bear Inn and across from the future site of the Day house. At least one of these barns is believed to have survived into the early 1900s and housed work horses, draft mules, and hogs, and this barn is presumably the large barn Day family members refer to as being destroyed by lightening c. 1920. The barn was rebuilt, and then was torn down by 1930.<sup>29</sup>

A smaller barn was also located where the Sleeping Bear Inn garage now stands. The barn sheltered driving horses for the carriage and sleighs. The barn would have been razed prior to construction of the garage in 1928.<sup>30</sup> A barn (or sometimes referred to as a carriage house) stood in back of the Warner house, and another barn may have stood near the beach, north of the Sleeping Bear Inn. No additional information is available for these two structures.<sup>31</sup>

*Existing Condition:* Missing

### **Warner house**

*Historic Condition:* John Tobin, a proprietor of the Sleeping Bear Inn, constructed the two-story wood frame house c. 1898. The first occupant was Miner Farrant, D.H. Day's brother-in-law. Rose Warner, a seamstress for the Sleeping Bear Point Coast Guard Station, was the last occupant. Warner and her husband, a mail carrier between Glen Haven and South Manitou Island, purchased the house from Elmo and Tressa Murphy in 1951, and sold the house to the NPS in 1978.<sup>32</sup>

*Existing Condition:* The Warner house includes a 15' by 25' two-story main block with a 15' by 20' one-story wing. The wood-frame building sits on a concrete block foundation and has clapboard siding. The frieze boards on the two-story gable are less pronounced than most of the remaining village structures built about the same time (Figure 36).

*Evaluation:* Contributing

The Warner house contributes to the significance of the historic district.

### **Bumgardner house (first)**

*Historic Condition:* Day family members remember this house as the "red house." It stood a few hundred feet north of the extant Bumgardner house. In the early 1900s, D.H. Day's sawmill foreman John Bumgardner and his wife Cynthia, who cooked for the lumberjacks, lived in the house. The house was often occupied by Day's mill or farm workers. The house may have been moved to South Manitou Island c. 1950s.<sup>33</sup>

**Figure 36. View southeast of the Warner house, 2005. (OCLP)**



*Existing Condition:* Missing

#### **Bumgardner house (second)**

*Historic Condition:* The Bumgardner house was constructed c. 1890 as housing for employees of the lumber mill. D.H. Day rented the house to his employees, each family staying about ten years. Electricity was installed in the house in c. 1941.<sup>34</sup>

*Existing Condition:* The wood frame house has a T-shaped plan and clapboard siding. The front gable has a wide frieze board typical of other village residences built during the same period (Figure 37).

*Evaluation:* Contributing

The Bumgardner house contributes to the significance of the historic district.

#### **Rude house**

*Historic Condition:* Frank Lavance constructed the Rude house during World War I. Lavance, who worked for D.H. Day, lived in the house with his mother. Frank's brother, Bill Lavance, lived next door. In 1924, Elmo 'Pat' and Tressie Murphy lived in the Rude house. Pat was the son-in-law of Frank Lavance's brother Bill.<sup>35</sup>

*Existing Condition:* The one-story L-plan wood frame house has a shingled cross-gabled roof with clapboard siding (Figure 38). According to park staff, evidence suggests the L-shaped building consists of two cabins placed together to form the house. Day family members interviewed did not remember this.

*Evaluation:* Contributing

The Rude house contributes to the significance of the historic district.

Figure 37. View southeast of the Bumgardner house, 2005. (OCLP)



#### **Rude house garage**

*Historic Condition:* Thomas Dean, owner of the neighboring Dean house, built the Rude house garage in 1953. Dean used lumber from the dock to construct the house.<sup>36</sup>

*Existing Condition:* The one-car wood frame garage has asbestos siding (Figure 38).

*Evaluation:* Non-contributing

The Rude house garage does not contribute to the significance of the historic district.

Figure 38. View southwest of the Rude house and garage, 2005. (OCLP)



**B. Lavance house**

*Historic Condition:* Lavance was the engineer of the narrow-gauge railroad locomotive and the last D.H. Day mill foreman. He was also the brother of Frank Lavance, who lived next door. The house appears on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) just south of the Rude House.<sup>37</sup>

*Existing Condition:* Missing

**Fowler house**

*Historic Condition:* The Fowler house was the southern-most house in the village. Bill Fowler was the village painter. The house does not appear on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) indicating it was constructed after 1929. The Fowler house was moved to Pine Haven in the 1930s or 1940s.<sup>38</sup>

*Existing Condition:* Missing

**Wickland house**

*Historic Condition:* Edward and Minnie Wickland purchased the Wickland house property from Mabel Payne in 1946. Thomas Dean, owner of the neighboring Dean house, constructed the Wickland house in 1947. The home remained in private occupancy until April 2002.<sup>39</sup>

*Existing Condition:* The 860 square-foot Wickland house is built on a concrete foundation (Figure 39).

*Evaluation:* Non-contributing

The Wickland house does not contribute to the significance of the historic district.

**Dean house**

*Historic Condition:* Thomas and Margaret Dean purchased the Dean house property from Louis and Marion (Day) Warnes (D.H. Day’s youngest daughter) in 1947. Dean constructed the Dean house on the property the same year. Thomas Dean was a member of the last crew at the U.S. Coast Guard Station. Margaret Dean sold the house to the NPS c. 1980s.<sup>40</sup>

*Existing Condition:* The one-story frame house has a rectangular plan (30’ by 40’), side-gabled roof, and asbestos siding (Figure 40).

*Evaluation:* Non-contributing

The Dean house does not contribute to the significance of the historic district.

Figure 39. View southwest of the Wickland house, 2005. (OLCP)



### Outhouses

*Historic Condition:* Prior to indoor plumbing, outhouses would have been located near all or most village buildings. Day family members interviewed remember the general location of outhouses associated with the D.H. Day Store (three-hole privy), the Sleeping Bear Inn, the Day house (Figure 41), the Bumgardner house (outhouse at wood pile), and the Glen Haven Canning Company.

Among archeologists, there is discussion about the relationship between outhouses and lilac bushes. Some believe, or have found during field investigations,

Figure 40. View southwest of the Dean house, 2005. (OLCP)



**Figure 41. View of the outhouse in back of the Day house, 1919. Depicted are twins Marion and Bill Day, and two unidentified women. (Courtesy of Marion (Day) Warnes).**



a proximity relationship between the two. Lilacs were planted near outhouses to screen the structure and to mask undesirable odors. For at least one village outhouse, this relationship is supported. The identified location of the Sleeping Bear Inn outhouse (south side of building) is adjacent to a mature lilac bush. Extant lilacs may point to the location two missing outhouses. Mature lilacs are located at the back of two building sites: the site of the first Bumgardner house (missing) and the site of an unidentified building (missing) that appears on the map State of Michigan right-of-way “Final Plans, June 25, 1929” (see Figure 9), just south of the blacksmith shop.

*Existing Condition:* Only one outhouse remains. The outhouse, which stood east of the Glen Haven Canning Company, is being temporarily stored at the park’s maintenance complex until the completion of a line-item construction project addresses drainage issues around the cannery.

*Evaluation:* Undetermined

Further research may determine the Glen Haven Canning Company outhouse dates to 1931 or earlier.

#### **LDRO fire cache garage**

*Historic Condition:* The contemporary garage was constructed on the site of the historic fruit cellar in 1969. Louis and Marion (Day) Warnes constructed the garage to shelter dunesmobiles for their dune rides business.<sup>41</sup>

*Existing Condition:* The 28' by 54' garage is currently used by the NPS as the Leelanau District Ranger Office (LDRO) fire cache garage.

*Evaluation:* Non-contributing

The LDRO fire cache garage does not contribute to the significance of the historic district.

## **STRUCTURES**

Structures refer to three-dimensional constructs such as docks and vessels.

### **Dock pilings**

*Historic Condition:* There were at least three docks: an original dock built by Charles C. McCarty in 1865; a new dock constructed after the original dock collapsed in 1893; and a third, much shorter dock extant in the 1950s.

The dock built by Charles C. McCarty 1865 was described by Ruby Day, D.H. Day's daughter, in an unpublished manuscript located at the park. Ruby Day relayed memories of the dock told to her by her father. According to Ruby, the dock "jutt[ed] out from the bay and was key shaped, with a narrow part which was called the bridge and which began at the water's edge and extended about 150 feet before it broadened into a wide stage where the fuel [cordwood] was piled to wait."<sup>42</sup> The new dock, built c. 1893, extended into Lake Michigan about 75 feet past the end of the original dock. Historic photographs indicate the extension attached to what appears to be a re-built of the same (or very similar) "key shaped" plan of the first dock. This dock is believed to have survived until after the last steamship stopped at Glen Haven in 1931. The third dock, lower and much shorter than the first two docks was constructed after 1931. Pat (Day) Bennett remembers this dock in the 1950s as about 6 to 8 feet wide by about 35 to 40 feet long. Ice eventually destroyed the dock.<sup>43</sup>

When D.H. Day first arrived in Glen Haven in 1881, the dock was illuminated at night by large kerosene lamps hung on a U.S. Weather Bureau storm signal tower at the end of the dock (see U.S. Weather Bureau storm signal tower, below).<sup>44</sup> Photos of the second dock depict utility lines on dock, indicating electric lights had been installed by 1893. Early electricity would have been produced by the gas engine generator located in the generator building adjacent to the D.H. Day Store. Photographs of the c. 1893 dock also depict a long warehouse on the widest (middle) portion of the dock (see Warehouse, below).

*Existing Condition:* Only dock pilings remain (Figure 42). These pilings are presumably from the third dock, but it's also possible that the third dock was built upon earlier pilings. The pilings are included within the Manitou Passage State

Underwater Preserve, established in 1988. The preserve is part of Michigan's Underwater Preserve System created in 1980 through state legislature.

*Evaluation:* Potentially Contributing

The dock pilings are located outside the historic district. If the historic district boundary is re-drawn to include the dock pilings, the pilings would contribute to the significance of the historic district. The pilings are managed by the Manitou Passage State Underwater Preserve.

**Ships and boats**

*Historic Condition:* In the mid-1800s, steamships primarily stopped at Glen Haven to load cordwood. Later, passenger steamships began regular stops at the village. The Northern Transportation Company was the earliest line of passenger steamships docking at Glen Haven. In 1876 The Northern Transportation sold its holdings to the Northern Transit Company, and in 1881 the Northern Transit Company sold to D.H. Day, trustee for himself and William W. Ellsworth.

Day also purchased the Northern Transit Company steamers *Lawrence* and *Champlain* and set up a freight and passenger service called the Northern Michigan Line. In the 1880s, Day sold his interest in the Northern Michigan Line and by the early 1890s the line went through a number of ownership changes. Throughout this period, the *Lawrence* and *Champlain* continued regular stops in Glen Haven. In 1894, The Northern Michigan Line merged with the Seymour Line, forming the Northern Michigan Transportation Company. This line included two steamships that regularly stopped at Glen Haven: the *Puritan* and the *Manitou*. In 1918, the Northern Michigan Transportation Corporation became known as the Michigan

**Figure 42.** View north of the dock pilings in Lake Michigan, 2004. (OCLP)



Transit Company. By the 1930s, the popularity of automobiles and trucks expedited the end of the steamship era. In 1931, the last steamship docked at Glen Haven.

Throughout this period, a variety of ships and boats docked alongside the passenger steamships. Cargo steamers and schooners picked up loads of lumber, shingles, potatoes, and fruit. Fishing tugs out of Frankfort and Leland, and service and rescue boats from the U. S. Coast Guard Station frequently moored at the dock. Personal fishing craft, sailboats, row boats and gas powered craft launched from the shoreline. It would also be typical to see one or more small boats in village yards, since many men fished for food.<sup>45</sup>

*Existing Condition:* Missing

Boat styles that may have been in Glen Haven c. 1925-1931 are represented by the Vessel Aloha (see below) and by boats displayed in the Cannery Boat Museum located within the Glen Haven Canning Company building.

**Vessel Aloha**

*Historic Condition:* The seventy year-old fishing tug was purchased with a grant from the Eastern National Parks and Monument Association in 1985 from James Dura, a gill net fisherman operating out of Milwaukee. The tug was temporarily docked at Frankfort. While moored at Frankfort, the *Vessel Aloha* split a seam and sank to the bottom of the harbor. Emergency NPS funds raised the boat and transported it by truck to Glen Haven.<sup>46</sup>

*Existing Condition:* The fishing tug is displayed outside the Glen Haven Canning Company building, which serves as the Cannery Boat Museum (Figure 43).

*Evaluation:* Non-contributing

The Vessel Aloha does not contribute to the significance of the historic district. However, as a typical style of fishing tug boats that may have moored at the dock or have been constructed on the shoreline, the vessel contributes to the character of the historic district.

**Locomotive and flat cars**

*Historic Condition:* Prior to 1907, a horse-drawn tramway transported cordwood and lumber from the sawmill on Little Glen Lake on a wooden track to the dock. In c. 1907, D.H. Day purchased a narrow-gauge locomotive and steel rails from the defunct J.O. Nessen Mill in Glen Arbor. Sometime after the sawmill closed in 1923, the locomotive was loaned for a lumber industry display outside the Con Foster Museum in Traverse City's Clinch Park, and subsequently sold to Cedar Point, an amusement park in Sandusky, Ohio, then to Greenfield Village in

**Figure 43. View west of the Vessel Aloha, 2005. (OCLP)**



Dearborn, Michigan, and finally it was acquired by the Port Huron Museum in Port Huron, Michigan.<sup>47</sup>

*Existing Condition:* Missing

#### **Tennis court**

*Historic Condition:* Constructed by the early 1900s, the private tennis court was only for use of Day family and friends. An early photograph depicts the court with a lawn surface. By 1928, the court was re-surfaced with sixty rectangular concrete slabs, together measuring approximately 50' by 110'. A tennis net attached to iron hooks, supported by two concrete pillars, and a tall wood and wire fence surrounded large sections of the court. Bill Day, D.H. Day's youngest son, remembered bleachers adjacent to the court; other Day family members do not recall bleachers. The tennis court was in use until at least the 1950s (Figure 44-45).<sup>48</sup>

*Existing Condition:* The court remains in fairly good condition. The sixty concrete slabs and the two concrete net supports are extant. The tennis net and the wood and wire fence are missing.

*Evaluation:* Potentially Contributing

The tennis court is located outside the historic district, within the park boundary. If the historic district boundary is re-drawn to include the tennis court, the court would contribute to the significance of the historic district.

Figure 44. View of the tennis court with lawn surface. Photograph was taken during the 1915 Pike Tour Picnic in Glen Haven. (Courtesy of Marion (Day) Warnes)



#### Horse-drawn vehicles

*Historic Condition:* In the nineteenth and early twentieth centuries, horse-drawn buggies, sleighs, wagons, and logging sleds were typical vehicle types found in Glen Haven. Locals or tourists traveling to Glen Haven to shop, stay at the inn, or await visitors disembarking at the dock would likely have parked their vehicles along and just off the road at the northern end of the village. Also congregating in this area would have been wagons hauling and receiving goods transported on the steamships. While most logging sleds would have been found outside the village, some could have been located adjacent to the blacksmith shop awaiting repair.

*Existing Condition:* A buggy and a wagon are located in the blacksmith shop.

*Evaluation:* Undetermined

It is unknown if either the buggy or the wagon were used in Glen Haven during

Figure 45. View of the tennis court with concrete slab surface, c. 1920s. Note the "St. Lawrence" (right), the wood and wire fencing, and the weeds growing between the concrete slabs. (SLBE 3805)



the period of significance. Despite their undetermined status, both contribute to the character of the landscape as examples of transportation vehicles typically found in Glen Haven during the late 1800s and early 1900s.

#### **Automobiles and trucks**

*Historic Condition:* By the early 1930s, automobiles and trucks had replaced buggies, sleighs, and wagons as typical modes of transportation found in Glen Haven. As with the earlier modes of transportation, visitors would have likely parked along and just off the road at the northern end of the village, within close proximity to the dock, Glen Haven Canning Company, D.H. Day Store, and the Sleeping Bear Inn.<sup>49</sup>

Beginning in the mid-1930s, Louis and Marion (Day) Warnes began operating a scenic dune ride business using a fleet of dunesmobiles, automobiles modified to traverse over the Sleeping Bear Dune. During summer months, hundreds of people arriving for the dune rides parked their automobiles in the village, along the street and in the field large field south of the Sleeping Bear Inn. Then later, automobiles and tour busses parked behind the D.H. Day Store and Day house. The scenic dune ride business operated until the 1970s.

*Existing Condition:* Automobiles remain an integral part of the village, especially during the busy summer tourist season. The circle drive around the Glen Haven Canning Company is the most popular public parking area, as the location is closest to the shoreline, a very popular destination for both locals and tourists. Visitor parking is also common along the road, particularly at the north end of the village. NPS vehicles and pick-up trucks typically park along the road or in a large parking area in back of the D.H. Day store.

*Evaluation:* Non-contributing

Contemporary automobiles and trucks do not contribute to the significance of the historic district.

## **VEGETATION**

Vegetation refers to indigenous or introduced trees, shrubs, vines, and herbaceous materials.

#### **Rows of black locust trees**

*Historic Condition:* By the late 1800s or early 1900s rows of black locust trees had been planted along both sides of Glen Haven Road, about 30 feet apart (Figures 46-47). As indicated on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) a row of about 29 trees stood along the west side of the road, from the Sleeping Bear Inn to the Rude house. The line of eight inch caliper

**Figure 46.** View northwest of the west side of Glen Haven Road c. late 1800s, before the rows of black locust trees were planted. Note the large barn (left), the Sleeping Bear Inn (center) a smaller building in back of the inn, and another building towards the dock (right). Woman and children in the photograph are probably Day family members. (1938 SLBE, R. Travis)



trees was broken in two places, in front of the Rude house and in front of the Sleeping Bear Inn garage. Construction of the garage in 1928 may have necessitated removal of trees in this area.

Along the east side of the road, the row of black locust trees was less defined. While the row of about 20 trees appears to extend from the Bumgardner house to the D.H. Day Store, there are several gaps including a large opening between the Warner house and the post office/paint shop building. The map did not indicate the size of the trees in this row. A second row of trees may also have been planted parallel to the row of 20 trees, closer to the road. The map depicts two trees in the same location where three mature black locust trees exist today, just south of the D.H. Day Store.

Another row of about six ten inch caliper black locust trees stood north of the D.H. Day Store, along the eastern edge of the plank road leading to the dock.

**Figure 47.** View northwest of the west side of Glen Haven Road during the 1915 Pike Tour. Note the young black locust trees bordering the road. Also visible, is the large barn depicted in Figure 46, the Sleeping Bear Inn, and the building in back of the inn (center, partially obscured by trees). (Courtesy of Marion (Day) Warnes)



*Existing Condition:* Today, 23 black locust trees remain along the west side of the road, and 11 along the east side of the road. No trees from the row north of the D.H. Day Store, along the plank road, exist. Several trees were recently removed or their canopies topped in front of the Day house (Figure 48).

*Evaluation:* Contributing

The rows of black locust trees along Glen Haven Road contribute to the significance of the historic district.

**Scattered black locust trees**

*Historic Condition:* In addition to the formally planted rows of black locust trees, historic photographs and Day family recollections indicate black locust trees were scattered throughout the village. The size of extant trees indicates some may be of the same age as the rows of black locust along the road. Also, several extant trees are depicted in c. 1930s or earlier photographs.

*Existing Condition:* Black locust trees are located throughout the village. Some of these trees may have been planted while others may be volunteer trees.

*Evaluation:* Undetermined

Because the location of individual black locust trees (outside the planted rows) in c. 1925-1931 is unknown, the extent to which the extant trees contribute to the significance of the historic district is undetermined. Overall the scattered black locust trees contribute to the character of the historic district.

**Figure 48.** View north of the row of black locust trees along the west side of Glen Haven Road, 2005. (OCLP)



### Forest

*Historic Condition:* Among the earliest images of Glen Haven is the painting dated c. 1882 (see Figure 5). The painting depicts an open landscape with scattered evergreen trees east and west of the village center, following the shoreline. Forest cover is depicted on the hills south of the village center. The accuracy of the scene illustrated in the painting is unknown. Post-1882 historic photographs generally depict a forested landscape behind the buildings fronting the east side of Glen Haven Road and a more open landscape behind buildings fronting the west side of the road. A 1943 aerial photograph (Appendix A), taken twelve years after the period of significance, also depicts less tree cover west of the road; however, more trees than appears to be depicted in the earliest photos. It is not known how forest cover in 1943 differed from forests in 1931. Given the historic trend toward increased vegetation, there may have been slightly more trees in 1943. Increased forest cover since the early 1900s may have been caused, in part, by the aggressive reproductive habit of the black locust trees planted within the village.

*Existing Condition:* A c. 2000s view of the village viewed on [www.earth.google.com](http://www.earth.google.com) depicts a vegetative pattern similar to the pattern depicted on the 1943 aerial (Appendix A).

*Evaluation:* Undetermined

Because the pattern of forest cover in c. 1925-1931 is unknown, the extent to which the extant forest contributes to the significance of the historic district is undetermined. Overall the forest contributes to the character of the historic district.

### Maintained lawn

*Historic Condition:* The extent to which lawns were maintained in Glen Haven during the period of significance is difficult to determine. Day family recollections and historic photographs provide some information. Day family members remember the area behind the Day house maintained as a lawn. This was an area where they played croquet and a game they named “clock golf.”<sup>50</sup> Also, Pat (Day) Bennett remembers a guest croquet court on the north side of the Sleeping Bear Inn, which would indicate this area was also maintained as a lawn.<sup>51</sup> Historic photographs depict a maintained lawn in front and on the south side of the Sleeping Bear Inn, c. 1930 (see Figure 22). Lawn does not appear in front of the D.H. Day Store in historic photographs. Additional photographs show lawn areas along Glen Haven Road, in front of houses, and within the fencing enclosing the landscape between the D.H. Day Store and the blacksmith shop. The photographs range in date from the mid 1910s to the late 1930s. In some of the photographs the lawn appears to have been heavily groomed (Sleeping Bear Inn, north side of D.H. Day Store, etc.) and in other areas the grass appears longer (Figure 49). The differences could be attributed to the date of photographs (c. early 1900s vs. 1930s) and also to the timing of the photographs (before or just after mowing). While

**Figure 49. View of unidentified little boy and dog on lawn in back of the D.H. Day Store, c. early 1930s.**



would have been slightly different, because the number and location of buildings present in 1931 has changed. Also, the picnic area just west of the Glen Haven Canning Company is a recent NPS addition.

*Evaluation:* Undetermined

Because the pattern of maintained lawn vs. un-maintained grassland c. 1925-1931 is unknown, the extent to which the extant maintained lawn areas contribute to the significance of the historic district is undetermined. Overall, maintained lawns in the village contribute to the character of the historic district.

**Double row of poplar trees**

*Historic Condition:* A double row of poplar trees stood at the southern end of the village (only partially within the historic district), bordering the west side of Glen Haven Road. According to Marion (Day) Warnes, her father planted the trees as a wind break, to prevent snow from piling up on the road and to protect children from cold winds as they walked to and from school. The State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9) depicts 26 trees.<sup>52</sup>

*Existing Condition:* Missing

**Juniper “Commons”**

*Historic Condition:* Day family members remember thousands of low-growing junipers growing in the Glen Haven landscape, especially in an area known as the “Commons,” located on the east side of Glen Haven Road just south of the Bumgardner house. The “Commons” (only partially within the historic district) would have been passed each day by children walking to the Glen Haven School (Figure 50).

definitive information is not available, it’s likely the most maintained lawns included the area in back of the Day house where the family played croquet and “clock golf,” and around the Sleeping Bear Inn.

*Existing Condition:* Maintained lawn extends along both sides of Glen Haven Road, from the southern end of the historic district to the Glen Haven Canning Company. The width of the maintained lawn expands around the buildings, similar perhaps, to how it appeared during the period of significance. However, the configuration

**Figure 50. Unidentified man standing in front of juniper "Commons," n.d. (Courtesy of Pat (Day) Bennett)**



*Existing Condition:* Missing

Although numerous junipers still grow in this area, the number is significantly lower than family members remember existed c. 1940s-1960s.

**Ornamental trees, shrubs, and flowers**

*Historic Condition:* It is difficult to determine to what extent ornamental trees, shrubs, and flowers were extant in 1931. It appears that in the more public areas, or at least the areas included in historic photographs reviewed, ornamental

vegetation was not present. A few c. 1910s-1930s photographs of more private area associated with residences included images of ornamental foundation plantings or gardens. Marion (Day) Warnes remembers geranium beds at the southwest corner of the D.H. Day Store, spiraea bushes along the southern façade of the store, and a bed of cosmos and California poppies “near where the flag pole [U.S. Weather Bureau storm signal tower] is now.”<sup>53</sup> Marion did not specify from which time period she remembered these plantings. In an interview with park interpreter Marie Scott in 1980, Bill Day remembered flower gardens in back of the Day house, in the area the family played croquet. The reference to the croquet in his memory probably places the gardens to 1931 or earlier.

*Existing Condition:* Several large lilacs are located on the east side of the road, which may have been planted in the early 1900s. Locations include the site of the first Bumgardner house (missing), the Warner house property, and the site of an unidentified building (missing, depicted on the State of Michigan right-of-way map “Final Plans, June 25, 1929”) (see Figure 9), north of the Warner house. Two large lilacs are associated with buildings on the west side of the road: one on the south side of the Sleeping Bear Inn and another just north of the Dean house (former site of the F. Lavance house). Other extant ornamental plants associated with pre-1931 building sites include daffodils on the site of the unidentified building mentioned above and a large viburnum in back of the Rude house. (See also Dutchman’s pipe vine, Blue spruce, and Norway maple cultivar, below)

*Evaluation:* Undetermined/Non-contributing

Mature trees, shrubs, and flowers located adjacent to pre-1931 buildings may contribute to the significance of the historic landscape. Ornamental trees, shrubs, and

flowers planted adjacent to post-1931 houses do not contribute to the significance of the historic district.

**Dutchman's pipe vine**

*Historic Condition:* The Dutchman's pipe vine (*Aristolochia durior*) was planted at the southwest corner of the D.H. Day Store by the early 1910s. According to Bill Day, D.H. Day gave the vine to his wife Eva Dayas an anniversary present. A 1912 photograph depicts chicken wire trellis tacked to the side of the store, to provide a climbing surface for the vine. The vine appears in several historic photographs.

*Existing Condition:* The Dutchman's pipe extends to the roof of the D.H. Day Store (Figure 51).

*Evaluation:* Contributing

The Dutchman's pipe vine contributes to the significance of the historic district.

**Figure 51. Dutchman's pipe vine growing on the southwest corner of the D.H. Day Store, 2004. (OCLP)**



**Blue spruce on knoll**

*Historic Condition:* Marion (Day) Warnes planted the blue spruce on the knoll between the D.H. Day Store and the Day house in 1989, the one hundredth year anniversary of her parent's marriage. Prior to the blue spruce, a cut tree had been placed on the knoll (same location) and decorated with Christmas lights each year for about forty years.<sup>54</sup>

*Existing Condition:* Every year the blue spruce is decorated for the holiday.

*Evaluation:* Non-contributing

The blue spruce on the knoll does not contribute to the significance of the historic district.

**Norway maple cultivar behind Day house**

*Historic Condition:* Pat (Day) Bennett planted Norway maple cultivar (deep purple leaves) in back of the Day house for her father, Bill Day, c. 1960s.<sup>55</sup>

*Existing Condition:* The maple tree stands about 40 feet tall.

*Evaluation:* Non-contributing

The Norway maple cultivar in back of the Day house does not contribute to the significance of the historic district.

**Fruit trees**

*Historic Condition:* The location and number of fruit trees extant in the historic district c. 1925-1931 is unknown.

*Existing Condition:* A mature sugar plum tree and an apple tree are located in back the Day house. The size of the trees indicates they may have been extant c. 1925-1931.

*Evaluation:* Undetermined

The size of the sugar plum tree indicates it may have been present in 1931.

**SMALL SCALE FEATURES**

Small scale features are elements that provide detail and diversity combined with function and aesthetics.

**Dock features**

*Historic Condition:* Typical small scale features located near or on the dock would have included: dock hardware – chains, cleats, anchors, and capstan; stacks of cordwood, lumber, and hemlock bark; U.S. Weather Bureau storm signal tower(s)

and steamship freight – crates, boxes, bags, and wagons (later trucks) loaded with produce. After the sawmill closed in 1923, timber products would have been replaced by containers of fresh and canned fruits.<sup>56</sup>

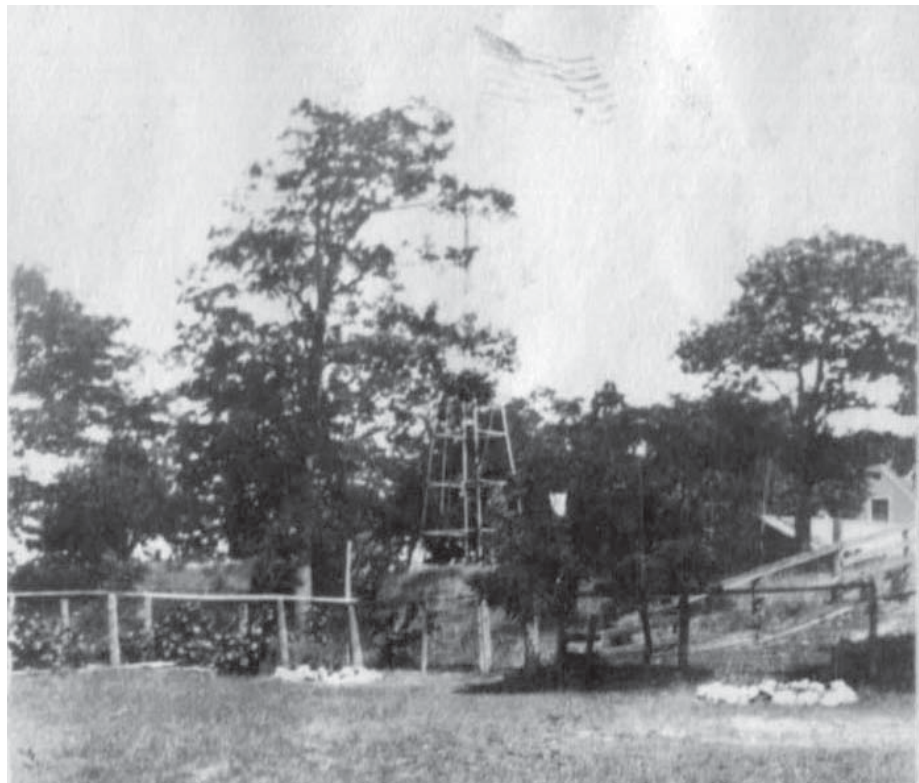
*Existing Condition:* Missing (except U.S. Weather Bureau storm signal tower, below)

#### **U.S. Weather Bureau storm signal tower**

*Historic Condition:* In the late 1800s and early 1900s, the dock was an official U.S. Weather Bureau Storm Signal Station. During this period, flags flown on one or more U.S. Weather Bureau storm signal towers anchored to the dock informed passing ships of weather conditions. The U.S. Lifesaving Service (later the U.S. Coast Guard) provided the weather information. Prior to electricity, the towers also served as beacons. Large kerosene lanterns hung from a tower at the end of the dock guided approaching ships to the dock. Despite being secured to the dock, the towers were often blown into the lake during rough weather.<sup>57</sup>

Day family members and secondary source materials indicate that U.S. Weather Bureau storm signal tower (or towers) stood at the end of the dock. Historic photographs depict signal towers in at least two locations on the dock: adjacent to the dock warehouse and just south of the warehouse. Pre-1928 photographs depict a signal tower relocated within the village, which may indicate Glen Haven was no longer a U.S. Weather Bureau Storm Signal Station by 1928 (Figure 52).<sup>58</sup> The

**Figure 52.** U.S. Weather Bureau storm signal tower in unknown location, pre-1928. Notice the flag on top of the signal tower, maintained lawn, wood and wire fencing, and garden plants along fence. Two of the garden areas are encircled by stones. (Courtesy of Bill Phillips)



same or similar tower is depicted on a mid-1920s photograph of the dock (Figure 53). The land location of the U.S. Weather Bureau storm signal tower depicted in the photographs is unknown. The topography in the photographs indicates the location of the signal tower in c. 1928 was not the same as its current location. Additional features depicted in the photograph, such as fencing, garden areas, and a mowed lawn, indicate it may have stood in back of the Day house. Day family members interviewed do not remember the tower in any other location. It's possible that at one time two signal towers stood on land, one at the current location and another in the location depicted in the historic photographs.

*Existing Condition:* A U.S. Weather Bureau storm signal tower is located on the knoll located between the D.H. Day Store and the Day house (Figure 54). This signal tower may be the same tower depicted Figures 52-53. The extant signal tower is a diagonally-braced, fabricated metal, pyramidal signal tower standing 50 feet tall, with a 20-foot flagstaff topped by an eagle finial. Given the evidence presented above, and the fact that a similar (if not identical) structure known to date to 1914 is located at the Sleeping Bear Point Coast Guard Station, the tower is presumed to be historic.

*Evaluation:* Contributing

The U.S. Weather Bureau storm signal tower contributes to the significance of the landscape.

#### **Narrow-gauge railroad features**

*Historic Condition:* In addition to the track, features associated with the narrow-gauge railroad within the historic district would have included a switch, a switch signal lantern, and a hand car. Based on the layout of tracks depicted on the State of Michigan right-of-way map "Final Plans, June 25, 1929" (see Figure 9), the switch and switch signal lantern would probably have been located north of the

**Figure 53.** View northeast of U.S. Weather Bureau storm signal tower on the dock, c. 1920s. Marion (Day) Warnes is depicted in the photograph with a dog. (Courtesy Pat (Day) Bennett).



**Figure 54. View east of the U.S. Weather Bureau storm signal tower on knoll south of the D.H. Day Store, 2004. (OCLP)**



Sleeping Bear Inn. The hand car would have moved back and forward along the track. Some or all of these features were probably removed by 1931.<sup>59</sup>

*Existing Condition:* Missing

#### **D.H. Day Store features**

*Historic Condition:* An early 1900s photograph depicts a wooden wheelbarrow, crates, a chair, roping, a plow, and a horse and buggy in front of the store (Figure 55). Also shown in the photograph is a free-standing wooden two-step, for climbing into and out of buggies and wagons. The same or a similar stair is also depicted in a 1913 photograph of the store. Other features would have included a hitching post, tin advertising signs, and produce for sale in baskets. A tin public telephone sign attached to a telephone pole in front of the store is depicted in several c. 1920s photographs. Additional 1920s features included gasoline pumps (see below), oil cans displayed on a rack, and a watering can for car radiators (Figure 56).<sup>60</sup>

*Existing Condition:* Missing

**Figure 55. View of porch in front of the D.H. Day Store, early 1900s. Notice the wheelbarrow, plow, wooden crate, chair, and two-step next to horse and buggy. (Courtesy D.H. Day III)**



**Figure 56.** Gasoline pumps in front of the D.H. Day Store, c. late 1920s-early 1930s. Also note the concrete porch and the tin advertising sign. (SLBE 1108)



#### **Gasoline pumps**

*Historic Condition:* The first gasoline pump was installed in front of the D.H. Day Store c. 1926<sup>61</sup> This older-style pump did not have a glass container (called a “visible”) on top. By c. 1925-1931, two pumps with “visibles” are located in front of the store (Figure 56), and by c. 1940s, earlier gasoline pumps had been replaced by two more modern-style pumps. These were subsequently replaced by the 1970s.<sup>62</sup>

*Existing Condition:* In 2005, the park installed a replacement gasoline pump in front of the store, which is the same style (but not model) as the two pumps depicted in Figure 56. The pump came from North Manitou Island. The park also has a second gasoline pump retrieved from North Manitou Island. The pump is similar to the first gasoline pump installed in the village. This pump will also be restored and installed in front of the store adjacent to the newly installed pump. Neither of the gasoline pumps will function.<sup>63</sup>

*Evaluation:* Non-contributing

The replacement gasoline pumps do not contribute to the significance of the historic district. However, as similar styles to gasoline pumps extant c. 1925-1931, the pumps contribute to the character of the historic district.

#### **Blacksmith shop features**

*Historic Condition:* A typical blacksmith shop is surrounded by pieces of broken metal equipment saved for use as spare parts and raw materials. Extending further from the shop would have been equipment waiting for repair, such as wagons, sleds, chains, farm equipment, and hand tools. And furthest away from the

building would have been large machinery, such as logging gear, ship hardware, and sawmill equipment, stored for later use as spare parts.<sup>64</sup> Most or all of these features would have been removed by 1931.

*Existing Condition:* Missing

#### **Barn features**

*Historic Condition:* Maintaining livestock required a number of small scale features including water tanks, feeding pans, buckets, hayracks, etc.<sup>65</sup>

*Existing Condition:* Missing

#### **Fences and gates**

*Historic Condition:* Day family members remember a fence encircling a large section of the village between the D.H. Day Store and the blacksmith shop. According to Marion (Day) Warnes, the fence was wood and wire with a board across the top. The family constructed the fence to keep horses out of the residential area. Several historic photographs depict this fence style, including Figure 57 taken in front of the Day house. The location of two fencelines extant during the period of significance are shown on the State of Michigan right-of-way map “Final Plans, June 25, 1929” (see Figure 9): one associated with the Rude house - enclosing the property on the south, west (along road), and north sides; and another between the Day house and the D.H. Day Store – running perpendicular to the road. Additional fence styles illustrated in c. 1910 to 1930 photographs include board-on-board, wooden post and wire, and wooden lattice. Two historic photographs illustrate gate styles: a wooden picket style gate at the southwest corner of the D.H. Day Store (Figure 58), and a chain link or iron and wire fence, location unknown.

Figure 57. Wood and wire fence in front of the Day house, 1929. Also note the row of black locusts in back of the fence. Identity of people in photograph is unknown. (Courtesy of Marion (Day) Warnes)



Figure 58. Marion Day standing on a wood picket gate at the southwest corner of the D.H. Day Store, 1915. Also note the chicken wire trellis and the small Dutchman's pipe vine (left). (Courtesy of Marion (Day) Warnes)



*Existing Condition:*

Sections of fence are located on both sides of Glen Haven Road, behind various buildings, all are within the historic district. A small section of remnant post and wire fence is located southeast of the Day house, further south than the fenceline in a similar location mentioned above. A longer section of fancy woven wire fence is located between the Day house and the field behind the blacksmith shop.

The age of the fence is unknown.

*Evaluation:* Undetermined

**Residential features**

*Historic Conditions:* Landscape features that would have typically been around the residences included hand pumps, wood piles, rain barrels, laundry tubs, chicken pens, bikes, fish net drying racks, and small boats.<sup>66</sup> According to Day family members, hand pumps supplied water to the village to at least the 1940s. It's assumed that most or all of the houses and businesses would have had a hand pump, however, only a few locations have been identified. A pump was located within both the Bumgardner and Rude houses, and another was located in the backyard of the Day house. Depicted in several historic photographs are stone borders lining the edge of planting beds, house foundations, and the driveway in front of the Sleeping Bear Inn garage (Figure 59).

*Existing Conditions:* Missing

**Figure 59.** View northwest of stones lining the driveway in front of the Sleeping Bear Inn garage, c. 1930s. Also note the locust trees, the maintained lawn, the lawn chairs in front of the Sleeping Bear Inn, and the lightning rods along the roofline. (Archives of Michigan, Kufta Collection)



#### **Lightning rods**

*Historic Condition:* A c. 1930s photograph clearly depicts four lightning rods (with decorative balls) attached to the roof-line of the Sleeping Bear Inn. Lightning rods similar to the illustrated in the photograph were typically found on buildings and structures in the 1800s and early 1900s.

*Existing Condition:* The NPS will replace the four lightning rods removed during replacement of the roof.

*Evaluation:* Contributing

The lightning rods contribute to the significance of the historic district.

#### **Hammocks and outdoor seating**

*Historic Condition:* Historic photographs indicate hammocks were a typical landscape features c. 1910s to 1930s. In two of the photographs (c. 1915 and c. 1935),

**Figure 60.** Photograph of an unidentified child sitting on a hammock, location unknown, 1919. Also note the second hammock (left), the American flag, and the fancy chair the lady (right) is sitting on. (Courtesy of Marion (Day) Warnes)



**Figure 61.** Wooden bench in back of the D.H. Day Store, 1933. Also note the lattice fence. Depicted are Marion Day and an unidentified woman. (Courtesy of Marion (Day) Warnes)



the hammocks were located directly in back of the D.H. Day Store. A third photograph (c. 1919) depicts two hammocks in a yard, location unknown (Figure 60).

Outdoor seating was also a typical landscape feature during the same period. Historic styles included a simple wooden bench in back of the D.H. Day Store (Figure 61), an elaborate iron bench on the south side of the

D.H. Day Store (Figure 62), and several styles of both canvas and wood slat folding lawn chairs located in front of the Sleeping Bear Inn and adjacent to the D.H. Day Store (see Figure 59).

*Existing Condition:* Missing

#### **Pre-1940s utility poles and lines**

*Historic Condition:* In 1881, a telegraph line was installed from Glen Haven to Leland. By the early 1900s, a gas-powered generator provided village electricity and in 1915 phone lines were installed. In the 1920s, the generator building, located adjacent to the D.H. Day Store, had been converted into an office - indicating the gas-powered generator was no longer in use, and an out side source provided electricity to the village.<sup>67</sup>

Historic photographs illustrate two styles of pre-1940s utility poles in Glen Haven. Early photos depict utility poles (approximately 30' tall) with glass insulators

**Figure 62.** Photograph of "The Cattle Barron, Sig Foss from Chicago" sitting on an ornate iron bench on the west side of the D.H. Day Store, c. 1920s-1930s. Also note the Dutchman's Pipe vine (right). (Courtesy of Marion (Day) Warnes)



attached directly to the poles. Poles and lines of this type are clearly evident in c. 1920s or earlier photographs along the dock, in front of the D.H. Day Store, and along the road just south of the store. Existing conditions also reveal a line of these poles extended from the village to the original location of the U.S. Coast Guard Station. The second historic style stood about the same height as the first pole described. This pole included a crossbeam with a mounted row of insulators. Poles of these types are depicted in photographs bordering the east side of the road. An existing pole of this type also

**Figure 63.** View west of the crossbeam U.S.C.G. utility pole with a mounted row of glass insulators, 2005. Glen Haven Road is in the foreground. (OCLP)



indicates this style was included in the line of poles extending to the U.S. Coast Guard Station. These are likely the poles Consumer's Power Company erected in the 1940s to replace earlier lines. After the Coast Guard Station was moved to its current location just west of Glen Haven in 1931, new utility lines were likely run from the village to the station. The line probably ran along Sleeping Bear Drive.

*Existing Condition:* A line of U.S.C.G. utility poles extends from Glen Haven to Sleeping Bear Point. Only four of

the historic poles are visible. The remaining poles have been buried by shifting sand. Of the four exposed poles, only one is within the historic district. This pole is the older crossbeam style with a mounted row of clear insulators, mentioned above (Figure 63). The three exposed poles located outside the historic district are the oldest style with glass insulators attached directly to the pole (Figure 64). Many of the original glass insulators are extant on the poles, and some of the wiring between the poles remains. Heavy vine growth has overtaken some of the poles and wiring.

*Evaluation:* Undetermined /Potentially Contributing

The crossbeam style U.S.C.G. utility pole may date to c. 1925-1931. The three oldest style U.S.C.G. utility poles are outside the historic district, within the park boundary. If the historic district boundary is re-drawn to include the three utility poles, the poles would contribute to the significance of the historic district.

**Figure 64 .** U.S.C.G. utility pole and lines with glass insulators attached directly to the pole, 2004. (OCLP)



#### **Contemporary utility poles and lines**

*Historic Condition:* Contemporary poles depicted in c. 1970s photographs are significantly taller than the historic styles. The approximately 50-foot tall poles appear in the photographs along the eastern edge of Glen Haven Road, intermixed with older crossbeam-style poles, possibly indicating a conversion period between the two types of poles.

*Existing Condition:* Twenty-one contemporary crossbeam-style utility poles are associated with the village: eleven along the eastern side of Glen Haven Road from the D.H. Day garage to the intersection of Glen Haven Road and M-109, and ten along the southern side of Sleeping Bear Drive from the Sleeping Bear Inn to the U.S. Coast Guard Station (Life-Saving and Early Coast Guard Museum).

*Evaluation:* Non-contributing

Contemporary utility poles do not contribute to the significance of the historic district. However, as a typical feature type present in the historic district during the period of significance, the utility poles contribute to the character of the historic district. The scale of the poles (about 20' higher than c. 1925-1931 poles) detracts from the character of the historic district.

#### **Mailboxes**

*Historic Condition:* Prior to the 1940s, mail was delivered to the Glen Haven Post Office. Mail boxes would not have been located within the village.

*Existing Condition:* There are three roadside mailboxes: two in front of the Day house and one by the Bumgardner house.

*Evaluation:* Non-contributing

The mailboxes do not contribute to the significance of the historic district.

#### **Concrete block pillar**

*Historic Condition:* Bill Day, D.H. Day's youngest son, placed one of two lights that originally stood on entrance pillars on opposite sides of the road leading to the Day Forest Estates golf course (on land originally owned by D.H. Day) on the concrete block pillar.<sup>68</sup>

*Existing Condition:* Only the pillar remains. It stands about 4 feet tall.

*Evaluation:* Non-contributing

The concrete pillar on the Day house property does not contribute to the significance of the historic district.

#### **Picnic area features**

*Historic Condition:* The NPS installed the features within the picnic area, just east of the Glen Haven Canning Company.

*Existing Condition:* Features include free-standing picnic tables, mounted grills, trash cans, and an informational kiosk.

*Evaluation:* Non-contributing

The picnic area features do not contribute to the significance of the historic district.

**Novotny steam boiler**

*Historic Condition:* The NPS purchased the steam boiler from the Novotny sawmill and placed it in the village for interpretative purposes. The Novotny steam boiler is similar to the boiler that would have been used at the D.H. Day sawmill.<sup>69</sup>

*Existing Condition:* The boiler's exterior is rusted (Figure 65).

*Evaluation:* Non-contributing

The Novotny steam boiler does not contribute to the significance of the historic district. However, as a typical type of feature that may have stood outside the blacksmith shop awaiting repair, the steam boiler contributes to the character of the landscape.

**ARCHEOLOGICAL SITES**

Archeological sites contain surface and/or subsurface remnants related to historic or prehistoric land use.

**Sawmill site**

*Historic Condition:* In c. 1865-1868, Charles C. McCarty built a sawmill on the northwest shore of Little Glen Lake. Using a tugboat, McCarty transported harvested logs cut in adjoining forests to the sawmill. From the mill, the logs were initially hauled by wagon or sled to the dock, then later along a horse-drawn tramway. In 1867 the Northern Transportation Company purchased the mill to provide

Figure 65. View east of the Novotny steam boiler, 2004. (OLCP)



Figure 66. View of D.H. Day's sawmill on Little Glen Lake, n.d. (Courtesy of Bill Phillips)



cordwood to their fleet of steamships. D.H. Day subsequently purchased the mill from Northern Transit Company in 1881 (Figure 66).<sup>70</sup> By the late 1800s, the conversion of steamers to coal fired engines reduced cordwood production. In its place, hardwood trees were increasingly harvested and processed in the mill then shipped from the dock to Chicago and Milwaukee where the lumber was distributed to developing Midwest towns. In 1907, D.H. Day replaced the horse-drawn tramway with a narrow-gauge railroad. Shortly after closing in 1923, the sawmill was dismantled and the building razed.<sup>71</sup>

*Existing Condition:* The mill site is adjacent to a NPS picnic area and parking lot along M-109.

*Evaluation:* Contributing

The sawmill site contributes to the significance of the historic district.

### **Curling rink ruins**

*Historic Condition:* D.H. Day built the 150' by 50' curling rink by the early 1900s. A gas-powered pump in the southwest corner of the covered hemlock structure pumped water onto the floor. The structure had open sides to allow cold air in, to freeze the ice. The rink had three overhead lights, powered by a gasoline generator. According to Bill Day, D.H. Day's youngest son, his father was a "curling fanatic," who invited only his foreman and chiefs from the Sleeping Bear Point Coast Guard Station to play with him on Sundays. The Day children and others

from the village skated almost every night. When D.H. Day flashed the overhead lights three times, it was their signal to come home.<sup>72</sup>

*Existing Condition:* The rink is in ruins, and the site is overtaken by forest vegetation. In 1993, the park created a scale drawing of an extant section of wall. Today, no section of wall remains standing.

*Evaluation:* Potentially Contributing

The curling rink ruins are located outside the historic district. If the historic district boundary is re-drawn to include the curling rink ruins, the ruins would contribute to the significance of the historic district.

#### **Dump site behind the Sleeping Bear Inn**

*Historic Condition:* The site is located in the narrow-gauge railroad track bed in back of the Sleeping Bear Inn. The dump site would not have been used until after the sawmill closed (1923) and the train tracks were removed (c. 1929 or later). Trash from the Sleeping Bear Inn was likely dumped at this site.

*Existing Condition:* The dump site measures about 10 to 15 feet square. Discarded items include rusted tin cans and broken fruit jars and crockery (see Figure 16).

*Evaluation:* Undetermined

The types of items discarded in the dump indicate it may date to 1931 or earlier.

## **ENDNOTES**

<sup>1</sup> The Sleeping Bear Inn was individually listed on the National Register in 1979.

<sup>2</sup> Construction of Sleeping Bear Drive may date to c. 1931.

<sup>3</sup> [www.archives.legislature.mi.gov](http://www.archives.legislature.mi.gov)

<sup>4</sup> Liber 64, page 124, Leelanau County Register of Deeds.

<sup>5</sup> Relinquishment of Easement, August 5, 1996; Leelanau County Road Commission.

<sup>6</sup> Cockrell, "D. H. Day's Kingdom," p. 11. The source for the secondary street information is not included in the report.

<sup>7</sup> [www.leelanau.cc/government463890.asp](http://www.leelanau.cc/government463890.asp); Leelanau County Road Commission.

<sup>8</sup> SLBE Park Ranger Bill Herd, March 2006.<sup>9</sup> Interview with Day family members; State of Michigan right-of-way map "Final Plan, June 25, 1929".

<sup>10</sup> A distinction is made in this report between covered wooden porches, considered building components, and low (less than one foot high) uncovered porches, considered an extension of a boardwalk or wooden walkway (residential).

<sup>11</sup> Porch is visible in c. 1940s-1950s photograph owned by Marion Day Warnes (digital copy at park); Bay window is visible in 1978 photograph included in SLBE Land files, TR 25-121, 1978.

<sup>12</sup> Liber 12, page 545, Leelanau County Register of Deeds. John Helms is still listed as owner of the one quarter-acre parcel.

<sup>13</sup> Cockrell, "D. H. Day's Kingdom," p. 12; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980.

<sup>14</sup> National Register documentation, section 8, p. 3; SLBE Interpreter Marie Scott interview with

Bill Day, c. 1980; Author interview with Marion (Day) Warnes, December 2005.

<sup>15</sup> Author interview with SLBE Architectural Historian Kim Mann and SLBE Park Ranger Bill Herd, December 2005.

<sup>16</sup> "Sleeping Bear Dunes Development Concept Plan," (National Park Service, Denver Service Center, 1992), p. 17; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980.

<sup>17</sup> Weeks, *Sleeping Bear*, p. 63.

<sup>18</sup> Author interviews with Day family members.

<sup>19</sup> Liber 60, page 245, Leelanau County Register of Deeds. (The page number may be incorrect, as it was difficult to read on a scan image provided by the park, taken from a video tape.)

<sup>20</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>21</sup> D.H. Day Jr. to H. P. Harrison, April 20, 1925. Copy of the letter received from the University of Iowa Libraries, Redpath Chautauqua Collection.

<sup>22</sup> NPS land appraisal, parcel 25-120; List of Classified Structures, 015142.

<sup>23</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>24</sup> SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; Cockrell, "D. H. Day's Kingdom," pp. 23-24; author interview with Pat (Day) Bennett, December 2005.

<sup>25</sup> Liber 194, page 882, Leelanau County Register of Deeds.

<sup>26</sup> "Development Concept Plan," p. 17; List of Classified Structures, 015151.

<sup>27</sup> Cockrell, "D. H. Day's Kingdom," p. 24.

<sup>28</sup> SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; author interview with Day family members, May 2005; author interview with Marion (Day) Warnes, December 2005.

<sup>29</sup> SLBE Interpreter Marie Scott interviews with Ed Winfield, n.d. and Bill Day, c. 1980; author interview with Marion (Day) Warnes, December 2005; Cockrell, "D. H. Day's Kingdom," p. 22.

<sup>30</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>31</sup> Cockrell, "D. H. Day's Kingdom," p. 24.

<sup>32</sup> SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; Cockrell, "D. H. Day's Kingdom," p. 24; Libre 201, p. 948, Leelanau County Register of Deeds.

<sup>33</sup> Weeks, *Sleeping Bear*, p. 79; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980.

<sup>34</sup> National Register documentation, section 7, p. 2; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980.

<sup>35</sup> Cockrell, "D. H. Day's Kingdom," pp. 25-26.

<sup>36</sup> National Register documentation, section 7, p. 4; author interview with SLBE Park Ranger Bill Herd, December 2005.

<sup>37</sup> Cockrell, "D. H. Day's Kingdom," p. 24.

<sup>38</sup> Author interview with NPS Interpreter Marie Scott, December 2005.

<sup>39</sup> National Register documentation, section 7, p. 4; "Development Concept Plan," 17; SLBE land files, schedule "B"-NPS Tract 25-108.

<sup>40</sup> Weeks, *Sleeping Bear*, p. 79; SLBE land files, land appraisal, NPS tract 25-106.

<sup>41</sup> National Register documentation, section 7, p. 3; SLBE land files, NPS tract 25-121.

<sup>42</sup> Cockrell, "D. H. Day's Kingdom," p. 4.; Ruby Day, "History of the D.H. Day Family" (unpublished manuscript donated to the park July 1980.)

<sup>43</sup> Author interview with Pat (Day) Bennett, December 2005.

<sup>44</sup> Ruby Day, "History of the D.H. Day Family."

<sup>45</sup> National Register documentation, section 8, p. 4; additional information provided by SLBE Park Ranger Bill Herd, February 2006.

<sup>46</sup> Theodore J. Karamanski, *A Nationalized Lakeshore*, p. 157.

<sup>47</sup> Cockrell, "D. H. Day's Kingdom," p. 17; Weeks, *Sleeping Bear*, p. 65.

<sup>48</sup> SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; Plan view drawing of the tennis court, September 1993 (copy at park); author interview with Day family members, May 2005.

<sup>49</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>50</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>51</sup> Pat Bennett grew up in Glen Haven in the mid-1930s and 1940s, just past the period of significance. A croquet court may not have been adjacent to the Sleeping Bear Inn pre-1931, during the period of significance.

<sup>52</sup> Author interview with Marion (Day) Warnes, December 2005.

<sup>53</sup> Marion (Day) Warnes, May 2005.

<sup>54</sup> Weeks, *Sleeping Bear*, p. 68.

<sup>55</sup> Author interview with Pat (Day) Bennett, October 2004.

<sup>56</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>57</sup> National Register documentation, section 8, p. 3; Cockrell, "D. H. Day's Kingdom," p. 15; Ruby Day, "History of the D.H. Day Family," p. 8.

<sup>58</sup> D.H. Day is depicted in photograph, indicating the photograph would have been taken prior to April 17, 1928.

<sup>59</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>60</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>61</sup> A photograph dated 1926 of Marion Day standing in front of the D.H. Day Store does not depict a gas pump.

<sup>62</sup> Early gasoline pump information provided by SLBE Park Ranger Bill Herd, March 2006.

<sup>63</sup> SLBE Park Ranger Bill Herd, March 2006.

<sup>64</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>65</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>66</sup> SLBE Park Ranger Bill Herd, February 2006.

<sup>67</sup> Elvin L. Sprague, *Sprague's History of Grand Traverse and Leelanau Counties, Michigan* (Indianapolis, Ind.: B.F. Bowen, 1903); National Register documentation section 8, p. 3; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; (M. Warnes, 12-05).

<sup>68</sup> Author interview with Pat (Day) Bennett, December 2005.

<sup>69</sup> Author interview with SLBE Interpreter Marie Scott, December 2005.

<sup>70</sup> Liber 3, pages 131-132, Liber 12, pages 545-548 Leelanau County Register of Deeds;

<sup>71</sup> Karamanski, *A Nationalized Lakeshore*, p. 3; Cockrell, "D. H. Day's Kingdom," pp. 17-18; National Register documentation, section 7, p. 3.

<sup>72</sup> Weeks, *Sleeping Bear*, p. 63; SLBE Interpreter Marie Scott interview with Bill Day, c. 1980; Cockrell, "D. H. Day's Kingdom," pp. 13-14.

## CHAPTER 4: TREATMENT RECOMMENDATIONS

In accordance with NPS policy, the CLR serves as the primary supporting document to guide the treatment of a cultural landscape and is required before major intervention. Chapter 4 integrates the findings of the three previous chapters into a treatment strategy for the Glen Haven Village Historic District. This chapter discusses treatment alternatives and implications, outlines a treatment philosophy and approach, and provides guidelines for site rehabilitation - the recommended treatment. The overall goal is to reinforce the National Park Service's tradition of providing a philosophical basis for the responsible stewardship of cultural landscapes as outlined in *National Park Service Cultural Resource Management Guideline* (1997) and *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* (1996).

Recommendations included in this report were developed concurrently with schematic design alternatives under development by SmithGroup of Chicago, Illinois.

### TREATMENT ALTERNATIVES AND IMPLICATIONS

*The Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for the Treatment of Cultural Landscapes* identifies four possible treatments for historic landscapes: preservation, rehabilitation, restoration, and reconstruction. A definition and implications for each treatment are summarized below.

**Preservation:** *Sustaining the existing form, integrity, and materials of a property.* This approach prescribes the maintenance and repair of the Glen Haven Village Historic District landscape features in their current condition. It would allow the limited replacement of existing features in kind, yet would not permit removal of non-historic features, re-creation of missing historic features, or the addition of new features deemed necessary for the continued use of the landscape. Preservation would not allow re-creation of missing features, such as boardwalks, gasoline pumps, and other features extant c. 1925-1931, or construction of new features such as parking lots or interpretive signs, therefore it is not a recommended treatment for the Glen Haven Village Historic District.

**Restoration:** *Accurately depicting the form, features, and character of a property as it appeared during a particular period.*

This approach would require depiction of the Glen Haven Village Historic District at a certain date or period of time, such as 1931, the end of the period of significance as defined by the 1989 National Register Documentation. It would require removal of post-1931 features, including the Dean and Wickland houses,

and re-creation of missing c. 1925-1931 features, including buildings, structures, fencelines, trails, etc. Therefore, restoration is not a recommended treatment for the Glen Haven Village Historic District.

**Rehabilitation:** *Compatible use of a property through repair, alterations, and additions while preserving significant historical features.*

This approach would allow changes which improve the utility or function of the Glen Haven Village Historic District while preserving those portions or features that are important in defining its significance. It would allow the replacement of existing features in kind or a suitable substitute, removal of non-historic features, re-creation of significant missing historic features, and the addition of new features deemed necessary for the continued use of the landscape. Under this treatment alternative, select historic features could be re-created, compatible non-historic features could be retained, and new features necessary for park operation could be added. Actions could include reconstructing sections of historic boardwalks, retaining non-historic features that contribute to the character of the historic district, and construction of new parking areas.

**Reconstruction:** *Depicting, by means of new construction, the form, features, and detailing of a non-surviving site, landscape, building, structure, or object at a specific period of time and in its historic location.*

This approach would be appropriate if the Glen Haven Village Historic District landscape had been destroyed or if the pre-1857 landscape was determined so significant that its re-creation, which would necessitate removal of all post 1857 features, was critical to the interpretive mission of the park. Reconstruction is a rarely selected treatment alternative and is not applicable to the Glen Haven Village Historic District.

## **RECOMMENDED TREATMENT**

Based on consultation with park staff and a review of the 1979 General Management Plan (GMP), rehabilitation is the preferred treatment for the Glen Haven Village Historic District. Although not clearly defined as rehabilitation, the GMP recommended actions are consistent with the current NPS definition of rehabilitation. The GMP stated “the village atmosphere will be maintained . . . by adapting key structures for visitor use and managerial functions.”

## **TREATMENT APPROACH**

The Glen Haven Village Historic District will be treated and managed to reflect the village landscape c. 1925-1931, the end of the period of significance (1857-1931). While significant features attributed to this period remain, the historic

district has a diminished sense of the village atmosphere. Changes include a loss of activity typically associated with the village during the period of significance (commerce, lumbering, shipping, residential use, etc.) and a loss of landscape features associated with these activities. The focus of this report is on the landscape. Selectively reintroducing c. 1925-1931 features into the landscape will enrich the feeling of the historic landscape and will also supplement interpretation of village activity. Suggested additions are based on several criteria, including landscape character, visitor services, and maintenance requirements.

## **TREATMENT GUIDELINES**

The treatment guidelines described below are intended to guide rehabilitation of the Glen Haven Village Historic District. A treatment plan (Drawing 4) and a summary of treatment recommendations for existing features (Table 1) are included at the end of the chapter. Table 1 is organized according to Facilities Management System Software (FMSS) hierarchy. The table includes List of Classified Structure (LCS) numbers, National Register of Historic Places significance evaluation, and an evaluation of significance as determined in Chapter 3. Recommendations are also included for additional listings on the LCS and the National Register. Feature names on the chart are consistent with names used in the CLR. These names are not necessarily the same feature names used in FMSS, on the LCS, or in National Register documentation.

## **TOPOGRAPHY AND HYDROLOGY**

### **Maintain site topography and hydrology**

Overall site topography and hydrology remain similar to conditions present c. 1925-1931. Significant off-site topographic and hydrological features that influenced the development of Glen Haven also remain including the Sleeping Bear Dune and the Sleeping Bear Bay.

Future site construction and drainage improvements within the historic district should respect extant topography and hydrology. Minimize site erosion and sediment deposits by use of non-destructive construction and maintenance methods.

## **SPATIAL ORGANIZATION**

### **Maintain spatial organization**

The basic c. 1925-1931 linear spatial organization remains, although it is somewhat altered by the loss of buildings and other landscape features. Future site construction should respect extant spatial organization. If new building construction is necessary for park operation, consider matching the scale and location of missing

c. 1925-1931 buildings. Construction of this type would reinforce the site's historic spatial organization (see also New building construction, p. 110).

## **CIRCULATION**

### **Retain Glen Haven Road**

Glen Haven Road (M-209) contributes to the significance of the historic district. Retain the current road width of approximately 25 feet. Although the road's asphalt surface detracts from the character of the historic district, it provides a smooth and reliable driving surface for park visitors and for local residents who drive through the historic district to their houses along Sleeping Bear Drive. As such, the asphalt surface should be retained. Glen Haven Road is owned by the State of Michigan and maintained by Leelanau County.

### **Retain D.H. Day Campground Road**

The D.H. Day Campground Road contributes to the significance of the historic district. Retain the road's earthen surface. D.H. Day Campground is owned and maintained by Leelanau County.

### **Retain the narrow-gauge railroad track bed**

The railroad track bed dates to 1907. Retain the narrow-gauge railroad track bed and consider re-using all or part of the bed as a pedestrian trail, if feasible. The railroad track bed connects the D.H. Day sawmill site on Little Glen Lake to Glen Haven.

### **Retain Sleeping Bear Drive**

While it is not certain, it is probable that Sleeping Bear Drive dates to c. 1931. The road was constructed to provide access to the U.S. Coast Guard Station, relocated in 1931 from its original site on Sleeping Bear Point to just west of Glen Haven. Retain the current road width of approximately 22 feet. Although the road's asphalt surface detracts from the character of the historic district, it provides a smooth and reliable driving surface for park visitors and for local residents who own houses along Sleeping Bear Drive. As such, the asphalt surface should be retained. Sleeping Bear Drive is owned and maintained by Leelanau County.

### **Retain Birch Lane**

Louis Warnes constructed Birch Lane to provide access for the dunesmobiles returning from Sleeping Bear Dune. The lane may share partial alignment with an earlier trail to the U.S. Coast Guard Station (missing). Although a non-contributing feature, Birch Lane does not detract from the character of the historic district. Retain Birch Lane unless obliteration is necessary to inhibit growth of invasive species, or removal is required for park development. Consider adapting all or a part of Birch Lane for pedestrian access, if expanded circulation is necessary for

park operation. Document (map and photograph) Birch Lane within the recommended historic district boundary, if removal or alteration is necessary.

**Retain circle drive around Glen Haven Canning Company**

The circle drive dates to at least 1943, and possibly dates to the period of significance (1864-1931). It is currently used by locals and tourists as a parking area for the beach. Retain the circle drive unless removal is necessary for park development or operations. Consider adapting the circle drive as a pedestrian way if parking adjacent to the Glen Haven Canning Company is removed. Document (map and photograph) the circle drive if removal or alteration is necessary. A report being prepared by SmithGroup concurrently with this CLR is examining the use of existing parking areas and potential new parking areas locations.

**Reduce or relocate the NPS parking area behind the D.H. Day Store**

The area behind the D.H. Day Store included a parking area as early as 1949. Its c. 1940s use was probably associated with the Warnes' dune ride business. In c. 1925-1931, the Day family played croquet and "clock golf" in this general area, which was maintained as a groomed lawn (see also Maintained lawn, p. 112). Reduce or relocate the parking area so that the lawn could better reflect its c. 1925-1931 appearance. Retain the earthen surface of remaining parking area. A report being prepared by SmithGroup concurrently with this CLR is examining the use of existing parking areas and potential new parking areas locations.

**Retain and maintain the trail to the curling rink and tennis court**

The trail to the curling rink and tennis court dates to at least 1949. Although it may not date to c. 1925-1931, the trail does not detract from the character of the historic district. Retain the earthen and mowed lawn trail to the curling rink ruins and tennis court.

**Reconstruct a section of the boardwalk to the Glen Haven School**

Day family members remember walking to school along a boardwalk constructed on the east side of the Glen Haven Road. Only remnants of the boardwalk remained by the 1940s. Reconstruct a section of the boardwalk between the D.H. Day Store and the Bumgardner house. To match the character of the historic boardwalk, place 2 to 6" wide by 4' long planks side-by-side, perpendicular to the road. Select a native species wood appropriate for boardwalk construction, such as hemlock used for the original boardwalk. A reconstructed boardwalk would contribute to the character of the historic district and provide safe visitor access. A report being prepared by SmithGroup concurrently with this CLR is examining possible pedestrian routes within the village, including boardwalks.

**Construct a boardwalk on the west side of Glen Haven Road**

A boardwalk is depicted in front of the Sleeping Bear Inn in c. 1893 to 1930 photographs. Another photograph (pre-1925) boardwalk extending about one hundred

feet south of the Sleeping Bear Inn garage, along Glen Haven Road. Boardwalks in both these locations may also be depicted on the map “Final Plans, June 25, 1929” (see Figure 9). Consider constructing a boardwalk from the northern edge of the Sleeping Bear Inn to about 100 feet south of the Sleeping Bear Inn garage, to provide safe visitor access along the west side of the road. Boardwalk construction should be similar to construction of the *boardwalk leading to the Glen Haven School* (see above). Although it is not known for certain that a consistent length of boardwalk extended between these two points c. 1925-1931, evidence suggests that boardwalks existed in these areas during the period of significance. If future development requires additional pedestrian access, consider extending the boardwalk further than one hundred feet from the Sleeping Bear Inn garage. While not a known historic location, as a typical type of circulation feature extant c. 1925-1931, the boardwalk would contribute to the character of the historic district and provide safe visitor access. A report being prepared by SmithGroup concurrently with this CLR is examining possible pedestrian routes within the village, including boardwalks.

**Construct a boardwalk in front of the generator building and the D.H. Day garage**

A boardwalk in front of the generator building and the D.H. Day garage is possibly depicted on the map “Final Plans, June 25, 1929” (see Figure 9). Consider constructing a boardwalk in front of the generator building and the D.H. Day garage, and possibly extending it further to the Glen Haven Canning Company. Boardwalk construction should be similar to construction of the *boardwalk leading to the Glen Haven School* (see above). Although there is no evidence that a boardwalk extended further than the D.H. Day garage, as a typical type of circulation feature extant c. 1925-1931, the boardwalk would contribute to the character of the historic district and provide safe visitor access between the D.H. Day Store and the adjunct to the Life-Saving and Early Coast Guard Museum, located in the Glen Haven Canning Company building.

**Retain and maintain wooden walkways in front of the D.H. Day garage and blacksmith shop**

Although it is not known if wooden walkways ever historically existed in these locations, as typical c. 1925-1931 feature types the NPS walkways contribute to the character of the historic district and provide safe visitor access.

**Construct an uncovered wooden porch at the front of the Bumgardner house**

Historic photographs c. late 1800s to 1930s depict uncovered wooden porches in front of the D.H. Day Store (replaced with concrete c. 1920s) and several unidentified village residences. While it is not known for certain an uncovered wooden porch stood in front of the Bumgardner house, existing conditions indicate some type of landing or porch would have been at the front door. Currently the front door opens directly to lawn. Constructing a wooden porch across the front

facade of the Bumgardner house (approximately 5' x 15') would contribute to the character of the historic district and would provide a safer approach to the front door. Porch construction should be similar to construction of the *boardwalk leading to the Glen Haven School* (see above).

**Retain and maintain the concrete porch in front of the D.H. Day Store**

A concrete porch in front of the D.H. Day Store (c. 1920s) replaced an original wooden porch. The extant concrete porch is an NPS replacement of the c. 1920s concrete porch. Although a non-contributing feature, the porch contributes to the character of the historic district, and as such, should be retained. Consider removing the yellow striping along the edge of the porch and the step-down, which detracts from the character of the historic district.

**Retain the concrete sidewalks on the south side of the D.H. Day Store**

The concrete sidewalks on the south side of the D.H. Day Store are an NPS replacement of an earlier concrete sidewalks. The current alignment matches only a portion of the sidewalk extant c. 1930s. Although non-contributing, the sidewalk and associated ramp provide pedestrian access to the front, side, and second floor stairway of the D.H. Day Store, and as such, should be retained.

**Retain and maintain the concrete sidewalks around the Sleeping Bear Inn**

The concrete sidewalks around the Sleeping Bear Inn were probably constructed during, or soon after, the inn was restored in 1928. Retain and maintain the sidewalks. If the sidewalks become hazardous and replacement is necessary, new construction should match the layout and dimensions of extant sidewalks.

**Retain and maintain the concrete sidewalk in front of the Day house leading to the boardwalk**

The sidewalk in front of the Day house which originally led to the boardwalk was built c. 1929 – 1940, based on historic photographs. Although possibly a non-contributing feature, the sidewalk does not detract from the character of the historic district. If further research indicates the sidewalk post-dates 1931, consider replacing with a wooden walkway. Otherwise, retain and maintain the concrete sidewalk unless it becomes hazardous or its removal is necessary for park operation.

**Retain the concrete sidewalk in front of the Day house leading to the Day house garage**

The sidewalk in front of the Day house leading to the Day house garage dates to 1941 or later, based on its association with the former post office/tack shop, moved onto the property and converted into the one-car garage in 1941. Although a non-contributing feature, the sidewalk does not detract from the character of the historic district. Retain the concrete sidewalk unless it becomes hazardous or its removal is necessary for park operation.

**Retain concrete sidewalks in front of the Dean and Wickland houses**

Both concrete sidewalks are associated with residences constructed after 1931. Although a non-contributing feature, the sidewalks do not detract from the character of the historic district. Retain the sidewalks unless they become hazardous, their removal is necessary for park operation, or their associated buildings are removed.

**Retain the Day house driveway**

The Day house driveway dates to 1941 or later, based on its association with the former post office/tack shop, moved onto the property and converted into the one-car garage in 1941. Although a non-contributing feature, the driveway does not detract from the character of the historic district. Retain the driveway as long as vehicular access to the Day house garage is needed.

**Retain the Bumgardner house driveway**

The Bumgardner house driveway was probably constructed to access a mobile home which stood in back of the Bumgardner house. Although probably a non-contributing feature, the driveway does not detract from the character of the historic district. Retain the driveway as long as vehicular access to the back of the Bumgardner house is needed.

**BUILDINGS****Retain and rehabilitate historic buildings**

The National Register documentation for the Glen Haven Village Historic District identifies eleven buildings that contribute to the significance of the historic district: Sleeping Bear Inn, Sleeping Bear Inn garage, D.H. Day Store, blacksmith shop, generator building, D.H. garage, Glen Haven Canning Company, Day house (also included the Day House garage, see below), Warner house, Bumgardner house, and Rude house. Retain these buildings and rehabilitate them as recommended in completed historic structures reports (Sleeping Bear Inn, 1996 and Sleeping Bear Inn, 1996) or based on research compliant with current historic structures reports guidelines, as specified in the NPS *Cultural Resources Management Guideline*.

**Retain and rehabilitate Glen Haven Canning Company outhouse**

Although the age of the outhouse is unknown, it is of a style typically found within the village c. 1925-1931. As such, the outhouse contributes to the character of the historic district. The outhouse is currently stored off site. Once proposed grading around the Glen Haven Canning Company building is complete, the outhouse should be returned to its historic location. Rehabilitation of the building should be based on research compliant with current historic structures reports guidelines, as specified in the NPS *Cultural Resources Management Guideline*.

**Retain and maintain the Day house garage**

The Day house garage originally served as the village tack shop, then later the Glen Haven Post Office. In 1941 the building was moved from its original location (adjacent to the blacksmith shop) onto the Day house property and converted into a one-car garage. Recently renovated, the building continues to serve as a garage. If future park goals include interpretation of the garage as the post office (use during historic period), consider relocating the garage to its original location and rehabilitating the building to reflect its earlier appearance. Rehabilitation should be based on research compliant with current historic structures reports guidelines, as specified in the NPS *Cultural Resources Management Guideline*.

**Retain and maintain post-1931 residential buildings**

Three extant residential buildings post date 1931: the Wickland house (1947), the Rude house garage (1947), and the Dean house (1953). Although not extant in 1931, the three residential buildings do not detract from the overall architectural unity of the village; their form and scale are generally compatible with existing historic buildings. Somewhat visually detracting is their more contemporary architecture and the c. 1940s-1950s asbestos exterior siding on both the Wickland and Dean houses.

The locations of the buildings also generally contribute to the village's linear spatial organization in that all border the west side of Glen Haven Road and their set back is typical of the historic buildings lining the road. The location of the Wickland house is in the same general location of the missing B. Lavance house (extant c. 1925-1931), further contributing to the village's historic spatial organization. The Dean house and Rude garage, however, are located where no historic buildings stood, somewhat detracting from the village's historic

Retain and maintain the post-1931 residential buildings unless a less costly means of effectively and appropriately conveying the village's spatial organization can be implemented, or if their removal is necessary for park development. If a decision is made to retain only one of the houses, consider retaining the Wickland house for the reasons stated above

**Retain and maintain the LDRO fire cache garage**

The LDRO fire cache garage was constructed in 1969 to shelter dunesmobiles. The garage serves an important park function, and as such, it should be retained until no longer needed for park operation.

**New building construction**

If new construction is necessary for park operation, building should be compatible with the character of the historic district. If extant buildings can not be adapted for required use, consider replicating the scale and location of a missing building (see also Spatial Organization, p. 105).

## STRUCTURES

### **Support protection of the Glen Haven dock pilings**

Dock construction dates to 1865. A second dock was constructed c. 1893, after the first dock collapsed. A subsequent, much smaller, dock was built after-1931 and survived into the 1950s. The location of the dock is marked by rows of timber pilings in Sleeping Bear Bay. The pilings are located within the Manitou Passage State Underwater Preserve. The State of Michigan is responsible for their preservation.

### **Retain and rehabilitate the Vessel Aloha**

The *Vessel Aloha* dates to the 1930s. Although a non-contributing feature, as a typical type of boat that may have moored at the Glen Haven dock, or have been constructed on or near the Glen Haven shoreline, the vessel contributes to the character of the historic district, and as such, should be retained. Consider relocating the vessel, as it is currently located on a site identified by Day family members as the location of a cider mill extant c. 1925-1931. Rehabilitation of the *Vessel Aloha* is scheduled to commence in the near future.

### **Retain and maintain the tennis court**

Constructed by the early 1900s, the court originally had a lawn surface. By 1928 the court surface was re-surfaced with concrete slabs. Maintain the tennis court by periodically removing encroaching vegetation and vegetation growing within the concrete expansion joints. If future park goals include expanding interpretation of the tennis court, consider reconstructing the court net and perimeter fencing.

### **Retain automobiles and trucks within the historic district**

Although non-contributing features, motorized vehicles have been a typical feature type within the village since the 1920s. Maintaining limited motor vehicular entry into the village is appropriate, as it contributes to the character of the active village during the period of significance. Prohibiting all vehicles from entering the village creates a quieter, more pedestrian landscape than present in 1931. Limiting the number of vehicles may be necessary for visitor safety and park operation.

## VEGETATION

### **Retain and maintain rows of black locust trees**

Rows of black locust trees lining Glen Haven Road were planted within the historic district c. late 1800 - early 1900s. In 1931, approximately forty-nine trees stood in two rows along Glen Haven Road: twenty-nine trees along the west side of the road and about twenty along the east side of the road. There may have been a second, much shorter row on the east side of the road, close to the D.H. Day store and on the same side of the road (closer to the road).

Only thirty-four trees remain, most along the west side of the road. Two trees in front of the Day house have been topped; only their trunks remain. A portion of the shorter row on the east side of the road is also extant. Retain and maintain the rows of black locust trees.

To maintain the mature black locust trees: <sup>1</sup>

1. Maintain the trees' equilibrium with their environment Do not disturb the tree's growth environment, even by seemingly helpful techniques such as applying water or fertilizer. Surviving trees have adapted to their somewhat harsh environment.
2. Minimize site disturbances Protect tree roots from soil disturbance (digging, etc.) and soil compaction (excessive foot traffic, automobile parking, etc.).
3. Protect trees from locust borers Recommend using a soil drench, such as Merit.
4. Use "target pruning" practices (see also Appendix A) Remove only dead wood. Removal of live wood can damage mature trees.

#### **Retain scattered black locust trees**

Historic photographs and Day family recollections indicate there were scattered black locust trees within the village c. 1925-1931. The size of extant trees indicates some may be of the same age as the rows of black locust trees along the road. Retain mature black locust trees within the historic district. If tree removal is necessary, retention priority should be given to mature trees of similar caliper (and age) to trees located within the rows of black locust trees.

#### **Manage forest**

Forested areas bordered the historic district c. 1925-1931. Historic photographs indicate forest cover was heavier east of the historic district than to the west. The earliest aerial photograph obtained dates to 1943 (Appendix A), twelve years after the period of significance (1857-1931). This photograph appears to depict less tree growth east of the village than is extant today. The aggressive reproductive habit of black locust trees, introduced within the village by the early 1900s, may account for increased tree cover. Manage forest cover to maintain extant condition, or to lessen forest cover somewhat, especially west of the historic district. Removal of black locust trees outside the historic district and smaller trees that have self-seeded within the historic district would be appropriate (see additional black locust recommendations above).

**Maintain lawn around residential buildings, the Sleeping Bear Inn, and the picnic area**

Currently maintained lawn areas are believed to reflect the general character of lawn areas in c. 1925-1931. Because lawn mower technology was not as precise or as easy to operate c. 1925-1931, lawn maintenance may have occurred less regularly. In lower use areas, consider cutting the grass slightly higher than current practice, or mowing less frequently.

**Retain ornamental shrubs and flowers associated with c. 1931 buildings**

Historic photographs and Day family recollections indicate there were small gardens within the historic district. Unfortunately, the locations depicted in most of the historic photographs are unknown, and the known locations of garden flowers during the historic period do not support flowers today. Existing ornamentals include several mature lilac bushes associated with buildings extant in 1931. Other ornamentals possibly dating to c. 1925-1931 include daffodils on the site of an unidentified building (south of blacksmith shop) depicted on the map “Final Plans, June 25, 1929” (see Figure 9) and a mature viburnum in back of the Rude house. Although possibly non-contributing features, the ornamental shrubs and flowers do not detract from the character of the historic district, and as such, should be retained unless their removal is necessary for park operation. (see also, Dutchman’s pipe vine, below).

**Retain and maintain the Dutchman’s pipe vine**

The Dutchman’s pipe vine was planted at the southwest corner of the D.H. Day Store by the early 1910s. Suggested maintenance for the mature, dense vine includes rejuvenation pruning in the spring, before vines leaf out. Select two or three main branches and tie to support. Cut the top of these vines at a desired length to ensure they do not grow onto a down spout, window shutter, etc. Remove non-tied branches by cutting at the base and slowly pull them out, like you are unraveling a braided rug or woven fabric. Do not take too many vines the first year. If branches are larger than one inch thick, tie five instead of just two or three together. More can be removed the following year.<sup>2</sup>

**Retain ornamental shrubs and flowers associated with post- 1931 buildings**

Ornamental plantings associated with both the Wickland house and the Dean house, both constructed in 1947, would post-date c. 1925-1931. Although non-contributing features, the ornamental shrubs and flowers do not detract from the character of the historic district. Retain ornamental shrubs and flowers associated with post-1931 buildings, unless their removal is necessary for park operation, or their associated buildings are removed. (see also, Blue spruce and Norway maple cultivar, below).

**Retain the blue spruce on the knoll**

Marion (Day) Warnes planted the blue spruce on the knoll between the D.H. Day Store and the Day house in 1989, the one-hundredth anniversary of her parent's marriage. The top of the tree was lost in a lightning strike. Although a non-contributing feature, the tree does not detract from the character of the historic district. Retain the blue spruce unless a decision is agreed upon is made between the park and the Day family to replace the damaged tree or unless its removal is necessary for park operations. A recommended replacement tree would be either another blue spruce or a native evergreen tree with limb structure appropriate for Christmas lights.

**Retain Norway maple cultivar in back of the Day house**

Pat (Day) Bennett planted the Norway maple cultivar (deep purple leaves) for her father, Bill Day, c. 1960s. Although a non-contributing feature, the tree does not detract from the character of the historic district. Retain the Norway maple cultivar unless its removal is necessary for park operation.

**Retain mature fruit trees**

The location and number of fruit trees extant in the historic district c. 1925-1931 is unknown. A mature sugar plum is located along an old fence line in back of and mid-way between the Day house and the blacksmith shop. The size of the trees indicates they may have been extant c. 1925-1931. Although the trees may not date to c. 1925-1931, they do not detract from the character of the historic district. Retain the sugar plum tree and any additional mature fruit trees located within the historic district, unless their removal is necessary for park operation.

**SMALL SCALE FEATURES****Retain and maintain the U.S. Weather Bureau storm signal tower**

The U.S. Weather Bureau storm signal tower is the same or similar as a signal tower depicted on the Glen Haven dock, c. 1920s. Additional photographs taken prior to 1928 show the same style signal tower on land, at an unknown location within the village. The move probably occurred after discontinuation of the Glen Haven dock as a U.S. Weather Bureau Storm Signal Station, date unknown. The current location of the signal tower is not the same as depicted in the pre-1928 photographs, although Day family members do not remember the tower in a different location. Its possible two signal towers once stood in the village and the missing tower is depicted in the pre-1928 photographs. Retain and maintain the U.S. Weather Bureau storm signal tower. If further research indicates the extant signal tower stood at a different location c. 1925-1931, consider relocating the tower.

**Exhibit c. 1925-1931 features in front of the D.H. Day Store**

In addition to the two gasoline pumps (see below) that stood in front of the D.H. Day Store c. 1925-1931, several other automobile service items would have typically been found on or near the porch. These include an oil can display and a watering can for automobile radiators. Other store related items would have included a public telephone sign, advertising signs, wooden boxes, and crates. Features such as these displayed in front of the store would contribute to the character of the historic district.

**Retain and maintain gasoline pumps**

A progression of gasoline pumps stood in front of the D.H. Day, the earliest installed c. 1920s. In 2005, the NPS installed a gasoline pump obtained from North Manitou Island in front of the store in the same general location as a pump stood c. 1925-1931. The pump is the same style (but different model) than pumps appearing in a c. 1931 photograph. The park has acquired a second pump from North Manitou Island which will also be installed in front of the store. Although non-contributing features, the two gasoline pumps contribute to the character of the historic district.

**Reconstruct select fences and gates**

Several fence and gate locations c. 1925-1931 have been identified by Day family members and are depicted on the map “Final Plans, June 25, 1929” (see Figure 9). Consider reconstructing select fences and gates, such as a board and wire fence that stood between the D.H. Day Store and the blacksmith shop, running parallel to and just east of the boardwalk. Reconstructed fencelines would contribute to the character of the historic district.

**Re-introduce stone borders**

Historic photographs c. 1920s-1940s depict stone borders along the foundation of a house, surrounding ornamental plantings, and edging the lawn in front of the Sleeping Bear Inn. While the exact location of stone border in the village c. 1925-1931 is unknown, re-introducing stone borders in select locations would contribute to the character of the historic district.

**Re-introduce select small-scale residential features**

In addition to the stone borders, typical small scale features associated with residences included hand pumps, wood piles, rain barrels, laundry tubs, chicken pens, bikes, and fish net drying racks. Reintroducing these feature types into the landscape would contribute to the character of the historic district. Priority should be given to features visible from Glen Haven Road (e.g. front and side lawns) and features requiring minimal maintenance.

**Re-introduce select small scale lumbering, maritime, and cannery features**

Although by 1925 the sawmill had been closed two years, it is probable that small-scale features related to the lumbering operation would still have been found within the village. Features might have included lumber stacks; cordwood stacks; hemlock bark stacks; big wheels; logging sled; train; switch; speeder handcar; logging wagons; lumber carts; and logging road building and maintenance equipment such as horse drawn scrapers and graders, and water wagons. Metal equipment necessary for the operation of the sawmill may also have surrounded the blacksmith shop, abandoned after the shop ceased operation in the mid-1920s.

Maritime features in the village would have included small fishing boats located near the beach and in residential yards. Additional features such as large ship hardware (anchors, capstans, cleats, cables, rope, and chain), shipping crages, steamer trunks, carats, dollies, farm produce to be shipped - especially wagon loads of potatoes would also have been found on the dock, however, absence of the dock prohibits reintroduction of these items.

Features located around with the Glen Haven Canning Company would have included boxes of canned cherries.

Reintroducing select small scale lumbering, maritime, and cannery features would contribute to the character of the landscape.

**Retain and maintain lightning rods**

Four lightning rods with decorative glass balls are depicted in a c. 1930s photograph on the ridgeline of the Sleeping Bear Inn. They may have been installed on the roof during the 1928 renovation of the inn. The lightning rods were recently removed during repair of the roof and are scheduled to be re-attached. Retain and maintain the lightning rods. If further research indicates lightning rods existed on the roofs of additional buildings c. 1925-1931, consider installing antique or reproduction lightning rods with decorative balls on these buildings.

**Re-introduce hammocks and/or outdoor seating**

Historic photographs c. 1910 to 1930s depict several hammock styles. Two of the photographs were taken in back of the D.H. Day Store. Several styles of outdoor benches and chairs are also depicted in photographs from the same period. These include a simple wooden bench, an elaborate iron bench, and several styles of folding lawn chairs. All of the benches and chairs depicted in the photographs were located adjacent to the Sleeping Bear Inn and the D.H. Day Store. Re-introducing hammocks and/or outdoor seating into the landscapes, especially adjacent to the Sleeping Bear Inn and the D.H. Day Store, would contribute to the character of the landscape and would also provide seating areas for visitors.

**Retain and maintain c.1920s-1940s utility poles and lines**

A line of utility poles extended from Glen Haven to the original location of the U.S. Coast Guard Station. Four of the poles are extant today. Shifting sands have buried the remainder of the poles. One of the poles (closest to Glen Haven Road) is of a newer style, probably installed c. 1940s. The remaining three are typical of utility poles depicted in c. 1920s Glen Haven photographs. All four poles are of a similar height (approximately 30') and each include (or included) glass insulators. Only the c. 1940s pole is located within the historic district. Although the c. 1940s pole may be a non-contributing feature, it does not detract from the character of the landscape. Remove invasive vegetation from the poles and the lines.

**Contemporary utility poles and lines treatment options**

Twenty-one contemporary utility poles line the eastern side of Glen Haven Road (M-209) from the D.H. Day garage to the intersection of Glen Haven Road and M-109 and the south side of Sleeping Bear Drive, between the Sleeping Bear Inn and the Maritime Museum (U.S. Coast Guard Station, 1931 location). The contemporary poles probably date to c. 1970s. The contemporary poles are about 50' tall, significantly taller than utility poles extant in the village c. 1925-1931. Several treatment options are possible.

1. Retain contemporary utility poles and lines. Although the contemporary utility poles are non-contributing features and their scale is incompatible with the historic district, their presence is appropriate. Utility poles in Glen Haven date to 1881, when D.H. Day funded installation of a telegraph line.
2. Remove contemporary utility poles and bury utility lines underground. The contemporary utility poles are non-contributing features, and as such, removing them would not affect the significance of the historic district. However, their removal would take away a typical feature type associated with the village. Burying the utility lines underground would require section 106 (archeology), and soil disturbance could adversely affect the row of black locust trees.
3. Replace contemporary poles and lines with poles more compatible with the historic district. Consider replacing existing poles, especially within the historic district, with poles of a more compatible scale to c. 1925-1931 poles.

**Remove non-functioning mailboxes along Glen Haven Road**

Until the mid-1930s, mail would have been delivered to the Glen Haven Post Office located adjacent to the blacksmith shop. Mailbox use probably commenced when the post office closed in 1936. Although non-contributing features, some of the mail boxes are still necessary for postal deliveries, and as such, should be retained. Remove non-functioning mailboxes.

**Retain the concrete block pillar on the Day house property**

Bill Day constructed the concrete block pillar to support one of two lights that originally stood at the entrance to the road leading to the Day Forest golf course (on land originally owned by D.H. Day). The light is missing. Although a non-contributing feature, the pillar does not detract from the character of the landscape. Retain the concrete block pillar, unless its removal is necessary for park operation. Relocating and reinstalling the original light fixture on top of the pillar would significantly improve the integrity of the feature.

**Retain the Novotny steam boiler**

The NPS purchased the steam boiler from the Novotny Sawmill and located it adjacent to the blacksmith shop for interpretive purposes. Although a non-contributing feature, the boiler is typical of metal machinery that would have been located outside the blacksmith shop for use as spare parts or awaiting repair, and as such, contributes to the character of the historic district. It is also typical of the type of steam boiler that would have provided power for the D.H. Day's sawmill on Little Glen Lake. Retain the boiler in its current location or consider moving it to an equally suitable location, such as the site of the D.H. Day Sawmill on Little Glen Lake.

**ARCHEOLOGICAL SITES****Protect archeological sites**

Three archeological sites are identified as part of this report: the curling rink ruin (not within the historic district), the sawmill site, and a dump site located within the narrow-gauge railroad track bed in back of the Sleeping Bear Inn. Both the curling rink ruin and the sawmill sites date prior to 1931. The dump site may date to 1931. Articles in the dump (blue fruit jars, tin cans, crockery, etc.) are typical of items extant c. 1930s. Protect all known the archeological sites within the historic district, including the three identified in this report. If further research indicates the dump site post-dates 1931, and its removal is necessary for park operation (such as a pedestrian trail along the railroad corridor), consult an archeologist to determine the significance of the archeological site. If determined to be a significant site, explore options to mitigate impact, such as documenting contents of the dump prior to removal.<sup>3</sup>

**ENDNOTES**

<sup>1</sup> Maintenance recommendations for the black locust trees provided by Charlie Pepper, Deputy Director, Olmsted Center for Landscape Preservation.

<sup>2</sup> Maintenance recommendations provided by Mona McKindley, Lead Gardner, Olmsted, Longfellow, and John F. Kennedy National Historic Sites.

<sup>3</sup> Recommendations specific to the dump site provided by Jeff Richer, Archeologist, Midwest Archeological Center.



Cultural Landscape Report

Glen Haven Village  
Historic District  
Sleeping Bear Dunes National  
Lakeshore

Drawing 4: Treatment Plan



National Park Service  
Olmsted Center for Landscape Preservation  
www.nps.gov/oclp

- SOURCES**
- 1. Historic American Buildings Survey CAD drawing, 1990.
  - 2. Field Survey, 2006

**DRAWN BY**  
Deborah Dietrich-Smith, OCLP.  
Adobe Illustrator 10

- LEGEND**
- Trees and Shrubs
  - Forest
  - Grass
  - Maintained Lawn
  - Sand
  - Water
  - Pavement
  - Wood
  - Building

**NOTE**  
Retain and rehabilitate all buildings except as noted.

**SCALE**  
Approximate Scale:  
SCALE IN FEET

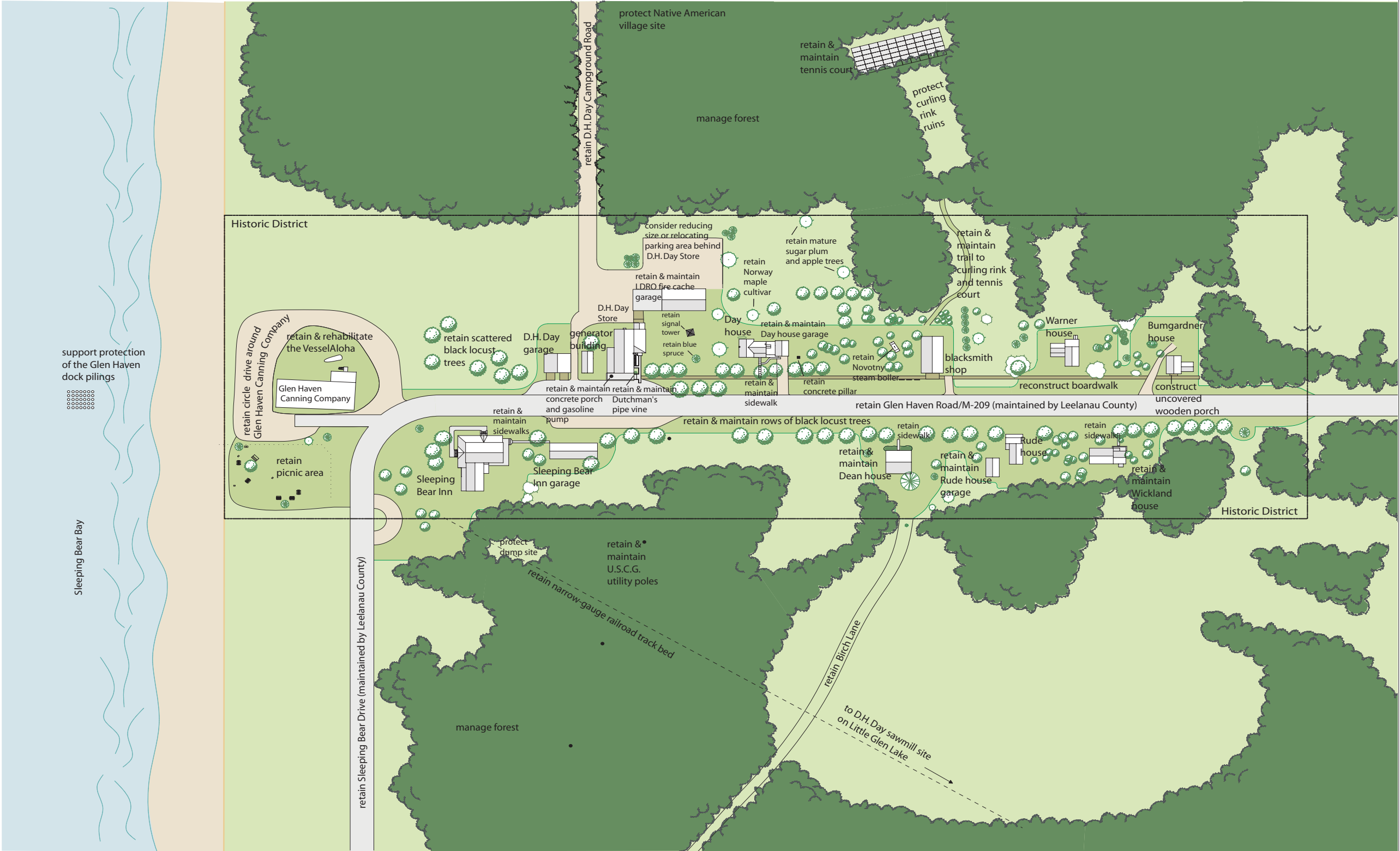




Table 1: Table of Landscape Features within the Glen Haven Historic District

FMSS ASSET	FMSS ASSET CODE	FMSS LOC. ASSET NO.	FEATURE	FMSS FEATURE EQUIP. NO.	LCS NO.	NR Significance Evaluation	CLR Significance Evaluation	Within Historic District	Notes	Treatment Recommendation  (See Treatment Guidelines more detail, and for missing features recommendations.)
Glen Haven grounds	3100	39066	<i>Vessel Aloha</i>	39563	Add to LCS		Non-contributing	Yes	The <i>Vessel Aloha</i> contributes to the character of the historic district.	retain and rehabilitate
Glen Haven grounds	3100	39066	rows of black locust trees	47010		Add to NR (Contributing)	Contributing	Yes	Rows of black locusts planted c. turn-of-the twentieth century.	retain and maintain
Glen Haven grounds	3100	39066	scattered black locust trees	--			Undetermined	Yes	Scattered black locusts contribute to the character of the historic district.	retain
Glen Haven grounds			forest				Undetermined	Partially	The forest contributes to the character of the historic district.	manage
Glen Haven grounds	3100	39066	maintained lawn	47011			Undetermined	Yes	Maintained lawns contribute to the character of the historic district.	maintain
Glen Haven grounds	3100	39066	Dutchman's pipe vine	47014		Add to NR (Contributing)	Contributing	Yes	The Dutchman's pipe vine dates to the early 1910s.	retain and maintain
Glen Haven grounds	3100	39066	ornamental trees (see also below)	47015			Undetermined/ Non-contributing	Yes	Ornamental trees do not detract from the character of the historic district.	retain
Glen Haven grounds			blue spruce on knoll				Non-contributing	Yes	The blue spruce does not detract from the character of the historic district.	retain
Glen Haven grounds			Norway maple cultivar behind Day house				Non-contributing	Yes	The Norway maple cultivar does not detract from the character of the historic district.	retain
Glen Haven grounds	3100	39066	ornamental plants	47016			Undetermined Non-contributing	Yes	Ornamental plants do not detract from the character of the historic district.	retain
Glen Haven grounds	3100	39066	fruit trees	47017			Undetermined	Yes	The fruit trees do not detract from the character of the historic district.	retain
Glen Haven grounds	3100	39066	sidewalks (see below)	47018						
Glen Haven grounds			concrete sidewalks on south side of D.H. Day Store				Non-contributing	Yes	Provide pedestrian access to the D.H. Day Store.	retain and maintain
Glen Haven grounds			concrete sidewalks around Sleeping Bear Inn		Add to LCS		Contributing	Yes	Constructed c. 1928	retain and maintain
Glen Haven grounds			concrete sidewalk in front of Day house leading to Day house garage				Non-contributing	Yes		retain
Glen Haven grounds			concrete sidewalk in front of Day house leading to boardwalk				Undetermined	Yes	Sidewalk constructed c. 1929-1940.	retain and maintain
Glen Haven grounds			concrete sidewalks in front of the Dean and Wickland houses				Non-contributing	Yes	The concrete sidewalks in front of the Dean and Wickland houses do not detract from the character of the historic district.	retain
Glen Haven grounds			concrete porch in front of D.H. Day Store				Non-contributing	Yes	Replacement porch contributes to the character of the historic district.	retain and maintain
Glen Haven grounds	3100	39066	tennis court	47019			Potentially Contributing	No	The tennis court dates to the early 1900s.	retain and maintain



FMSS ASSET	FMSS ASSET CODE	FMSS LOC. ASSET NO.	FEATURE	FMSS FEATURE EQUIP. NO.	LCS NO.	NR Significance Evaluation	CLR Significance Evaluation	Within Historic District	Notes	Treatment Recommendation  (See Treatment Guidelines more detail, and for missing features recommendations.)
Glen Haven grounds	3100	39066	curling rink ruins				Potentially Contributing	No	(suggest separating in FMSS feature equipment number 47019)	protect archeological site
Glen Haven grounds	3100	39066	narrow-gauge railroad track bed	47020	023685	Contributing	Contributing	Yes	The narrow-gauge railroad track bed dates to 1907.	retain
Glen Haven grounds	3100	39066	U.S. Weather Bureau storm signal tower	47021	Add to LCS	Contributing	Contributing	Yes	May not be in its c. 1928 location.	retain and maintain
Glen Haven grounds	3100	39066	gasoline pumps		Add to LCS		Non-contributing	Yes	Replacement gasoline pumps contribute to the character of the historic district.	retain and maintain
Glen Haven grounds	3100	39066	concrete block pillar				Non-contributing	Yes	The concrete block pillar does not detract from the character of the historic district.	retain
Glen Haven grounds			mailboxes				Non-contributing	Yes	The mailboxes do not contribute to the character of the historic landscape.	remove non-functioning mailboxes
Glen Haven grounds			lightening rods				Contributing	Yes	First installed on the roof line of the Sleeping Bear Inn c. 1928.	retain and maintain
Glen Haven grounds	3100	39066	Glen Haven dock pilings				Potentially Contributing	No	The first Glen Haven dock was constructed in the 1860s.	support protection
Glen Haven grounds	3100	39066	dump site				Undetermined	Yes	The dump site may date to c. 1931.	protect archeological site
Glen Haven grounds			sawmill site				Contributing	Yes	A sawmill stood on this site by the 1860s.	protect archeological site
Glen Haven grounds	3100	39066	Novotny steam boiler				Non-contributing	Yes	The Novotny steam boiler detracts from the character of the historic district.	remove
Glen Haven grounds	3100	39066	picnic area (picnic tables, waste baskets, etc.)				Non-contributing	Yes	The picnic area provides an important visitor amenity.	retain
Glen Haven grounds			U.S.G.S. utility poles		023689		Undetermined/ Potentially Contributing	Partially	At least three of the four poles were installed prior to 1931.	retain and maintain
Glen Haven grounds			contemporary utility poles				Non-contributing	Partially	The scale of the utility poles detracts from the character of the historic district.	see treatment options
Glen Haven Road, M 209							Contributing	Partially	Owned by State of Michigan, maintained by Leelanau County.	retain
Sleeping Bear Drive							Undetermined	Partially	Owned and maintained by Leelanau County.	retain
D.H. Day Campground Road							Non-contributing	Partially	Owned and maintained by Leelanau County.	retain
Birch Lane							Undetermined	Partially		retain
trail to curling rink and tennis court							Undetermined	Yes	The trail to the curling rink ruins and tennis court does not detract from the character of the historic district.	retain and maintain
parking area behind D.H. Day Store	1300	48295					Non-contributing	Yes	Parking area covers an area maintained as a lawn during the period of significance, where the Day family played croquet and “clock golf.”	consider reducing size or relocating the parking area
circle drive around Glen Haven Canning Company							Undetermined	Yes	The circle drive dates to at least 1943.	retain



FMSS ASSET	FMSS ASSET CODE	FMSS LOC. ASSET NO.	FEATURE	FMSS FEATURE EQUIP. NO.	LCS NO.	NR Significance Evaluation	CLR Significance Evaluation	Within Historic District	Notes	Treatment Recommendation  (See Treatment Guidelines more detail, and for missing features recommendations.)
Bumgardner driveway							Non-contributing	Yes	The Bumgardner driveway does not detract from the character of the historic district.	retain
Day house driveway	4100	27537					Non-contributing	Yes	The Day house driveway does not detract from the character of the historic district.	retain
Glen Haven Canning Company	4100	27538			015142		Contributing	Yes	The Glen Haven Canning Company building was constructed in 1925.	retain and rehabilitate
Glen Haven Canning Company outhouse					023687	Add to NR (significance needs to be determined)	Undetermined	Yes	The Glen Haven Canning Company outhouse contributes to the character of the historic district.	retain and rehabilitate
Sleeping Bear Inn	4100	27539			006020		Contributing	Yes	The Sleeping Bear Inn was constructed c. 1864-1867.	retain and rehabilitate
Sleeping Bear Inn garage	4100	27540			006021		Contributing	Yes	The Sleeping Bear Inn garage was constructed in 1928.	retain and rehabilitate
blacksmith shop	4100	27541			015152		Contributing	Yes	The blacksmith shop was built in the 1860s.	retain and rehabilitate
Rude house	4100	27542			015149		Contributing	Yes	The Rude house was constructed during World War I.	retain and rehabilitate
Rude house garage	4100	52543			072632		Non-contributing	Yes	The Rude house garage does not detract from the character of the village.	retain and maintain
Warner house	4100	27543			015150		Contributing	Yes	The Warner house was constructed c. 1898.	retain and rehabilitate
Bumgardner house	4100	27544			015320		Contributing	Yes	The Bumgardner house was built c. 1890s.	retain and rehabilitate
Dean house	4300	27545			023682		Non-contributing	Yes	The Dean house does not detract from the character of the village.	retain and maintain
Day house ( <i>garage</i> )	4300	86058	William Day House garage		Add to LCS	Add to NR (significance needs to be determined)	Undetermined	Yes	The Day house garage was originally the village paint shop, then the post office. It was moved to its current location in 1941 and converted into a one-car garage.	retain and maintain
Day house	4100	27546			015151	Contributing	Contributing	Yes	The Day house was constructed c. 1890s.	retain and rehabilitate
D.H. Day garage	4100	27547			015319	Contributing	Contributing	Yes	The D.H. Day garage was built in the mid-1910s.	retain and rehabilitate
D.H. Day Store	4100	27548			015317	Contributing	Contributing	Yes	The D.H. Day Store was built in 1865.	retain and rehabilitate
LDRO fire cache garage	4100	27549				Non-contributing	Non-contributing	Yes	The LDRO fire cache garage serves an important park function.	retain and maintain
generator building	4100	39067			015318	Contributing	Contributing	Yes	The generator building was built c. 1910.	retain and rehabilitate
Wickland house	4100	86059			072633	Non-contributing	Non-contributing	Yes	The Wickland house does not detract from the character of the village.	retain and maintain



## BIBLIOGRAPHY

### BOOKS AND PUBLISHED MATERIAL

Illis, David M. *Michigan Postal History: The Post Offices 1805-1986*. Lake Grove, OR: The Depot, 1998.

Haswell, Susan Olsen and Alanen, Arnold R. *A Garden Apart: An Agricultural and Settlement History of Michigan's Sleeping Bear Dunes National Lakeshore Region*. Omaha: National Park Service, 1994.

Hayes, E.L. *Atlas of Leelanau County, Michigan*. Philadelphia: C.O. Titus, 1881.

Karamanski, Theodore. *A Nationalized Lakeshore: The Creation and Administration of Sleeping Bear Dunes National Lakeshore*. Omaha: National Park Service, 2000.

Rader, Robert Dwight. *Beautiful Glen Arbor Township, Facts, Fantasy, & Fotos*. Leelanau County, MI: Village Press, 1977.

Sprague, Elvin L. *Sprague's History of Grand Traverse and Leelanau Counties, Michigan*. Indianapolis: B.F. Bowen, 1903.

Weeks, George. *Sleeping Bear, Yesterday & Today*. The University of Michigan Press and Petoskey Publishing Company, 2005.

### INTERVIEWS

SLBE Interpreter Marie Scott interviews with Ed Winfield, n.d.

SLBE Interpreter Marie Scott interview with Bill Day, c. 1980

Author interview with Pat (Day) Bennett, October 18, 2004

Author interview with David Day III and David Leber, October 19, 2004.

Author interview with Bill Phillips, Bill Rohn, David Leber, and Pat (Day) Bennett, May 17, 2005.

Author interview with Pat (Day) Bennett, December 2005.

### REPORTS AND UNPUBLISHED MATERIALS

Cockrell, Ron. "D.H. Day's Kingdom, A Special History Study of Glen Haven, Village Historic District, Sleeping Bear Dunes National Lakeshore, Michigan." Omaha: National Park Service, 1984.

"Development Concept Plan, Interpretive Prospective, Sleeping Bear Dunes National Lakeshore." Denver: National Park Service, 1992.

SLBE Interpreters, "Timeline for Glen Haven History, Period of Significance 1857-1939."

### **REPOSITORIES**

Leelanau County Register of Deeds  
P.O. Box 595  
Leeland, MI 49654  
(deeds and maps)

Sleeping Bear Dunes National Lakeshore  
9922 Front Street  
Empire, MI 49630  
(library, photograph collection, land records)

Archives of Michigan  
Michigan Historical Center  
717 West Allegan Street  
Lansing, MI 48909  
(Kufta Collection: photographs of Glen Haven, c. 1930s-1940s)

University of Iowa Libraries  
100 Main Library  
Iowa City, Iowa 52242  
(Redpath Chautauqua Collection:Glen Haven Canning Company  
correspondence)

### **INTERNET SITES**

Land - U.S. Patents  
[www.glorerecords.blm.gov](http://www.glorerecords.blm.gov)

Roads  
<http://archive.legislature.mi.gov>  
<http://www.michiganhighways.org/listings/MichHwys100-119.html>  
[www.leelanau.cc/government463890.as](http://www.leelanau.cc/government463890.as)

Steamships  
[www.boatnerd.com](http://www.boatnerd.com)  
[www.t-one.net/~bessey/peopt.html](http://www.t-one.net/~bessey/peopt.html)

U.S. Lifesaving Station  
[www.globalfreshwater.org](http://www.globalfreshwater.org)

**APPENDICES****APPENDIX A: AERIAL PHOTOGRAPHS**

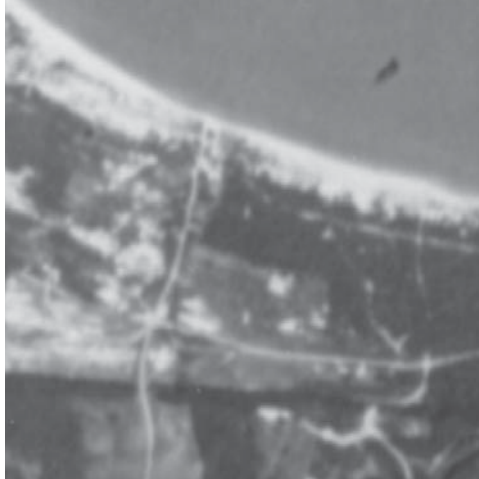
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1949 (NHAP81-31-49)



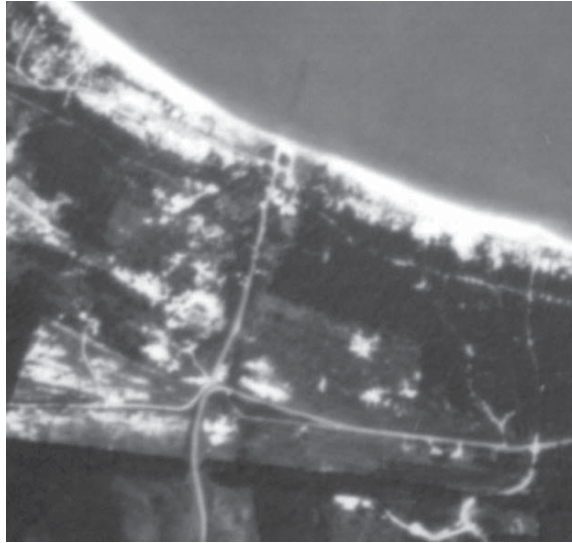
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1952 (BEA-5K-185 8-13-52)



1969 (NASA-MSC 103 SEP 69)



1975 (U.S. Geological Survey)

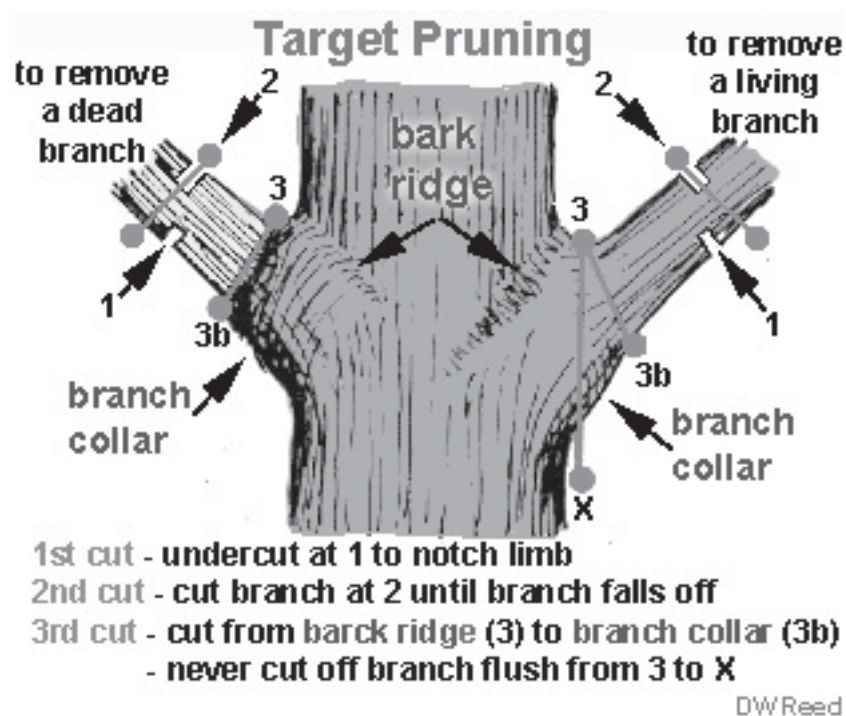


c. 2000s (www.earth.google.com.)



## APPENDIX B: TARGET PRUNING

<http://generalhorticulture.tamu.edu/lectsupl/Pruning/targetpruning.html>







OLMSTED CENTER FOR LANDSCAPE PRESERVATION  
email: [frla\\_olmsted\\_center@nps.gov](mailto:frla_olmsted_center@nps.gov)  
web: [www.nps.gov/oclp/](http://www.nps.gov/oclp/)