

RULES LIKE A KING

But David H. Day made His Own Domain

He saw Possibilities of Section in Early Days

Even Shifting Sands of Lake Michigan Peach Yield Him Profit in Fine Peaches

Glen Haven, Mich. Dec. 21, 1911-Fifty years ago a city-bred youth with practically not a dollar of his own stepped from one of the wood-burning steamers of the old Northern Transportation company line and faced the necessity of modeling a future for himself from about as hopeless expanse of burned-over stump land as then laid out of doors in all Michigan.

David H. Day had his introduction to Glen Haven as agent for the Northern Transportation Company and his chief obligation was to obtain and maintain a sufficient supply of cordwood to meet the demands of the capacious fire boxes of the Northern Transportation Liners. And while he scoured the country for available fuel and devised novel means for facilitating its delivery to the fireroom crews of the steamers he found time to build seemingly extravagant castles in the air.

He Learner Timber

But David H. Day built his castles upon foundations more material than mere dreams. Already many of them realized, in fact, and many more soon are destined to be realized. While he skirmished for fuel wood, this city boy learned the country as have few men, even among the pioneers. He learned to know timber. Thrown upon his own resources he developed hitherto unthought-of ingenuity for working out the solution of difficult problems and in the doing he gained an insight into the possibilities of the district at least four decades before others became awake to them.

All this today is reflected in David H. Day's success. So widespread are his realty holdings throughout the district where he first gathered firewood for lake steamers and so numerous and varied the industries and improvements he has put upon them that the valley from which he has carved a fortune is popularly known as his domain and he has become wildly known through Michigan as King David of the Glen Lake valley.

No king could be more supreme than is David H. Day in the Glen Lake valley. He came to it when the valley was a waste of blackened stumps. He grew to love the valley and have confidence with every dollar he was able to earn and borrow. And the valley had paid him back a hundred fold. Not only has it paid him back but it promises to repay his children and his children's children down through many a generation. There is more than mere sentimental reason for referring to the Glen Lake valley as King David's domain. It indeed is a small kingdom complete in itself.

David H. Day is a popular ruler in his kingdom, but he rules just as surely as does any monarch. He is the law in the Glen Lake valley and perhaps it is because he is a law-abiding citizen who has good old fashion views of honesty and morality that the private law of his little kingdom does not transgress the law of the state and the nation. And if any doubt that it is a domain within itself let him consider that in David H. Day's little valley is his own steam railway, his own car ferry, his own harbor, his city, his telephone and telegraph lines, his steamship terminal, his sawmill, his acres and acres of virgin timber, his own reforestation tract, his farms and orchards, his improved highway, his park, stores, hotel, tow boat, water works, electric lighting plant and there even is a lifesaving station upon his domain.

He has the only year-around open harbor on the east shore of Lake Michigan. His kingdom is self-sup-

porting. His subjects could live and prosper indefinitely without aid of any sort from the outside. It wouldn't be necessary to go outside for anything, not even scenery, for the Glen Lake valley offers scenic grandeur unequaled anywhere else in Lower Michigan and not surpassed even in the magnificent fastnesses of the northern peninsula.

David H. Day still a young man compared to the work he has accomplished personally is responsible for the Glen Lake valley of today. He has made money and prestige beyond the needs of any man. He has few ambitions outside his plans for his own little domain and until comparatively recently confined himself exclusively to his work here.

To Help Western Michigan

It was the Western Michigan Development bureau that threw King David out of his own little kingdom. What he had done for the Glen Lake valley he knew, could be done for all western Michigan. For perhaps the first time in fifty years of constant effort he found his own affairs in such condition as to warrant dividing attentions and giving to those who had the welfare of the west side of the state at heart the benefit of the lessons he has learned in the development of his own valley.

Just how deeply David H. Day is interested in the work of developing western Michigan may be gleaned from Mr. Day's assertion: "I'd rather be president of the Western Michigan Development bureau than governor of Michigan."

It is no idle statement. Mr. Day amplifies it to justification of his position- "What greater or more lasting monument could one leave" said he "than the credit of transforming half the state of valueless stumps land into fortune yielding orchards. Governors come and go, no matter how great and good, they are forgotten. But the men who receive credit for the development of this great country of promise and possibilities never will be forgotten.

Mr. Day plans to do for all western Michigan, through his work and the works of his association in the development bureau just what he is doing individually in the Glen Lake valley. He has his work in the valley so systematized that it is bound to go on even without him. His progeny need only follow in the pathway outlines in his campaign for the development of the district, to keep the valley yielding dollars as consistent as do few gold mines and many years after every gold mine of today has been worked dry.

But the work is far from complete. Not until Glen Lake valley is as famous for its apples and other fruit, as the celebrated Hood river valley and Glen haven is a big railway terminal and important harbor, will David H. Day be content. And judging from what already has been accomplished on his farm is not only possible but probable.

Comes from Puritan Stock

Mr. Day was born in Ogdensburg, NY. He comes from Puritan stock. His education was obtained in the Ogdensburg schools. He came west when still but a boy and located at Milton, Wisc. where he was agent for the American and United States express companies. Later he went to Milwaukee for these companies and thence to Detroit, where he accepted the position of passenger agent for the Northern Transportation company, the first big steamship line on the great lakes. After three years he was transferred to Glen Haven where the company was having difficulty keeping up a sufficient fuel supply for its steamers. Glen Haven was a wooding station then.

When Day arrived, the valley had been denuded of timber to furnish fuel and almost simultaneously with the big Chicago fire had been burned over. It was a dreary outlook. The steamer line consisted of some twenty-one passenger steamers and steam barges. The company planned eventually to make Glen Haven a great lake traffic terminal. But after a few years the company went out of existence.

Hannah, Lay & Co., the great lumbering firm that made Traverse City possible and owned most of the northwestern corner of the state had been attracted by the rapid rise of the young steamboat agent. They had seen him rise in a year or two from the veriest tenderfoot to the best authority on timber and timber lands in the state and when he and the Glen Lake engaged Day as manager of all their vast lumbering interests.

When the company decided to go out of the lumber business and closed out this branch of its activities, David H. Day turned right back to Glen Haven. One of his old employers had such confidence in him that he extended him liberal credit with practical no security.

Put Up a Mill

The former steamship agent bought up all that expanse of stump land and a lot of standing timber. He put up his mill. He rejuvenated the village of Glen Haven, rebuilt the docks and modernized the old tramway that had been used to bring cordwood to the loading scows for transfer to the fire rooms of the N.T. steamers.



Modern sawmill of Mr. Day

While still acting as the transportation company's agent, David H. Day evolved the first of all carferries. He found he could save a long haul over the heavy roads skirting Glen Lake by transporting the fuel wood on barges. And to overcome the necessity of handling it repeatedly, the same condition that has brought about the elaborate carferry system of today, he hit upon the idea of laying rails upon his transfer barges and running cars upon them. The barge then was poled to the various points on the shore of Glen Lake where fuel wood had been delivered and was loaded directly onto the cars on the barge. When loaded, the barge was poled to the terminal very much like the facilities now in vogue in car ferry service. The loaded cars then were rolled off the barge to the rail line leading to Glen Haven and right out to the dock where the wood was thrown direct into the fireroom bunkers of the steamers. When David H. Day went back to Glen Haven and built his mill, this carferry line went into service as a log carrier. He built a steam tug to draw the barges. He bought a steam locomotive to take the place of the horses on the old tramway and standard logging cars were put on the railway. The logs are loaded on the cars a various points on Glen Lake, run on the carferry barges, towed to the terminal of the Glen Lake and Glen Haven railway where they either are run to the mill to be cut up or taken over to Sleeping Bear bay to be rafted and towed to market. David H. Day has the honor of being first to see the possibilities of the carferry.

Owns Big Tract

Gradually he made the standing timber repay the extensive loans advanced to get him started on his development of the valley. The money still poured in from the wealth of hardwood and because of the superb manufacturing and transportation scheme evolved, Mr. Day was able to compete with the biggest sawmills. He turned the earnings right back into the development of the valley and the purchase of additional acreage. Today he owns so much ground that he cannot tell within 100-200 acres just what his holdings aggregate. But they approximate between 5,000 and 6,000 acres.

Besides being first with the carferry, he was first probably in all America to see the promise in reforestation and he has gone farther in this than perhaps any other private citizen in the United States. Two thousand acres he has set aside for the reforestation and his plan for this tract contemplates a conservation that means a perpetual supply for his mills after the available virgin timber has been cut off.

Always he has preached that every acre of western Michigan land will grow fruit if the proper care is exercised and the correct variety chosen. Part of his plan for Glen Lake valley is to make it the most celebrated fruit place in the country. And to demonstrate that he has not exaggerated in his statement of the possibilities of the land on the west side of the state. Mr. Day has laid out a peach orchard on the shifting white sands of what one day was the bed of Lake Michigan. It is an extreme example that Mr. Day points to it with pride. The trees are flourishing and he has taken several valuable firm crops from the orchard acreage, while the young trees have been maturing.

Up one the hill that rises from the battlement behind Glen Haven, Mr. Day has perhaps one of the finest apple orchards in the country. It is comparatively young, but it already is producing to a degree that nets big returns for the time and money that has been spent upon it. It is the result of the very highest scientific management.

Biggest Stable in Michigan

Across the road from the orchard is the fine old Day farm homestead, with the stable that is the biggest and most complete in all Michigan. Mr. Day does not occupy the homestead, having taken up his residence in the building also devoted to his big general store and offices in Glen Haven. His farm superintendent occupies the farm homestead. The two silos in connection with his stables are the biggest and most modern in Michigan and also the most extensive. His herd of Holsteins is not surpassed in value by any herd of similar size in existence.

Out in the standing timber he operates two or three and often four sperate lumber camps. He is up to the minute in lumbering, also. His outlying camps are of the temporary variety, largely under canvas. This makes it possible to move them frequently and following close to the actual scene of operations. It is the system being adopted by all the big lumbering interests.

The highways of King Day's domain are in keeping with the other modern ideas. He started the good roads movement in this section of Michigan and set an

example the township surrounding were somewhat slow to profit by. But the economical value of improved highways has been demonstrated to their satisfaction now and gravel roadways leading into Glen Lake valley from the nearest railway points and markets.

Mr. Day improved the miles and miles of driveway through his magnificent second growth forest, and spent thousands of dollars cutting down the precipitous hill leading into the city of Glen Haven. This was an engineering problem of no small magnitude, but it has been worked out satisfactorily and has furnished easy access to Glen Haven over a route that was almost impassable prior to that time.

Uses Common Sense

David H. Day was a man of the world in a broad sense, before he became a family man. He is wise to the ways of the world and in his home life he is applying the same practical common senses that has made im a business success. And he is prouder of his family than all else. There is a happy, democratic atmosphere about the Day home one seldom finds where the signature of the head of the house is good for dollars represented to seven figures. One of the most gratifying experiences the guest of David H. Day is the privilege of participating in the little family parties that come three times daily at the Day dining room.

Mr. Day has kept his daughters and his elder son always within the influence of mother and home. And he has done this by making home more attractive. He stimulates the interest of his girls and his boys in every clean work an especially in out of door exercises. He has his own little park at the rear of the house. Here is a skating rink and lawn tennis court combined.

There is clubhouse of white birch in which are bows and arrows for archery practice, the good old staxxs from Scotland for curling on the rink in winter. The rink is fringed with electric lights and here the family gives skating and curling parties and engages in all healthful winter sports.

His girls are experts at tennis and his boy just as devoted to baseball as any everyday observer of Ty Cobb and his fellow Tigers. Mr. Day himself was a celebrated baseball player. He enters into the games with his children. He plays tennis and baseball, curls with them and skates.

His girls take their turn in the kitchen where their mother never has been too proud to preside when any especially fine dish was needed. There is a wholesome democracy inthsi fine family that reflects a system of training that cannot but mean health and beauty and pure womanliness in the girls and fine courage and manly spirit in the boys.

Home Influences Best

Mr. Day's son walks half a mile through snow every winter morning to build the schoolhouse fire and so the janitor work for a wage of 6 cents a day. He has a small chicken farm which provides eggs and chickens for the household and he trxxs too, for the family table. He expects pay for this and pays for his raw materials and implements. He keeps a set of books. Boys and girls are being taught to know the value of a dollar and not to be purse proud. They are kept under the influence of about as attractive and happy home as can found in all the land, simply by the determination of the father and mother to make it so.

Mr. and Mrs. Day just now are rejoicing over the recent coming of twins, a boy and girl. Mrs. Day hardly looks older than some of her beautiful daughters and Mr. Day still said he can do more work than any man he employees. So each is pretty certain to live many a year to enjoy the fruits of a life work that has been all the good.

[Henry H. Tinkman](#)

