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A Study of Changes in
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A STUDY OF CHANGES IN BUILDINGS FOR TOURISTS AND RESORTERS IN MICHIGAN

By

Clare A. Gunn

AN ABSTRACT

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A STUDY OF CHANGES IN BUILDINGS FOR TOURISTS AND RESORTERS IN MICHIGAN

The rapid and recent expansion of the tourist and resort industry of Michigan has brought into being many new businesses to house, feed and entertain tourists and resorters. Operators of these businesses have had little information available to them concerning the buildings that have served similar needs in the past and therefore obsolescence has been unnecessarily rapid in many instances. The purposes of this study were to outline the influences and changes in buildings for tourists and resorters in Michigan and to forecast future trends in such buildings.

For convenience, this history of tourist and resort buildings was grouped into three eras: The Early Days (1820-1870), The Railroad-Steamboat Era (1870-1920), and The Automobile Era (1920-). The buildings for tourists and resorters since early white settlement have been the architectural expressions of the cultural settings which differed in each era. The inns and taverns prior to the Civil War resulted from the need for overnight accommodations along the stagecoach routes. The resort hotels, hunting and fishing clubhouses, and city hotels of 1890 were the result of cultural influences of that period. The desire for better health and the response to a fad brought about mineral spring resorts. With the automobile and its culture, highway accommodations grew from the tourist camp and roadside shack to the modern motor court. Similar changes in resort structures came with the automobile age.

Throughout history the important aspects of the cultural setting have been transportation, economic status of the nation, the distribution of incomes, the types of travelers and resorters, women's dress, expanding populations, changes in natural resources, increased interest in recreation, programs of public agencies, dominant architectural styles, and the influence of tourist and resort promotional programs. The degree of importance of each influence was quite different in each era.

From the findings of the past, it can be predicted that the cultural settings of the future will have a great influence on tourist and resort buildings to come. The trend is toward more horizontal and more modern designs. The small towns of the future may abandon the old railroad hotel and take on a new type of motor court, modified to serve the needs of the community. More and more resorts of the future will be cottage colonies or motel-like buildings rather than large two or three-storied resort hotels. The large verandas, piazzas and front porches of past buildings will be replaced by large glazed wall openings in the main structure.

From this study it is hoped that present and prospective tourist and resort operators will have a better understanding of the past and can adjust their facilities to the times and avoid unnecessary building obsolescence.

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INTRODUCTION

The entrepreneur who is seeking land for building tourist or resort accommodations in Michigan today is in a position quite similar to the bachelor who marries a widow with three children and moves into her home. He is immediately confronted with all the associations, habits and realities of the past and must adjust to them if he is to succeed.

Many lands of Michigan have been used to serve tourists and resorters for over one hundred years, and today show the effects of such land use. Along a lakeshore where a prospective operator thinks he might establish a resort, he may find a large community of two and three-storied structures built in a Victorian style. He may be baffled at the orientation of a large resort hotel because his approach by automobile first reveals outbuildings, service entrances and garbage cans instead of the classical columns of the lakeside facade. At an inland town he will quite likely find the hotel some distance from the highway and in an area often called "blighted" by the city planner of today because it is near the railroad tracks and is surrounded by industry or other uses unsuited to habitation. Or at a place that seemed an excellent location for a new cottage rental resort, the land is owned by an organization of owners of large, palatial summer homes.

Such a prospective operator would also find many buildings and land uses of the more recent past. In a resort region he would find colonies of cottages for rent as well as state and federal recreation areas, in which he could pitch a tent or park a trailer. Along the highway, he would find tourist rooms, overnight cabins and motels or motor courts.

If he is fortunate in finding a location that appears to be unshackeled by developments of the past, he then must decide upon the design of the buildings he is to erect. As he looks about him for guidance, he may see examples of ax-hewed log cabins, heavy columned Classical Revival hotels, cottages in the Romantic vein, or a streamlined modern motel building with flat roof and glass walls. Some would be many stories in height--others just one story and of a sprawling design. Some would be detached buildings, each designed to serve one family--others, long row-type buildings with many one-room units under one roof.

If he should copy such structures, he might accidently build suitable facilities, but quite likely he would build of a design that is obsolescent or already obsolete. Unless he has a knowledge of the conditions under which each type was erected and the kinds of trade that such buildings had been designed to serve, he may construct facilities that would force him out of business or that would require complete remodeling much sooner than anticipated.

Tourist and resort buildings of the past are interesting--particularly to the historian--but are not always profitable. One should not confuse useful and functional buildings with relics of architecture. It is one thing for a building to serve tourists or resorters with modern food, housing and entertainment facilities. It is quite a different thing for a building to be a museum piece, valuable because of its age, rarity, and past associations.

Tourist and resort buildings are not all alike. Those of the past were quite different from those of the present. Those buildings designed

to serve tourists and resorters of the future will be different from today's buildings. Therefore, there is a definite need, though it has not had written or oral expression, for more background information about buildings for tourists and resorters.

To date, the writer has not found a sketch of such backgrounds that covers both the entire state and the whole period of white man's occupation of Michigan. Several histories of individual communities include reference to local buildings for the use of travelers and recreationists. Some histories of prominent resorts have been written. In travel and resort folders, fine phrases and impressive adjectives have been applied to Michigan's recreational resources and the facilities for guests. Occasional magazine and newspaper writers have expounded on past and present facilities for tourists. Some books on Michigan history make brief reference to the tourist and resort industry of Michigan. All these have provided some source material for this study.

The experience of the last six years' educational work with the tourist and resort industry of Michigan has been drawn upon for some of the information contained herein. The early childhood and youth of the writer were spent within the state's boundaries, and this association with its later history and recreational resources has been helpful. The hundreds of tourist and resort properties throughout the state that have been inspected by the writer have assisted in providing a perspective that could not have been gained through written material or interviews.

Many persons have cooperated in the answering of questions, filling in questionnaires, and holding interviews. Members of the Michigan Department of Health were sent questionnaires regarding the development of

sanitary facilities in tourist and resort buildings in various regions of the state. Although only a small number replied, their information was significant. Several historians, librarians, and persons conversant on the backgrounds of Michigan's tourist and resort business were interviewed.

This research was done for the purpose of making an outline of influences and changes in the development of buildings for tourists and resorters in Michigan. Influences on building design are important in fully understanding the buildings that resulted. It was not the purpose to restate the complete history of travel, architecture, or the people of Michigan, but rather to discover those influences that had a direct bearing upon the tourist and resort facilities. Through this review of the past precedents, it was also the purpose to make some predictions for future trends.

Because the writer may have interpretations of the terms "tourist" and "resorter" at variance with the reader's use, some definitions may be in order. The term "tourist" used herein refers to one who makes a tour or a pleasure trip, but not necessarily all those who travel. While the same facilities are often used by commercial travelers and others, structures used exclusively for such use are not included in this study. A "resorter" is here considered to be one who is visiting a region or specific location for pleasure or to regain health, with emphasis on the utilization of some out-of-door recreational resource beyond his home environs. This would exclude such local amusement or entertainment centers as theaters, playgrounds, city parks, ball diamonds and stadia.

In reviewing tourist and resort buildings of the past, the history logically falls into three major periods. These three eras are separated

by significant changes in influences on tourist and resort building design and the structures that resulted. Few changes other than numerical expansion occurred prior to the Civil War. Marked differences in our society and tourist and resort buildings occurred during the period of elegance after the Civil War and continuing to the First World War. Significant changes in transportation, society and vacationing paralleled the overwhelming influence of the automobile from the First World War until today.

TOURIST AND RESORT BUILDINGS OF THE PAST

The Early Days (1820-1870)

The Setting

Michigan's first tourists were the Indians, as the race of people occupying American soil was erroniously called by the exolorer, Columbus. These savages of the Algonquian family opened their crude skin and bark covered huts to friendly visitors. These homes of the Indians, however, were flimsily built and were not an enduring architecture.

Explorers, missionaries, or fur traders were engaged in activities that did not encourage permanent settlements. These early travelers in Michigan stayed in huts or cabins already erected by the Indians or improvised some shelters that best befitted their trade. Neither was this significant in architecture of the future.

The military populace of frontier posts established more substantial quarters for themselves and fortresses for protection from attack. Antoine de la Mothe-Cadillac in 1701 enclosed his acre-sized fort with a palisade of oak logs planted in the earth along what is now Jefferson Avenue of Detroit.[1] He built a chapel for St. Anne, a storehouse, and dwellings for his men. But even these more permanent log fortresses had little influence on the architecture that was to follow.

Although the structures of these early travelers had little influence on the design of inns and hostelries of the future, their transportation routes were used not only in decades that followed, but many are

still in use today. The birch bark canoes of the Indian and bateaus of the fur trade followed lake and river routes that influenced future water travel around and within Michigan. The foot trails of the Sauk, Fox, Potawatomi, Chippewa, Miami and other Indian tribes supplied the original reconnaisance for several Michigan highways of today.

The settlement of Michigan came late as compared with other areas of the Old Northwest Territory.[2] It was somewhat distant from the Ohio River settlement, which was one of the major approaches to the frontier, and Michigan was poorly rated by early visitors. Edward Tiffin, the surveyor-general of the United States, reported that the land was poor and wet and generally unsuited to agriculture. Because this was an agrarian age, non-fertile or non-tillable lands were not very popular.

Although some American settlement came to Michigan soon after the War of 1812, greatest immigration did not come until after the opening of the Erie Canal in 1825. The population of Michigan rose from a total of 9,000 persons in 1820 to 31,639 in 1830, and the rate of maximum immigration came in the years of 1833 to 1837.[3]

> Every young man with brain or ambition turned to the west for a home until it seemed all the people in the eastern states were moving. One of the early writers on the History of Michigan said that by 1837 it seemed all New England was coming to the state, every one singing the popular song:
>
> "Come all ye Yankee farmers
> Who wish to change your lot,
> Who've spunk enough to travel
> Beyond your native spot
> And leave behind the village
> Where pa and ma do stay.
> Come follow me and settle in Michigania,
> Yea--yea--yea--in Michigania."

There were four more verses to this siren song. The last verse promised, "we have first rate girls in Michigan". This was misleading

> because all the girls in the country not already promised were Indians not at all broken to white man's ways.
>
> My father used to tell of a celebrated preacher in York State who tactfully complained to his diminishing congregation every Sunday that all the brain and muscle of the community was moving west and that only the cull timber was left.[4]

Settlers came by both water and land. Each had its own set of hardships. Water travel by wooden hulled steamboats was frought with disaster by storm, fire or explosion. The passenger barge towed by steamboat, as proposed in 1826,[5] apparently was not successful, for it did not meet with popularity even though it seemed to have many merits. It was to have less danger from boilers exploding, freedom from heat and steam, smell of grease and the kitchen, and jar of the machinery.

The horrors of the Black Swamp at the west end of Lake Erie were encountered by those traveling by land. Land travel was slow and very uncomfortable. The stream of settlers poured westward in spite of all these hardships, and the southern four tiers of counties of Michigan had absorbed a population of 212,000 persons by 1840.[6]

Although tourist travel to and through Michigan has been northbound in recent years, the travel of early settlers was westbound. Someone had discovered that Michigan land was tillable and that this abundance of untouched land could be had at only $1.25 an acre. This placed Michigan high in popularity. In spite of Tiffin's earlier statement, the "Michigan fever" spread.

The westerly direction of settlement resulted in overland trails to give access to points farther west. Soon, three main trails spanned the area between Lake Erie and Lake Michigan: the Chicago Road, the Territorial Road, and the Grand River Trail. These routes, as shown on the map in Figure 1, became the first wagon and carriage roads of Michigan.

Fig. 1. Map of main stagecoach routes of Michigan in 1835[7]

These routes were of crude construction. In and around Detroit, they were merely planks "laid on the grass".[8] Because no grading was done, the routes were just as smooth or rough as the terrain--in fact, rougher, because the planks soon rotted or came out of place. One of the most often quoted early Michigan tourists, Harriet Martineau, wrote of Michigan roads in 1836:

> As soon as we entered the woods, the roads became as bad as, I suppose, roads ever are. Something snapped, and the driver cried out that we were "broke to bits". The teambolt had given way. Our gentlemen, and those of the mailstage, which happened to be at hand, helped to mend the coach; and we ladies walked on, gathering abundance of flowers, and picking our way along the swampy corduroy road.[9]

In the next few decades, Michiganders were to witness phenomenal changes in water travel, while the land-borne horse-drawn wagons and carriages increased in numbers only. The view of the stagecoach in Figure 2 was typical of land passenger travel for many years.

Fig. 2. Typical land passenger transportation throughout this era[10]

Figure 3 is a copy of an old handbill that announced the schedule of the "Tri-Weekly", "Good Intent Line" of Western Michigan.

Good Intent Line

OF COACHES.

Tri - Weekly

Line Between

KALAMAZOO, BATTLE CREEK & GRAND RAPIDS,

The PROPRIETOR has recently Stocked this Route with GOOD Horses; new Coaches and careful and experienced drivers. No pains will be spared to make this a Comfortable and Agreeable route to travelers.

This is the nearest and best route, and over the best roads to

Hastings, Flat River, Saranac, and Ionia.

Leaves Battle Creek and Kalamazoo, Tuesday, Thursday and Saturday mornings, on the arrival of the M. C. R. R. Cars from the East and West. From Battle Creek, this line passes through Ross Centre, Yorkville, Gull Prairie, and there connects with the Stages from Kalamazoo for Prairieville, Orangeville, Yankee Springs and Middleville, connecting there with Stages for Grand Rapids, which pass through Caledonia, Whitneyville and Cascade.

LEAVES GRAND RAPIDS

for Middleville, there connecting with Battle Creek and Kalamazoo Line, passing through the above named places, on Monday, Wednesday and Friday mornings, arriving at Battle Creek and Kalamazoo in time to take the Cars for the East or West, and also in time for Humphrey & Co.'s line of stages for the Southern Railroad.

Stages Leave & Take Passengers at all Public Houses!

Conveyances may be had at all of the principle places on the Route, to any part of the country.

C. W. LEWIS, Proprietor.

Yankee Springs, Nov. 1854.

Fig. 3. A copy of a handbill of a stagecoach route, dated 1854[11]

In 1836, Harriet Martineau, the most notable of our early tourists, boarded "a sailing vessel, the only one on the lakes, and now on her first trip" and left Chicago for Mackinaw Island. Of this trip, she reported that "the navigation of these lakes is, at present, a mystery. They have not yet been properly surveyed. Our captain had gone to and

fro on Lake Huron, but had never before been on Lake Michigan; and this was rather an anxious voyage for him."[12]

The early cargo and passenger sailing vessels were mostly brigantines, rather than square-riggers because fewer hands were needed to sail them. Schooners grew in size and capacity as more and more tonnage piled up at the lake ports. The Great Lake schooners actually had taller masts than Atlantic schooners. It was not uncommon to have a 98-foot foremast, a graceful mainmast 102 feet, and a mizzen that drooped to about 86 feet. "And when a Huron breeze swelled the jib, outerjib, and flying jib well out beyond the bow to complete the sweep of the full sail, these Lakers were about the finest examples of harmony and grace of movement to be seen on any body of water anywhere."[13] Such names as the Challenge, the Clipper City, the Manitowoc, and the Moonlight came and went during these few decades of white sail on the water.

Although the steamship had been invented and used on the Great Lakes much earlier, it began to gain significant prominence in the 1840's. By 1850, the steamship was offering good competition for the sailing craft on the lakes.[14]

During this same period, railroads were beginning to obtain a place in transportation. With water travel so highly developed, compared to slow, uncomfortable and undependable land travel, it was preferred for both pleasure and commercial travel. Internal improvements were creating demands for better land transportation. At first the railroads actually supplemented the steamboat trade, rather than hinder it.[15] Some railways built steamships and several of the first railway lines were built from port cities toward the inland region, not connecting with any other inland community.

And so, just before the Civil War, sailing schooners were at their peak on the Great Lakes with steamships offering rising competition and the railroad beginning to have an effect upon the stagecoach and wagon transportation.

Although settlers were too busy establishing themselves in the period before the Civil War, the real recreation and resorting were not due to come until later decades, the significance of Mackinac Island as a place of pleasure and relaxation came early in Michigan's history. "The Mackinac country was first to attract attention as a summer resort, for friends and relatives of the British garrison were frequent summer visitors after the fort was occupied on Mackinac Island" in 1779.[16] Harriet Martineau writes in 1836:

> While we were at Detroit, we were most strongly urged to return thither by the Lakes, instead of by either of the Michigan roads. From place to place, in my previous traveling, I had been told of the charms of the Lakes, and especially of the islands of Mackinaw. Every officer's lady who has been in garrison there is eloquent upon the delights of Mackinaw.[17]

The settlers of Michigan were very health conscious. They had been the victims of several epidemics during the period of settlement. In 1832, and again in 1834, many Michigan deaths in epidemic proportions were caused by the dreaded Asiatic cholera. This desire for improved health provided the incentive for developing many of Michigan's resort areas. Previously, the only outdoor recreation had been hunting and fishing, enjoyed within a short radius of home.

In a promotional piece of literature that appeared in 1857, a Dr. Drake, who visited the island in 1842 to examine its climate and topography is quoted:

> "The three great reservoirs of clear and cold water, Lakes Huron, Michigan, and Superior, with the Islands of Mackinaw in the hydrographical center, offer a delightful hot weather asylum to all invalids who need an escape from crowded cities, poluted exhalations, sultry climates, and officious medication. Lake Erie lies too far south, and is bordered by too many swamps to be included in the salutiferous group. On reaching Mackinaw, an agreeable change of climate is at once experienced. To his jaded sensibilities all around him is fresh and refreshing."
>
> Dr. Drake looked upon Mackinaw as one of the healthiest portions of the whole Northwest, and to which, in time, tens of thousands of persons, even from the farthest South, would resort to be reinvigorated in body, refreshed in mind, and delighted with the contemplation of the sublime and beautiful scenery in that region of expansive waters, of rocky coasts, of forest-bearing lands, and distant islands.[18]

The author of this promotion elaborated on the relative future expansion of Chicago as compared to Mackinac Island:

> Here again, Mackinaw has more advantage over Chicago. Mackinaw has been proved by two hundred years' experience to be one of the healthiest points in America. Chicago is generally healthy, but is subject to more severe epidemics. The cholera visited it in 1832 and in 1849, with fearful force; while its very low position and muddy streets expose its inhabitants to those diseases which arise from damps.[19]

In the pre-Civil War era, the settlers were so intensively interested in establishing themselves that resorting, as such, was not practiced, except that which has been noted on Mackinac Island. It should not be inferred, however, that no recreation out-of-doors took place. Hunting and fishing were popular sports as soon as there were settlers. The great opportunities here in Michigan for partaking of these sports could not be resisted by the settlers.

> In the fifties there were many sportsmen. Game was plenty and nearly every man had a rifle and a shotgun. Every fall brought great fun in the way of turkey shoots and raffles which took place at the homes of the farmers in the vicinity. . . . When the Civil War came along, there was no trouble filling the companies of Berdan's sharpshooter regiment. Many of them carried into service their turkey guns.[20]

The hunting of deer, pigeon, squirrel and grouse was also very popular, and each hunter made his own rules:

> One autumn day in 1858 I walked with Robert Reed Robinson, ten years older than myself, to the Rix Robinson home near Ada, to shine the Thornapple for a deer. The country was being rapidly settled and, while the deer were numerous they were wild. There were no game laws and deer were hunted with dogs at any season of the year.[21]

There were also many fishermen in these early days. Sturgeon--some weighing as much as 150 pounds--appeared in Grand River near Grand Rapids.[22] Bass fishing was also very popular.

Most of the hunting and fishing in these early days was done not far from home. If the distance warranted an overnight stand, a simple lean-to or tent provided shelter enough for the night. The settlements were so close to nature herself that it was not necessary to travel far for fish or game. These native meats provided the table not only of the settler, but also of the hotel dining rooms. It was commonplace in the hotels of the 1850's to have venison, partridge or sturgeon that came from nearby woods or streams.

An ardent hunter and fisherman of the early days, W. B. Mershon, writes of the pleasures of hunting jacksnipe, grass pike (pickerel), woodcock, golden plover, ruffed grouse, quail, deer, bear, squirrel, ducks, wild turkey, and pigeon. The last two seemed to bring the greatest delight, both for sport and for the table.[23]

Another avid sportsman of the 1850's, Belknap, writes:

> As a food, these pigeons were a great blessing to the early settlers. Through several winters my mother served spiced pigeon to her guests as a choice dish. In the cellar were rows of stone jars packed solid with birds pickled in spiced apple cider and sealed with air-tight covers. The minister never had to eat woodcock at our house.[24]

There were changes ahead for the sportsman. The pigeon disappeared by 1880--having been netted by the hundreds of dozens and shot at the rate of twelve to twenty birds a day.[25] In like manner, wild turkey

and quail shooting came to an end. The Michigan grayling, one of the gamiest fish for the sportsman, disappeared soon after brook and rainbow trout were planted in Michigan streams, beginning in 1870.

Thus it can be seen that several influences appeared in this era that had a great deal to do with the tourists and resorters. The Indians, explorers, missionaries, fur traders, or military men did not leave a permanent architecture. Their early land trails, however, did become stagecoach routes and their water routes were utilized by later water travel. Land travel remained approximately the same over the entire period with the steamboat offering great improvements over the early canoe and bateau. Most touring was for commercial reasons. Some resorting occurred locally and at Mackinac Island. The desire for improved health motivated the wealthy to go north for recreation and rest. Hunting and fishing were sports sought locally.

The Tourist and Resort Buildings

There were no shelters, inns or hostelries existing in Michigan when the settlers came. At first thought, it would appear that the first buildings to house travelers would be built of log. Some were, it is true, but just as rapidly as saws could be set up, clapboard (or siding) was used for both residences as well as inns. One might also suppose that the first Michigan inns would be patterned after the Georgian architectural precedents of the Virginia colony.

However, Michigan settlers were Yankees, originating in New England or New York, which had been settled in great numbers by New Englanders. In about 1820, the Greek classical style was given renaissance in the

"very language, of literature, philosophy, and art" in Boston.[26] Michigan, a recent son of the east, was to quickly grasp this new fashion of building style. It easily lent itself to the materials of construction plentiful in Michigan. Newcomb states that Michigan's "early architecture was more exclusively classic than that of any other state of the Old Northwest".[27]

Industrialization and expansion marked the decades just before the Civil War and the effect upon classicism in American architecture was already being felt.

> In the rapidly growing cities all sorts of new building types were appearing to satisfy the qualitatively new needs of the population. Typical of these was the great metropolitan hotel, a type which appeared in full flower with Boston's Tremont House. Although externally this building preserved the decorous Greek proportions of its contemporaries, it was in fact the full-blown prototype of the Statler--complete with standardized obsequiousness, elaborate bathrooms, acres of gilded public space. Short-tempered Dickens, staying there in 1842 as befitted a famous visitor, was forced to admit that the Tremont House was "a very excellent one. It has more galleries, colonnades, piazzas, and passages than I can remember, or the reader would believe." So immediate was the response of the traveling public (which was both rich and thick in these seaport cities) that the architect, Isaiah Rogers, found himself with a national reputation.[28]

This phase of American architecture has been puzzling to its many historians and it is usually described in terms of the resultant turmoil rather than of its causes. Fitch, however, proposes the following rationalization:

> Up until 1860, three salient factors determined the character of American building: (1) The esthetic standards did not seriously conflict with the technological level of building. Neither the building materials (stone, brick, wood) nor the structural theories (post-and-lintel, load bearing wall, arch-and-dome) differed in any important respect from those actually used by the Greeks and Romans. (2) The building types required by the economy were relatively few and simple, and could be readily fabricated with traditional materials along traditional lines. (3) The cleavage in society had

> not sufficiently sharpened to create wide divergencies in ideology--that is, to divide esthetic standards along class lines into "good" (upper class) and "bad" (lower class) taste.[29]

All of Michigan was not to feel the impact of the change at once. The Civil War focused Michigan's attention upon winning the war for the north and the exploitation of its mineral and timber resources to supply the needs of the war and post war period. This momentarily took attention away from building.

Although most of Michigan's early architecture was classic, it should not be overlooked that some of the first inns and hotels in Michigan came within the influence of styles that preceeded the Classic Revival. Many of the port and inland town hotels were very simple, squared two or three-storied structures, covered with white siding and having a very symmetrical arrangement of shuttered windows on all sides.

Examples

The following examples are not intended to be a documentary summary of all tourist and resort buildings of this era. They were chosen at random to illustrate building trends that were typical of the era. During this period, from 1820 to 1870, there appeared the following types of tourist and resort buildings: the country or small-town inn, the town hotel, and a few resort hotels.

Country Inns. Such inns were located rather frequently along the early routes because each day's travel was short, as compared to today. Each one contained the usual arrangement of rooms, including a taproom, and invariably were heated by large fireplaces. "How welcome the blaze of a great stone fireplace must have been to men and women after long

miles of travel on a rough road, skirting swamps, fording streams or winding about the hills through an unbroken forest."[30]

> A fireplace flicker at any cabin window in the wilderness a hundred years ago was a God-be-thanked event for trail-weary tourists; but the yellow flare of oil lamps and the scrape of hoedown fiddles in a crossroads tavern . . . well, that made you forget the bruises of log-ribbed trail and springless stagecoach as you hastened to the night stop.[31]

The Clinton Inn was built in 1831 at Clinton, located on a very popular stage route running west from Detroit and has been restored at Greenfield Village, Edison Institute, Dearborn, Michigan, and is shown in Figures 4 and 5.

Fig. 4. The exterior of a typical frontier town inn, The Clinton Inn, built in 1831.[32]

Its long two-storied porch, supported by square piers, presented a dignified facade to the weary stage traveler. Within the entrance hall, the traveler registered at a massive slant-topped table, that nearly shut off the passageway. At the left was the taproom with its rows of ancient bottles and the welcome of a fireplace on the outside wall. On the right

as one enters, the present visitor can see the parlor, and further to the right is the "Sunday parlor", furnished with contemporary furniture, including the original piano and candelabra. The kitchen and dining room were at the rear. Steep stairs led from the entrance to the second floor guest rooms and ballroom, which had the popular "spring floor" design.[33]

Another of these taverns or inns was the Walker Tavern, built at the intersection of the Monroe Turnpike and the Chicago Turnpike, and is illustrated in Figures 6 and 7. Built in 1832, it served travelers for many years until the demand for a ballroom prompted the owner to build a new and larger brick inn across the road in 1854. It had such

Fig. 5. The kitchen and cooking utensils of the Clinton Inn[34]

Fig. 6. A typical country inn, The Walker Tavern, built at Cambridge Junction in 1832.[35]

Fig. 7. A Walker Tavern chamber (sleeping room) showing the four-poster, trundle bed, popular at that time.[36]

well-known guests as Daniel Webster, Harriet Martineau, and it is claimed that James Fennimore Cooper made notes here for his Oak Openings. Its rooms included a log-jointed kitchen, spinning room, taproom, barber shop, a post office and guest rooms with canopied beds.[37]

Others of this period included the old Springfield Inn (1840) located 35 miles south of the Walker Tavern; the Botsford Tavern, built as residence in 1836 and made into a tavern in 1842, located on Grand River Avenue near Detroit; and the Reuben Bird House at Clayton (1837).[38]

As immigration continued, the many taverns already built were unable to satisfy the demand. Larger ones, usually of brick, were then built in the communities along the stage routes. One of these was the Hodges House, a three-story brick and stone building erected at Pontiac in 1840, and is shown in Figure 8. Its reputation includes a fine

Fig. 8. The Hodges House of Pontiac, built in 1850 and typical of the brick inns that sometimes followed the town inns of wood construction.[39]

clientele, with Abraham Lincoln as no exception. Joseph L. Hudson, founder of the J. L. Hudson Company of Detroit once swept its flagstone walks and washed its windows.

> In the years after that opening, the hotel gained a reputation throughout the Middle West for its outstanding cuisine--its venison shot on the shores of Sylvan Lake, its wild ducks, its quail and its wild turkey, all taken within a few miles of Pontiac.[40]

Regarding organization of its plan, it included 50 rooms, bar, lobby, dining room, and three stores. Its business was increased by the coming of the railroad. Guests wished to rest overnight before traveling over rough roads to Flint, Rochester, or Imlay City.

Another of these fine brick hostelries built in spite of depression, caused by overexpansion and wildcat banking was the Marshall House, built in 1838. This was reported to be one of the finest hotels in Michigan, built just seven years after the founding of the city of Marshall. Its Ionic-columned portico and three storied L-shaped main section were designed by R. M. Upjohn, architect of Trinity Church in New York. A detail of added character was an iron cornice over every window of the entire building. "It was the most elaborately furnished and finished caravansary at the time of any in Michigan, or the Northwest, and a noted resort for many years."[41]

Town Hotels. An example of the typical downtown hotels of our early cities is the National Hotel, originally the Hinsdill House, erected on the present site of the Morton House in Grand Rapids. The Hinsdill House was built in 1835 and consisted of a two-story building with a ballroom on the second floor. It was named the National Hotel in 1839 and burned in 1855. In 1856, a four-story frame building in pre-classical style with green blinds, again named the National, took its place and is

illustrated in Figure 9. It enjoyed the finest patronage in the city. Most of the travel into Grand Rapids was from the Kalamazoo Stage, which turned from Division Street onto Monroe and thus all travelers first came to the National.

Fig. 9. The National Hotel, built in Grand Rapids in 1856, and of Federal style that was often used for hotels in Michigan's early cities.[42]

> Although the ride was through forests and along the shore line of lakes, and dinner stations served roast wild duck and squirrel pot pie, the passengers after a fifty mile ride in a jolting, swaying, cramped up coop, were glad to clamber down from the top or out of the crowded seats and find rest in the hotel. The wide verandas with their chairs on summer days, the great fireplace with its blazing logs in winter were the best welcome the city could give. Men gathered about the fire and smoked their pipes and the ladies came and listened to stories or to discuss the events of the times.[43]

Resort Hotels. Although a true resort era was not to come until after the Civil War, the areas immediately around the early towns were

used for recreation, and some structures were built for real resort use. One such was the Fisk Lake House, built of log in 1837 on Fisk Lake near Grand Rapids. This was rebuilt of brick and became very popular for local society:

> A great resort for saddle men and their ladies who stopped, left orders for dinner, galloped on to Cascade, following the Thornapple River to Ada, and then came back to the tavern where Pat McCool looked after the horses and "Boney" Carpenter served chicken and the finest steaks that ever came from a charcoal broiler. . . . Frequently, the evening ended with dancing in the upstairs ballroom, noted as having one of the finest floors in the city. Mr. Carpenter played the "bones" and set the pace.[44]

This pre-Civil War era could not be completely described without mention of a striking hotel of full-blown classic architecture, as shown in Figure 10, that disappeared almost as rapidly as it came into being.

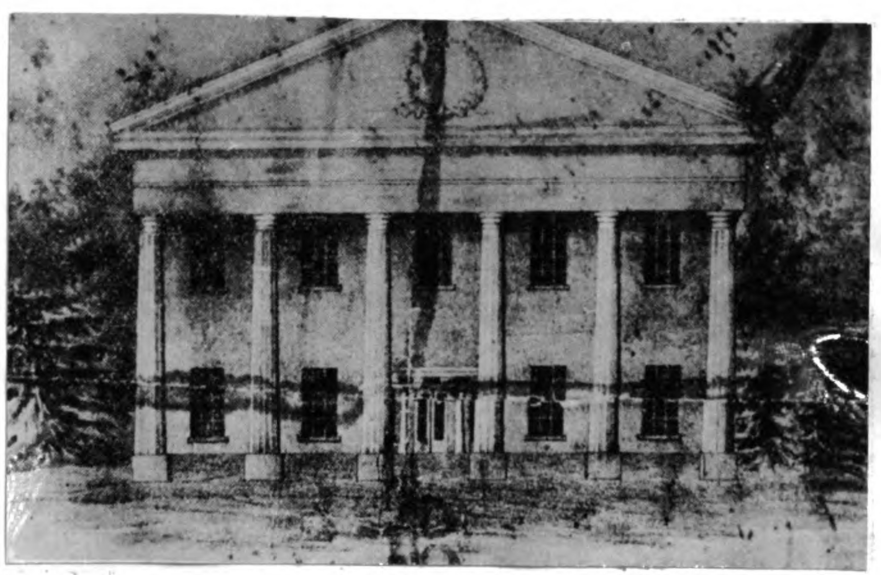


Fig. 10. The classic-style Ottawa House of Port Sheldon as it appeared in 1836.[45]

Although it was part of a "wildcat" town development instead of a resort, its patronage was mostly pleasure-bent. Measuring 60 x 120 feet and built in 1836 at a cost of $40,000, it was part of the Philadelphia capitalists' community of Port Sheldon, located at the mouth of the Pigeon River. This magnificent structure, called the Ottawa House, with a six-column Doric portico reminiscent of the Temples of ancient Greece, was not a success as a hotel. Capitalists of Philadelphia planned and erected the entire town that once boasted 300 inhabitants--all dependent upon the fathering company for support because the port was poor and there was no access to inland areas. Inspection of the hotel register reveals that the few guests who did come were friends or relatives of the company administrators or employees.[46] Charles T. Badger, proprietor of the hotel, got together a printed announcement that included a fine illustration of the hotel and the following:

> The Subscriber, late of the MARSHALL HOUSE, Philadelphia, begs leave to inform the Public and Travellers generally, that he has taken that LARGE and COMMODIOUS HOTEL lately erected at PORT SHELDON, Michigan, known as the OTTAWA HOUSE, Which he intends opening about the 1st of June next. The House will be furnished in a style not surpassed by any House in the Country, his Furniture will be entirely new, selected from the EASTERN CITIES, his BAR will be furnished with WINES and LIQUORS of superior quality and choice brands, all selected in NEW YORK and PHILADELPHIA. The Subscriber from his long experience in the business, and unremitting attention, hopes to share a portion of public patronage.
>
> Charles T. Badger, Proprietor[47]

The company abandoned the town within a decade and Abram Pike, who had been clerk, became sole monarch of the town. When he moved to Grand Rapids, he brought four of the front columns of the hotel by oxen and included them in his residence there. This home has now been converted to the Grand Rapids Art Gallery.

One of the first hostelries for visitors to Mackinac Island was the John Jacob Astor fur trading post, built in 1820 and converted to a hotel in 1830. Mrs. Rosa Webb, long-time resident of the island is credited with preserving and restoring the structure in 1930 as a historic shrine. Today, "the hand wrought steel yards, the crude elevator with the large wooden wheel hung in the attic of the fur warehouse, old andirons in the shallow fireplace, which allowed more heat to circulate into the room than the deep fireplaces of modern times, are all there on exhibition."[48]

Footnotes

[1]Newcomb, Rexford. Architecture of the Old Northwest Territory. Chicago, The University of Chicago Press. 1950. p. 4.

[2]Ibid., p. 111.

[3]Quaife, Milo M. and Sidney Glazer. Michigan--From Primitive Wilderness to Industrial Commonwealth. New York, Prentice-Hall, Inc. 1948. p. 151.

[4]Belknap, Charles E. The Yesterdays of Grand Rapids. Grand Rapids, The Dean-Hicks Company, 1922, p. 16.

[5]McKenney, Thomas L. Sketches of a Tour to the Lakes, of the Character and Customs of the Chippeway Indians, and of Incidents Connected with the Treaty of Fond du Lac. Baltimore, Fielding Lucas, Jr. 1827. p. 36.

[6]Quaife, op. cit., p. 150.

[7]Fuller, George N. Economic and Social Beginnings of Michigan. Lansing, Michigan Historic Commission. 1916. p. lxv.

[8]Harriet Martineau's Travels In and Around Michigan, 1836. (Reprinted from Society in America, published in London, 1837.) Michigan History Magazine. 7 (January-April, 1923) 24: p. 50.

[9]Harriet Martineau, etc., op. cit., p. 52.

[10]A copy of a halftone in: Fitch, George E. Old Grand Rapids. Grand Rapids, published by the author. 1925. p. 24.

[11]From the photographic collections in the Michigan Room, Grand Rapids Public Library.

[12]Harriet Martineau, etc., op. cit., p. 85.

[13]Hatcher, Harlan. The Great Lakes. New York, Oxford University Press. 1944. p. 211.

[14]Ibid., p. 229.

[15]Ibid., p. 231.

[16]Michigan--A Guide to the Wolverine State. (Compiled by workers of the Writer's Program of the Work Projects Administration in the State of Michigan) New York, Oxford University Press. 1946. (Third printing with corrections) p. 87.

[17]Harriet Martineau, etc., op. cit., p. 82.

[18]Mansfield, E. D. Exposition of Mackinaw City and Its Surroundings. Cincinnati, published by the author. 1857. (A report to the proprietors of Mackinac lands) p. 15.

[19]Ibid., p. 42.

[20]Belknap, op. cit., p. 85.

[21]Ibid., p. 82.

[22]Ibid., p. 86.

[23]Mershon, William B. Recollections of My Fifty Years Hunting and Fishing. Boston, The Stratford Company. 1923. p. 27.

[24]Belknap, op. cit., p. 137.

[25]Mershon, op. cit., p. 172.

[26]Fitch, James Marston. American Building. Boston, The Houghton Mifflin Company. 1947. p. 50.

[27]Newcomb, op. cit., p. 125.

[28]Fitch, J. M., op. cit., p. 63.

[29]Ibid., p. 101.

[30]Belknap, op. cit., p. 78.

[31]Wayne, Ralph R. Tavern Yesterdays. Motor News. January 1942. p. 11.

[32]A copy of a postcard, Clinton Inn, Greenfield Village, The Edison Institute, Dearborn, Michigan.

[33]From inspection of the restored Inn, January 17, 1952 at Greenfield Village, Edison Institute, Dearborn, Michigan.

[34]From a photograph submitted by the Public Relations Department, The Edison Institute, Dearborn, Michigan.

[35]Wayne, op. cit., p. 11.

[36]Ibid.

[37]Ibid.

[38]Newcomb, op. cit., p. 118.

[39]McCracken, Lawrence. Early Michigan Inns. Motor News. July 1943. 24.

[40]Ibid.

[41]Historical Notes. (Letter to the editors from Mrs. Craig C. Miller, Marshall, Michigan) Michigan History Magazine. 12 (July 1928) 49: p. 608.

[42]Fitch, G. E., op. cit., p. 21.

[43]Belknap, op. cit., p. 73.

[44]Belknap, op. cit., p. 79.

[45]Lillie, Leo C. Historic Grand Haven and Ottawa County. Grand Haven, published by the author. 1931. p. 155.

[46]Ibid.

[47]Ibid.

[48]Grand Rapids Herald. August 30, 1930.

The Railroad - Steamboat Era (1870-1920)

The Setting

The post-Civil War period was marked with significant changes in many influences that brought about new and different tourist and resort buildings. The taverns and inns built in the 1850's along stage routes were no longer adequate. The resort taverns of nearby lakes of lower Michigan were soon to be dwarfed in importance by the elegance and grandeur of northern resort hotels. A capitalistic era just dawning was about to eclipse the democratic socio-economic order of pre-Civil War days. All such changes were not the direct result of the war between the states, but followed directly.

During the decade of the 1870's, the sailboat building era came to a close. The last sailcraft was built at Manitowoc in 1875.[1] Even before the Civil War, steamboats of the Great Lakes had developed rapidly from the first crude "Walk-In-The-Water" of 1818 to the luxury liners of the 1850's, such as the 2,200-ton "City of Buffalo". Even though elaborate in their appointments and handling a lucrative passenger trade, they were still wooden-hulled fire traps, powered by wood-burning side-wheeler steam engines.

Although passenger steamships dominated passenger travel by the 1850's, the wave of resort hotel development did not occur until after the Civil War. There is little doubt, however, that the popular steamship had acquainted many wealthy people with Michigan's lakes, streams and forests, particularly around the many port cities on the east shore

of Lake Michigan and in the vicinity of Mackinac Island. Frequent stops were required for refueling. Taking on wood at many points along the Great Lakes brought the lake tourist in contact with many shore points. Not until the 1870's and 1880's did the passenger trade recover. Prior to this time, the overexpanded trade of the luxury liners had been seriously hurt by the panic of the 1850's, the rapid extension of improved railroads, and the devastation of the war itself.[2]

All of the pomp and elegance and artificiality of the new rich were reflected in the decor and conveniences of the steamships following the Civil War. Now steel hulls were coming into use, propellors were replacing the great side-wheels and the wood-burning engines were giving way to those using coal.

Much of the patronage of port-city resorts of this period came via passenger steamship, as was true of the typical port town of Saugatuck, as shown in Figure 11. In spite of slightly greater travel time and some

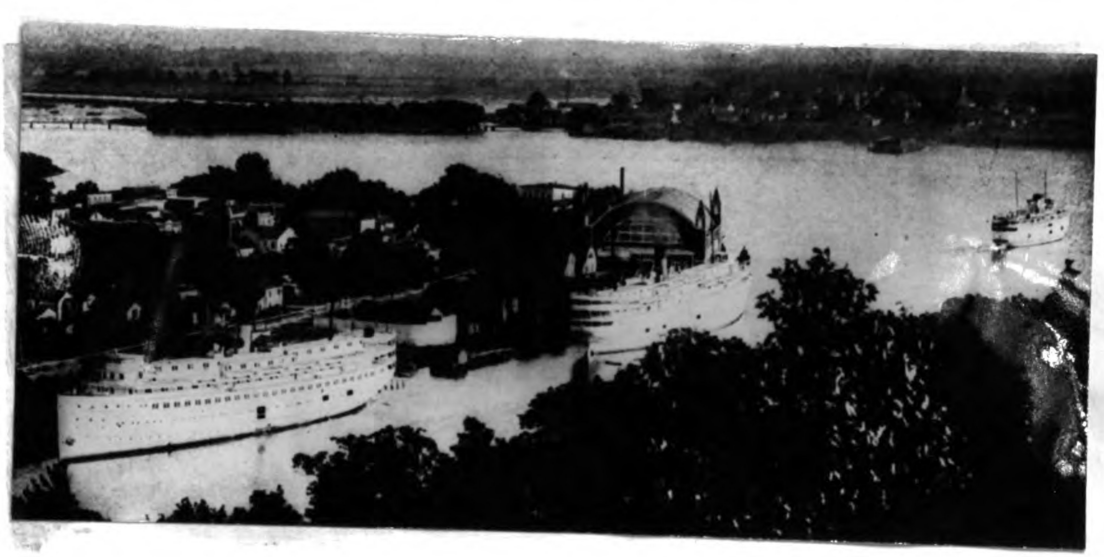


Fig. 11. Passenger steamships in the Kalamazoo River at Saugatuck, typical of tourist and resort transportation in this era.[3]

inconvenience to those who occasionally were forced to the railing, water travel was preferred by many. Good competition with railroads was offered because many problems of rail travel were eliminated. Railroad access to the resort regions in the north meant many transfers from line to line, often changing gauge of track. Through trains were not yet popular because consolidation of lines had not yet been realized. Steamboat transportation for resorters was at its peak around the turn of the century and remained very important for several decades that followed.

Railroads were also significant in the establishment of resorts. The railroads had been given generous timber grants and owned many lands with recreational potential. The Grand Rapids and Indiana railroad owned a forty-mile strip throughout its route; the Jackson, Lansing and Saginaw Railroad owned property fifteen miles on each side of the line. In 1876, the railroads owned over one and one-half million acres in Michigan.[4] The Chicago and West Michigan Railroad, the Grand Rapids and Indiana Railroad had much to do with the development of the resorts at Traverse City, Petoskey (see Figure 12), Holland, and even Mackinac Island.[5] The Michigan Central Railroad founded the resort of Topinabee in 1881,[6] and the railroads of southeastern Michigan influenced the development of resorts in the "thumb" area of Michigan. A correlation between resort location and the railroads of Michigan can be observed in Figure 13.

After the Civil War, the railroads enjoyed greater expansion than they had ever known. In 1860, there were 779 miles of railroad within the state which rose to 7,243 miles by 1890.[7] The first railroads followed approximately the same pattern as the first turnpikes, pushing westward from the Detroit region. As the timber and mineral resources along

Fig. 12. Grand Rapids and Indiana Railroad and Suburban tracks and trains at Petoskey, 1900.[8]

the streams of the north were exploited, ribbons of steel penetrated the frontier and produced a tangled network that seemed to begin and end nowhere. A typical descriptive term of railroads of the period was "The Ramshorn". Later, point-to-point transportation was considered in laying out the lines and the lower part of the lower peninsula and nearly all of the upper peninsula became spanned by railroads. Each new link was viewed with considerable elation, as this writing of 1884 indicates:

> The Jackson, Lansing and Saginaw Road is now completed from Otsego Lake to the Straits of Mackinac, via Cheboygan, a distance of about 63 miles. The business of this final extension has exceeded the most sanguine anticipations, and the prospect is peculiarly flattering, especially in view of the rapid development of the important and interesting region penetrated by the Road. From 1877 to 1881, both inclusive, there was realized by the sale of lands and timber--the fruits of the government land grant--$2,000,000.[9]

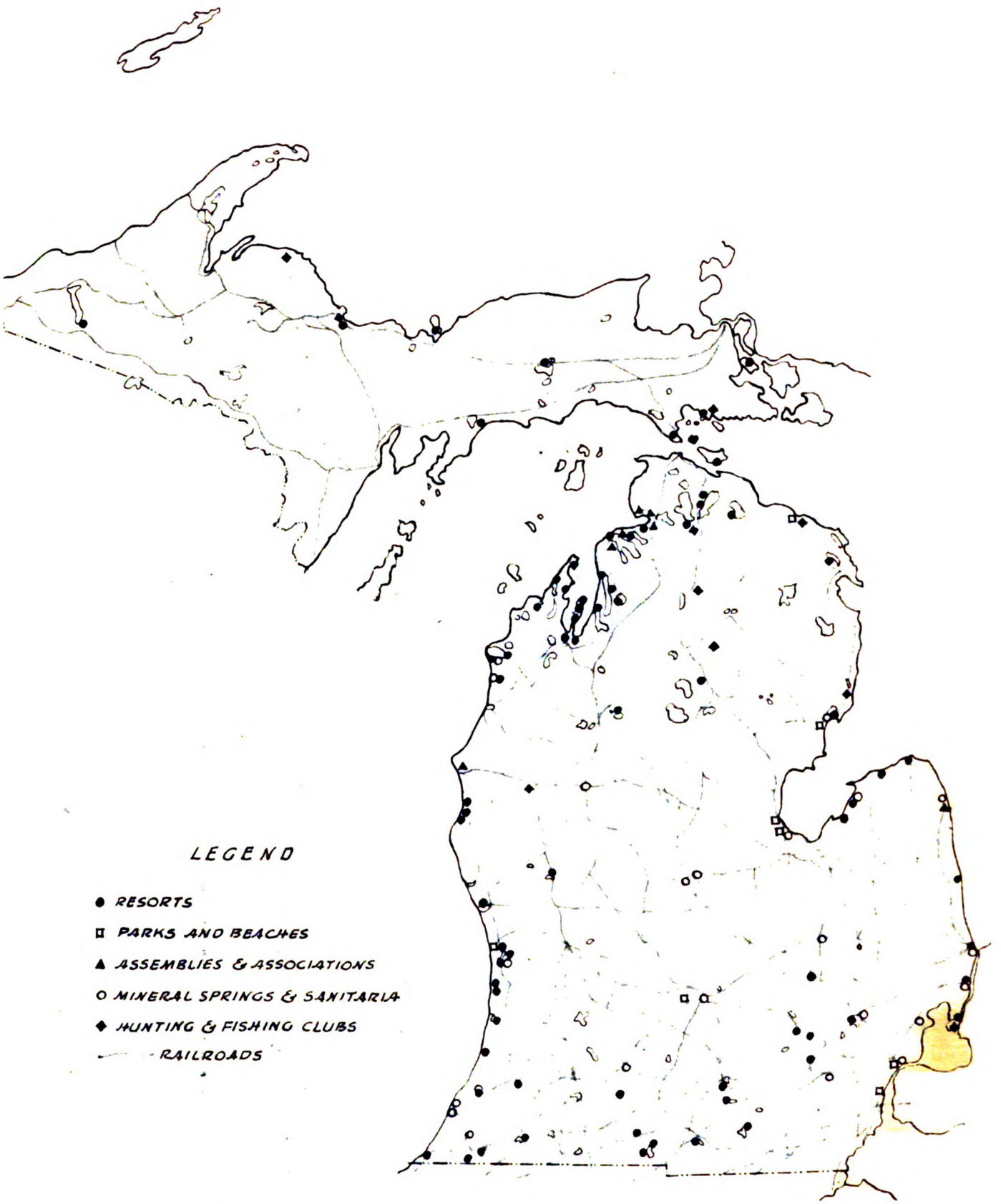


Fig. 13. Map of Michigan, showing resorts and railroads in 1898[10]

Probably the most significant event in the development of resorts in Michigan was the establishment of Bay View, to be a famous resort for many years, located at the head of Little Traverse Bay. Strangely enough, it had its origin in religious camp meetings in the south. As early as 1799, camp meetings were being held by religious groups in Kentucky. Originally employed by Presbyterians, the idea spread to the Baptists and Methodists. The Methodists carried the idea of camp meetings throughout their church and the movement spread. The "Circuit Rider" was an important messenger of the camp meeting and rapidly brought it to many regions. The leaders of the Methodist church of Michigan had long discussed the proposal of establishing camp grounds in Michigan.

> Rev. J. H. McCarty, pastor of the First Methodist Episcopal Church of Jackson, Michigan, and Mr. S. O. Knapp, an official member of Dr. McCarty's church, did much of the preliminary work which led to the location of the proposed camp meeting at Bay View. Mr. and Mrs. Knapp spent the summer of 1874 in Petoskey in search of a place where Mrs. Knapp might regain her failing health. During their stay in Petoskey, Mr. Knapp discovered the Bay View grounds, and much of their time that summer was spent in exploring this wonderland. . . . The healthful invigorating air washed in the waters of Old Lake Michigan and fragrant with pine and cedar gave new strength to Mrs. Knapp's failing energies.[11]

Thus began Bay View Resort. It soon grew from a camp ground resort to a new pattern of land use for recreation. The organization became the Bay View Association and kept the land in its ownership but leased lots to those who wished to build upon them. With the development of cottages came the organization of the social and entertainment phase of the community into what is called, even today, the Bay View Assembly.[12]

There immediately followed a wave of various types of resort developments, most being established on some group organization basis rather

than for private individual use. At Charlevoix, the people had hoped to wean the Presbyterian interests away from Little Traverse Bay but failed and, instead, interested a Mr. A. W. Page in establishing a group of his Kalamazoo friends at what became the Charlevoix Resort, located on the south side of Round Lake. In 1880, a group of wealthy Chicago capitalists established a club on the opposite side of Round Lake. The Northern Hay Fever Association leased land at Topinabee for rest and recreation. Harbor Point, located directly across Little Traverse Bay from Petoskey, was established in 1878 by a stock company made up of Lansing people who had become acquainted with the recreational appeal of the land and also the group pattern of land development.[13] The Harbor Beach Association in southeastern Michigan and many others in the state were formed at about this same time. When "Daisy-Daisy", "After the Ball", and "In the Baggage Car Ahead" were popular, Michigan witnessed a tremendous expansion of wealthy resorts that has never been equalled since.

Very soon after the steamboat- and railroad-resorts were established in Michigan, there were also many persons who became interested in building their own private cottages for recreational use. Because such cottage owners were not as influential as the larger resort associations, they were not as well received by the local people and found themselves at odds with them rather frequently. The obvious solution was for them to organize into associations even though their pattern of land ownership differed from that of either religious Bay View or wealthy Harbor Point.

On the west side of the state in 1914, from Grand Haven to the tip of the peninsula, fifteen resort associations representing 2500 families were banding together to oppose the alleged unjust "taxation without representation".

> At Michillinda, on White Lake, there are some 40 cottages on a peninsula. The sand strip which prevents the colony from being isolated is never used, yet last year the cottagers were assessed $1,100 by the county for road tax. Inasmuch as the cottagers all have boats and communicate with the mainland over the water, they see a certain humor in their chagrin at the tax, for neither is there any road, nor has there been any effort on the part of the county to construct one.
>
> The new legislation, which was gently forgotten by its proponent at the last legislature because most of his constituents were making a worthy annual harvest from the summer folk from Grand Rapids, Chicago, St. Louis, Louisville and Cincinnati who swarm the shores of Black Lake--this bill will seek no more than a just distribution of the tax expenditure upon the land assessed.
>
> If it passes, the Indianapolis vacationists at Michillinda may get a road along the sand strip. The hundreds of St. Louis and Cincinnati citizens who seek Grand Traverse and Little Traverse Bays, for the material business of both themselves and Western Michigan business, may find their annual contributions to the funds of the northern counties better applied when they come back next year.[14]

The last few decades of the 1800's were as gay as they are reported to have been. The peak of magnificence and grandeur was reached in both touring and resorting. A society news writer in 1892 writes of the social life of Mackinac Island:

> Every cottage, house, home and hotel in the place has been full, while the hotels have been so packed that guests have slept in the most out-of-the-way-places, with others waiting to "turn in" when they awoke. Many people have been obliged to stay at St. Ignace, on the peninsula seven miles away, until rooms could be secured on the island. . . .
>
> The result of this has been that the island is gradually getting to be gayer and gayer, more and more fashionable to the cost of the delightful air of rusticity that has so long been one of the island's more agreeable features. The primitive is gradually surrendering to the formal, and the simple to severe fashion. . . . There are ladies here whose only labor is to learn what their neighbors are wearing.
>
> Another interesting phase of life here is that which is devoted to watching a young lady trying to meet a certain young man. For instance, she will introduce herself to an elderly gentleman and ask to be presented to his daughter, who knows a young man, also introduced, who knows six young ladies, all of whom are subsequently presented by request in the hope that one of these six maidens will introduce the greatly desired young man. As a rule this ruse fails to work and the young lady, who has thrown over all her former acquaintances, has to be content with the second-hand attentions of the man who was last year engaged to the belle of 1891.

> A ravishing blonde of the blondest type passes the place of observation, suggesting a well-known opera singer in beauty, though excelling her in amiability and charm. From the same city of Michigan comes a young lady who suggests, if she does not resemble, the most winsome American actress, and whose intellectual qualities and charm of manner are not overshadowed by the reputation that she is the most tasteful and exquisite dresser of her city. Along comes a young man, still fresh with college honors, who is enjoying the ecstacies of a genuine summer resort love affair, with its two days' quarrel and its subsequent four hours' tete-a-tete on the rear veranda.
>
> A robust, well-built and happy looking girl approaches and is sure to meet with many invitations for the morrow, for she is as active at bowling, riding, driving, sailing, or rowing as she is intellectually bright, and her copy of Page's "In Ole Virginy" testifies to her taste in literature.
>
> The girl who gushes and giggles and pays compliments with a sledge-hammer is also there, but not always in company. There is also the young girl who chews gum and tries to be exclusive while experimenting with love's young dream on the installment plan. This living panorama is in constant motion and proves a ceaseless study.
>
> It is surprising, too, how many of the people one sees at a resort as glorious in its natural beauty as Mackinac Island, who are perfectly oblivious to the splender of the scene, the magnificance of the scenic environment, who are unimpressed by the picturesque and who insist on acting, dressing and living in the same fashion here as they do at home, as far as such life is possible.[15]

It had only been seven years earlier (1885) that a writer described the Mackinac region during its period of transition:

> Mackinac Island has become one of the most famous summer resorts in the country. If the Mormon writer of 1854, gave a faithful picture of the character of the people of Mackinac Island, a wonderful change has taken place since then. They are now very much like other people, and their frequent association with the people of St. Ignace is having a marked effect for good upon their manner and morals.[16]

It is significant that this era was marked by great social changes, particularly with reference to women. In the hey-day of high style in resorts when everyone dressed for dinner,[17] women were still to speak only when spoken to, and then only by the proper introduction. Her dress, though elaborate and of extraordinary elegance was not revealing of the figure in any way. By 1920, she had emancipated herself and

became free of encumberances of dress that had been hampering her for ages. Her pedal extremeties were exposed for the first time in the history of civilized man. She became uncorseted and a new age of brassieres and step-ins began.

Throughout America's history, until the last two decades of the nineteenth century, swimming was socially taboo for all except small boys. The following description of Walled Lake in southeastern Michigan shows a typical condition in 1880:

> The swimming hole was nearly a half mile east of the town. The shore was safe for little boys and big boys, but it was not the style for men and women and girls to go bathing then. In fact, bathing suits were not in use. The boys watched their chance to undress, to leave their shirts and pants on the willow roots and to run for the water.[18]

Reeds Lake, adjacent to Grand Rapids on the east, was popular with local pleasure-bent youth, but swimming was not popular until after 1900. "A simple basket picnic, a croquet set, a few rowboats and a party of congenial friends were all that were needed to insure a good time such as would be remembered for weeks afterward," stated Mr. H. B. Miller, who established a boat livery on Reeds Lake in 1868. He had a croquet set, some lawn chairs, and swings which seemed to be a complete facility at that time. There was no amusement park.[19]

It seems unnecessary to develop further the hypothesis that the appeal of Michigan's lakeshores has been enhanced in direct proportion to the area of skin exposed per human being, particularly that of the gentler sex. Some say that swimming has increased in popularity. This writer would question the probability of a drowning person being rescued by the prowess of the average beach patron even today.

The pursuit of better health was one of the greatest motivating forces in establishing resorts in this period. Considerable disease had

been encountered during the period of settlement and much of lower Michigan was swampy and poorly drained. At this time, medical science had not advanced to provide relief from many sicknesses that were then attributed to climatic conditions. A fisherman writes about the pleasures of northern lakes:

> No flies to bother you. . . . No 'skeeters nor any no-see-'ems--nothing to mar the pleasures--no hot stifling nights--no clammy dews--no dank miasma creeping into the system; but rest--sweet sleep at night and a dreamy existence by day.[20]

The early drillings for water in Michigan produced many flowing wells of varying chemical composition. It seemed that no matter how brackish nor how salty the water was, it was ascribed phenomenal healing powers. Throughout Michigan, particularly in the southern half of the lower peninsula, there appeared a boom in the use of mineral springs. Many were merely tapped, bottling the precious water for sale on the spot or to be carried away for distant consumption. The medicinal value of such water appeared to be so great that it mattered little whether it was consumed internally or applied externally.

This gave rise to the development of many mineral springs bathhouses and hotels. Some expanded their medical activities and called themselves "sanitaria". In 1898, a report of the State Board of Health showed that out of their list of 140 resorts in Michigan, there were 19 communities having sanitaria or mineral springs activities in some form or other.[21] The Excelsior Mineral Bathhouse of Benton Harbor offered the treatment of "rheumatism, neuralgia, gout, etc., any form of blood, skin and nervous diseases; catarrhal troubles, morphine and opium habit". The treatment includes "rubbing, kneading and patting the affected parts or whole body while in the tub". This was to be followed by a sweating process and then cooling of the body.[22]

The resort town of Spring Lake skyrocketed into existance by the discovery of a mineral spring. In 1870, the Spring Lake Salt Company was organized and began boring for salt. The drillers struck a flow of water at 200 feet. A Mr. Hannibal A. Hopkins, who had been taking treatments at some magnetic springs elsewhere, happened to put his pen knife into the water. After this he was able to pick up a ten-penny nail with the knife. He said this water was much stronger than he had been used to. There followed a mad rush to Spring Lake. Hundreds of people flocked in and all of the residents took in boarders. Several cottages and hotels were built. One hotel gained the reputation of "the Saratoga of the West".[23]

In this period the frontier had been pushed back--in reality, farther northward. The hunting and fishing activities were carried on farther and farther away from the heavily settled portions of the state. In the earlier years, these sports were pursued largely in Barry, Allegan, Muskegon, Montcalm, Isabella and Gratiot Counties.[24] Then, because less and less of the unclaimed domain was unoccupied by settlers, a threat came to the freedom of sportsmen, particularly deer hunters. This motivated many persons to club together and purchase large tracts of land solely for their own sporting uses. Soon, several of these hunting and fishing clubs appeared throughout Michigan.

Les Cheneaux Club, located on a northeasterly point of Marquette Island (the largest of the "Snow Islands", lying in Lake Huron east of St. Ignace) is quite typical of such a summer fishing club organization. In 1883, a Michel Saint Leger, a French fisherman, had laid claim to land on the island, and subsequently offered guide service to hunters and

fishermen who were beginning to come to the area. A group of men from Bay City decided to form a club and have exclusive use of the area and in 1888 purchased about fifty-four acres of land from Saint Ledger. Housing, food service, entertainment, and dock facilities were then erected.[25]

Other prominent hunting and fishing clubs established in this period were The Huron Mountains Shooting and Fishing Club, The Fontanalis Club, The Rainbow Club, The Argonaut Hunting and Fishing Club, The Greenwood Fishing Club and many others.[26]

All sought the common objectives of Michigan's fish and game resources. Many persons of this period described Michigan as "a veritable hunter's paradise", with deer very plentiful and thriving on the slash resulting from timbering operations. Many smaller furred animals, such as beaver, mink, muskrat, and otter, as well as the black bear, bobcat, and an occasional wolf were objectives of sportsmen.[27] Many wrote glowing descriptions of Michigan's fishing pleasures:

> What wonder than that the fisherman who has visited Northern Michigan loves to dream of the halcyon time, and again looks forward to the lovely June days when the trout riseth to the fly on the waters, and the worm squirmeth in anticipation of the hungry fish that lieth waiting under some log just for such a juicy fellow; when the grayling striketh hard and sharp for your bait, and waiteth for the disciple of Izaak in the Sturgeon and Pigeon Rivers; while in every running river--in every crystal lake--the gamey black bass jumpeth for whatever bait may be offered on the invitingly sharp hook--let it be frog, mouse, minnow, Dobson's hell-gramite, or any other thing.
>
> In a word, if you want to enjoy a good time, take your wife and some fishing tackle and go north, and on my faith as a follower of the gentle Izaak Walton, you will come home younger and better for your trip, and unless very hard to please, will have found some warm friends among the hospitable Michiganders.[28]

At the turn of the century, a decline in railroad construction followed the beginning of interurban electric lines. The peak period

of their construction was from 1900-1910. This had an influence on both regular travel and resort accommodations. It gave many cities the opportunity to utilize nearby lakes for recreation purposes. This was particularly true in Pontiac, Kalamazoo, Lansing, Detroit, Bay City, and Grand Rapids.[29] For example, the interurban lines around Grand Rapids gave access to Reeds Lake, just a few miles on the east, and also to the Holland, Grand Haven, Muskegon area. On Spring Lake, near Grand Haven, in 1903 there were thirty docks that one could visit by launch after taking an interurban from Grand Rapids.[30]

Although the period of time about which this chapter is concerned includes the beginnings of the automobile, its real influence on tourist and resort facilities did not come until after 1920. Even as late as 1918, the tourist promoters had this to say about all kinds of travel in Michigan:

> The pure sands and woods for the children! Dancing, golfing, fishing and relaxation for the grown-ups! Trains de luxe! Boats de luxe! Automobiling everywhere! Roads de luxe, and otherwise--for we are truthful in Michigan, and roads de luxe are not always to be found closest to nature. If you fear the passable dirt road of God's country, do not try the byways of beauty that form a network throughout Michigan, but traverse only the scenic trunk lines--those magnificent forks of the Dixie Highway, the West Michigan Pike and the Mackinaw Trail.[31]

In the era being considered here, the automobile did little more than augment the business that resort hotels, founded upon steamboat and railway patronage, already enjoyed.[32]

The period from 1870 to 1920 was an era of new wealth which fostered the beginnings of a real tourist and resort industry. It was a period unlike any before in any nation's history. Even today, in most regions throughout the world, this second phase of development has never

materialized and hence few buildings for tourists or resorters (other than for visiting Americans) are needed. With the improved water and land transportation since the Civil War, with the ability of the new rich to recreate, and with many social changes taking place, the setting was laid for a great expansion in commercial recreational use of Michigan's resources.

The Tourist and Resort Buildings

From the foregoing discussion of the setting, it was shown that Michigan's resort development came into full prominence in this era. There were more resorters than tourists because transportation had not yet become personalized. Touring by train was tedious, dirty and quite uninteresting. Touring by boat was more confortable but was slower and did cause some inconvenience to those with lighter stomachs.

To satisfy the great expansion of resort developments, more and more spacious facilities in greater numbers than ever before were required. This expansion also resulted in rapid changes in buildings. Most of the resort developments occurred at places that had not previously been developed and therefore few structures were already in existence. Therefore, almost all of the resort buildings were newly built in this era.

This expansion in resorts came at a period of chaotic architectural design.

> The stylistic continuity of the previous century was shattered at a blow--it is small exaggeration to say that Greek and Roman styles "went out like a light". In rapid succession, the architects began experimenting with the Gothic, the Egyptian, the Romanesque, the Byzantine, the contemporary French. . . . The post-war period was lusty and inventive.[33]

This eclecticism in architecture had its mark on tourist and resort buildings as well as on residences, churches, and public buildings. By 1920, a typical resort community had known Greek Revival, Gothic Revival, and romantic building styles that accompanied the jig-saw and Yankee ingenuity. Rapid changes in demands of the public as well as many disastrous fires created a building boom in resort facilities that Michigan had never experienced before.

> Towers and turrets housed stairways, vestibules, or nothing, while oriel windows, porte-cocheres, arcades, porches, and conservatories completed these rambling masses. . . . Upon wooden buildings, traceried (jigsaw) porticoes, bargeboards, finials, and balconies were widely employed, and upon occasion exterior walls were of vertical boards and battens.[34]

Interiors were as ornamental, using decorative plaster, traceried bannisters, colorful carpets, and "rich, droopy lambrequins and drapes. Much bric-a-brac was in evidence".[35]

In spite of disunity of esthetics, rapid progress in the total building field occurred. "Today, it is apparent that the origins for our most spectacular architectural accomplishments are bedded in the rich and maculate Victorian era."[36] By 1860, several forms of central heat (warm air, hot water, and steam) were being utilized, using job-designed and handmade parts.

The map in Figure 13 has been prepared to show the influence of the location of railroads on the establishment of resorts. The grouping of resorts along the Great Lakes can also be observed. Although some resorts that existed in 1898 may not appear on the map, it does show all of those that were known by the State Board of Health at the time. A key to the various kinds of resorts has been prepared to assist in observing their relative locations.

Examples

The real establishment of a tourist and resort business in this era created a high demand for facilities. Many, many structures were erected. Worthy as all of them might have been, it would be beyond the scope of this paper to name and describe them all. Therefore, the examples herein described are those of significantly different types. By reviewing these examples, the reader may recall many other illustrations that would be equally appropriate. The principal types of tourist and resort buildings that were important in this era were: city hotels; resort hotels; resort association cottages and hotels; sportsmen's club houses; hotels for mineral springs and sanitaria; and amusement parks and beaches.

City Hotels. The rapid development of the railroad in this era offered a mobility to people in Michigan that never before existed. With the increased settlement, commerce and industry, towns out-grew the small country inn or earlier downtown hotel. In many instances, the first change was made by adding a wing containing more rooms to the present structure.

A very popular modification was a porch of one or two stories with decorative balustrade and supported by a colonnade of squared posts with ornamented corner brackets. The Chippewa House of Sault Ste. Marie, as shown in Figure 14, is typical of this change showing the original hotel and the added wing and porch.

The long porch became a trade-mark and virtually every hotel in Michigan had one. It seemed to occur more frequently in smaller cities and towns rather than in larger ones where a built-up store-front section and boardwalk prevented it. Most new hotels of such communities had this

Fig. 14. The Chippewa House, Sault Ste. Marie, typical of small frame hotels that added a wing and porch during expansion of the 1880's.[37]

sprawling appendage of rather questionable function. Whether it was an honest attempt to merge the interior with the out-of-doors, to provide ample promenade space for gentlemen and their ladies, or just to keep in step with a fad is difficult to determine. Whatever its reason for being, it persisted for many years. The porches of the Russell House of St. Ignace and the Hotel Iroquois of Sault Ste. Marie, as shown in Figures 15 and 16 respectively, are typical of hundreds of others that varied only in detailing of the posts, balustrade and brackets between the post and the soffit of the porch cornice. The broad porch was even carried to the more remote areas of the Upper Peninsula and in the little town of Ewen we find a hotel with promenade from the second floor and a porch all around two sides of the first floor. "The tourist who cares to

Fig. 15. The Russell House, St. Ignace, with details of cornice, porch, balustrade, and brackets typical of most hotels of this period.[38]

Fig. 16. The Hotel Iroquois, Sault Ste. Marie, of a very popular style in 1880 for all public buildings.[39]

see a real live town whose city conveniences and back-woods inconveniences are having a lively wrestle every day, should buy his ticket to Ewen, and he will see all this and more besides."[40]

That the inside bathroom was in demand in the last few decades of the nineteenth century is clearly told by a commercial traveler of that time. He stayed at the Comstock House at Morenci and asked for a room with bath. The landlord, with a broad grin, said, "We don't wash people; we eat and sleep 'em!"[41] A little later when he stayed at the Steele House of St. Johns, and asked the same service, the aged clerk replied, "I don't see what has come over people of late years. They used to come to the hotel to eat and sleep. Now they all come to the hotel to get a bath--and we have only one room with bath in the house."[42]

Even though it was a bowl-and-pitcher hotel, it boasted that it was the first among the smaller city hotels equipped with steam heat and electric lights. During the first decade of the next century, the Steele Hotel nearly collapsed from lack of patronage that had been weaned away over the interurban line to Lansing. It was reported that the "meals were horrible and the hotel was poorly managed".[43]

Perhaps it was the plush rebuilt Downey Hotel and others of Lansing such as the Wentworth Kerns that offered this hurtful competition to the Steele. Charles P. Downey, son of the founder of the hotel, first remodeled it in 1910 with a forty-room addition, lobby, cafe, writing rooms, bar, and completely redecorated rooms. Immediately after it burned in 1912, Downey rebuilt in the finest fashion. All rooms were equipped with hot and cold water, many with private baths. The best elevators were

installed and the lobby was made more spacious. Business flourished until the coming of the Olds Hotel.

Another example of early hotels in Michigan would be the Lansing Hotel, built in 1864. It was reported that "funds used in erecting and furnishing the Lansing Hotel were those given General Baker by the government of the United States for the part he had in capturing the assassin of Abraham Lincoln". It was the first hotel in Lansing to have an elevator. The four-story brick building contained a large dining room, spacious lobby, a bar of "more than passing beauty and size", and rooms that were well furnished.[44]

Resort Hotels. Most of the resorts of this period developed in areas of relatively recent settlement. Resorts were flourishing in the Grand Traverse Region very soon after settlement in 1880 which means that most of the resort hotels of this period were new. Indication of the interest in resorts at this time was the naming of a township "Resort" in Charlevoix County in 1880.[45] However, the growth was so rapid that even these new hotels could not keep pace with demands. See the map in Figure 13 for the location of resorts, reported in 1898.

In the community of Petoskey, for example, the owners of the Arlington Hotel experienced such a tremendous rise in resort trade that a palatial New Arlington Hotel replaced the old in 1897. The new hotel, as shown in Figure 17, repudiated the mansard roof and squared tower of the old hotel, illustrated in Figure 18. The impressive new structure was of bold classic style reminiscent of the ancient Italian villas. The colonnaded porch of round columns, reaching two stories high, supported by a high masonry wall with arched openings, formed a structure of

Fig. 17. The New Arlington, Petoskey, built in 1897, of a style similar to Italian Renaissance villas.[46]

Fig. 18. The Arlington Hotel, Petoskey, 1895, before rebuilding, as in Fig. 17.[47]

imposing elegance even when viewed from a distance far out into Little Traverse Bay. The hotel facilities boasted passenger elevators, electric lights, steam heated "room with private bath", bowling alleys and obtained a rate of $3.00 upward per day.[48]

This new grandeur in resort hotels occurred elsewhere as well. The Lex Cheneaux region and Mackinac Island were encountering the same enthusiastic patronage by the wealthy and each year saw newer and finer accommodations being offered.

Without a doubt, the most outstanding hotel ever to be erected in Michigan or even in the midwest was the Grand Hotel, built in 1887 at Mackinac Island, and illustrated in Figure 19. Not only was Mackinac a tourist mecca but also a favorite haven of politicians--perhaps no coincidence. That such a remote outpost of so recent settlement should become the zenith of high society and wealth with the most lavish and pretentious structure in the whole midwest was truly phenomenal.

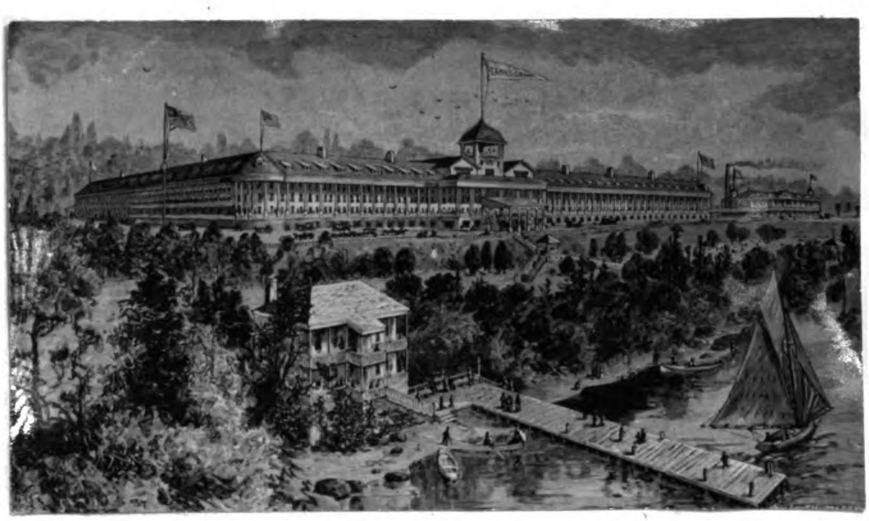


Fig. 19. Plank's Grand Hotel, Mackinac Island, built in 1887, one of the most famous resort hotels in America.[49]

> Its most imposing feature is the piazza--spacious and upheld by a lofty colonnade. . . . Little balconies project from the windows where two or three may sit comfortably, listen to the music of the band and gaze upon the life and movement on the piazza below. One of the names of the grand hotel is simply "The New Inn", but this old-fashioned, plain English designation is put to scorn by the large golden inscription which names the dining-room the "Saile-a-Manger". As if to repudiate both this far-fetched French phrase and the old-fashioned English "Inn", the people of Mackinac speak of the new hotel as the Plank House, the landlord being Mr. Plank, of great repute as a Boniface. The building of the new grand hotel has greatly improved business at the other houses, all of them being uncommonly full this season.[50]

This event was not to occur without a stir from the other hostelries on the island. The Mackinac House had burned just as the Grand was being built. By 1889, the "New Mackinac", of 100-room capacity, was in full swing, and there is more than sly humor in the advertising of its manager, Mr. Frederick R. Emerick:

> This hotel was built for the special comfort of summer boarders. On arrival, each guest will be asked how he likes the situation, and if he says the hotel ought to have been placed upon Fort Holmes, or on Round Island, the location of the hotel will be immediately changed.
>
> Corner front rooms, up one flight, for every guest. Baths, gas, electricity, hot and cold water, laundry, telegraph, restaurant, fire alarm, bar-room, billiard table, sewing machine, piano, and all modern conveniences in every room. Meals every minute, and consequently no second table. French and German dictionaries furnished every guest, to make up such a bill of fare as he may desire.
>
> Waiters of any nationality or color desired. Every waiter furnished with a fan, button-hole boquet, full dress suit, ball tablet, and his hair parted in the middle.
>
> Every guest will have the best seat in the dining hall and the best waiter in the house.
>
> Our clerk was specially educated for "The New Mackinac", he wears the original Koh-i-nor diamond, and is prepared to please everybody. He is always ready to sing any song, play any musical instrument, match worsted, take a hand at draw-poker, play billiards, "see a friend", loan his eye-glasses, sharpen your pencil, get the cinder out of your eye, take you out rowing, lead the german, amuse the children, make a fourth at whist, or flirt with any young lady, and will not mind being cut dead when Pa comes down. He will attend to the telephone and answer all questions in Choctaw, Chinese, Chippewa, Volapuk, or any other of the Court languages of Europe.

> The proprietor will always be happy to hear that some other hotel is "the best in the country". Special attention given to parties who give information as to "how these things are done in Boston".[51]

In the Les Cheneaux region, considerable interest had been exhibited by visitors who came to fish, hunt, and enjoy the bracing air. One of the first hotels to be built was the Islington, erected in 1895 by a Mr. Melchers and still managed by his descendants. It has now been remodeled but was originally a bowl-and-pitcher hotel with privies hidden among the cedars. Though it had over sixty rooms, the patronage was so great from 1900 to 1910 that many persons slept on the verandas. Guests came entirely by steamboat and the hotel would probably no longer be in operation if it had not been located on mainland which is now accessible by automobile. Guests were wealthy and made long stays at the hotel. Activities used most by the guests were fishing, hiking, parties, dances in the ballroom, masquerades, croquet, tennis, and sailing. The verandas were not screened in but were very popular since insects were not troublesome in the region.[52]

Although all the worthy resort hotels of this era cannot be described here, the examples chosen will present a representative description of the structures built to serve this lush and social resort era. Another hotel of prominence that advertised as the "family resort of Michigan" was the Lake Harbor Hotel located on the outlet of Lake Harbor (Mona Lake) near Muskegon. "Rest and Rusticate" was their chief promotional phrase and is aptly demonstrated by the patronage, as shown in Figure 20. The rooms and facilities would accommodate 150 guests and its literature stated that "its appointments are calculated to meet the requirements of its city patrons". Fishing was near at hand and bath

Fig. 20. Lake Harbor Hotel, (Mona Lake), in 1898, a typical shore resort hotel.[53]

house facilities for the more adventuresome guests were provided near the beach. Included on the grounds was a large dance hall. The resort was "located far enough north to get the full benefit of the cooling effects of Lake Michigan on the prevailing southwesterly winds, which points further south do not get; at the same time it is never cold, as points farther north frequently are". Access was by lake steamers and the Chicago and West Michigan Railroad.[54] By 1898, it was one of the largest resort hotel operations in Michigan, accommodating 750 guests and occupying over 150 acres of land.[55]

By 1890, the Upper Peninsula was not without examples of spacious, ornate and lavishly appointed resort hotels, even though not as numerous as in other regions of Michigan. The Hotel Superior at Marquette, as shown in Figure 21, was completed in 1895 and obtained the reputation of being one of the finest in the north. Built with the omnipresent veranda

Fig. 21. The Hotel Superior, Marquette, built in 1895, typical of the Romantic-styled structures, popular in this era.[56]

all around, it was an impressive edifice. A travel publication of 1895 gave the following description:

> It has about two hundred guest rooms, both single and "en suite". They are all large in size and well ventilated. Owing to the peculiar construction of the building, there are no inside rooms in the house, and each room may be properly termed a front one, as they all command a fine view of the lake, valley, mountain, woodland, or city.
>
> The halls are all main ones extending throughout the entire length of the building and are twelve feet wide, forming a promenade several hundred feet in length. The halls on the first and second floors open onto wide balconies that extend clear around the front and one end of the building, forming a grand promenade that for elevation and magnificent scenery has no counterpart in the country. The house is lighted by electricity and heated by steam, each room having a radiator and many of them grates in addition for those who prefer a coal fire in case of a sudden drop in the temperature. Call bells connect each room both with the office and house-keeper's room. Each hallway is provided with a drinking fountain, and there are toilet and bath-rooms on every floor.
>
> Public Rooms. These consist of a grand parlor, ball-room, ladies' parlor, ladies' reading-room, gentlemen's parlor and reading-room, billiard room, dining-room and ordinary, all of generous dimensions, and a rotunda forty by sixty feet.

> Amusements. Sailing and driving are the great diversions in this place and consequently there are good boats, good teams and good roads in abundance. The drives along the lake shore to Presque Isle or Mount Wasnard are very fine and afford a pleasure that never palls on the taste, no matter how often the route may be gone over. The fishing here is excellent and the opportunities for the hunter are unrivaled, as there is plenty of game in this section, both great and small.
>
> There will be evening concerts by the hotel orchestra and dancing in the ballroom on fixed evenings.[57]

Michigan was not without inland lake resorts at this same time. Although many were of hotel type, others had a central dining hall and recreation center with satellite cottages providing the housing facilities. One of these was the Lakeview resort, shown in Figure 22, located on the

Fig. 22. Dining hall, boat dock, and cabin at Lakeview resort, Grass (Bellaire) Lake, about 1920.[58]

east side of Grass Lake (Lake Bellaire). The location was described as virtually without mosquitoes and was also a haven for hay fever sufferers. Access was by the resort-owned launch which met Pere Marquette and other trains at Bellaire and brought guests via the river to the resort. It was

an American Plan resort having a guest capacity of about 30 persons and rates from $10 to $15 a week.[59]

Resort Association Cottages, Hotels. The various resort associations that appeared during this era developed facilities somewhat different from the usual resort hotel. Most individuals built family-sized cottages that went from extremes of modesty in design to the most elaborate Victorian. See the map in Figure 13 for the location of resort associations that were reported in 1898.

The first visitors to Bay View stayed in tents but cottages were erected as soon as possible. One of these first cottages is shown in Figure 23. These were of simple plan usually having a large central room that became bedrooms when separating curtains were drawn, a kitchen and dining area at the rear and a small porch at the front. As the development grew, the cottages became larger and received more decorative treatment, as can be seen in Figure 24.

Fig. 23. One of the first cottages at Bay View, about 1880.[60]

Fig. 24. Evelyn Hall, built by W. C. T. U. at Bay View in 1890.[61]

Several of the associations had religious, cultural or social objectives that necessitated other functional buildings. An auditorium, which in size and architecture was worthy of a large municipality, was erected at Bay View. A large recreation building, including a swimming pool and bowling alleys, was also provided.

At Macatawa Park, founded in 1887, on a strip of land between Black Lake (Lake Macatawa), facilities were located on an area of 250 acres and included a hotel of 32 rooms, 20 cottages, an auditorium, a pavilion with dance floor about 95 feet in diameter, and a bath house. The auditorium was used for lectures, concerts, chataquas, and church service, much the same as at Bay View.[62] In reality, these associations consisted of small summer municipalities, except that the land was in one ownership.

People were virtually immobilized when at resorts of this period.[63] Hence, the spacious interiors and porches were much used. It was truly a

rocking-chair era, and the porch scene in Figure 25 was typical. Because no automobiles were around to scatter the guests, particularly the young people, these associations were very cohesive--an element of resort success.

Fig. 25. Porch scene at Bay View cottage, representing most popular resort activity--sitting in rocking chairs.[64]

In the "thumb" region of Michigan, a slightly different building style was used, though the arrangement was similar to those already described. At the Harbor Beach Association and others such as at Pointe Aux Barques, gambrel-roofed hotels and cottages, as shown in Figure 26, were popular.

Not all cottages were built on organization-owned ground, although this was most popular. At Mackinac Island, on the west bluff, there developed a colony of cottages owned by wealthy people of southern Michigan. Many persons from Detroit, Lansing, and Kalamazoo built large three-storied summer castles with towers, turrets, and porches, as can be seen in Figure 27.

Fig. 26. The beach at Pointe Aux Barques with gambrel-roofed hotel; a style popular in that area.[65]

Fig. 27. Gas lights; cottages with turrets, towers, and other Romantic ornamentation, at Mackinac Island, about 1890.[66]

> On the western part of the island, a tract of land owned by the late Gardiner Hubbard has been platted, lots have been sold, and several cottages have been built. Senator Stockbridge has a beautiful summer residence here, unoccupied this summer. Stockbridge is one of the big lights of the island, from whom great things are expected by the residents. He talks of a race-course, and various other improvements of the National Park, which he, as owner of a great stock farm at Kalamazoo, and the intimate acquaintance of many horsemen, could easily carry out.[67]

Sportsman's Clubs. Hunters and fishermen were of many types--just as today. However, in the latter part of the nineteenth century, there was an urge to form sportsman's clubs, buy tracts of hunting and fishing land, and build facilities for the club members. Some were very rugged as shown in Figure 28, and others were as elaborate as the finest resort hotel, as illustrated in Figure 29. Refer to the map in Figure 13 for the location of hunting and fishing clubs as they were reported in 1898.

Les Cheneaux Club was one of the finest and most active in Michigan. Plans were prepared and a club house and cottages were started in 1890. By 1911, thirty-five cottages and an elaborate club-house had been

Fig. 28. A typical rustic hunting and fishing lodge in northern Michigan.[68]

Fig. 29. Club house of Les Cheneaux Club, Marquette Island, built about 1890.[69]

completed.[70] As an extra provision for their guests, a separate club house with dining hall housed as many as fifty colored servants.[71]

Expensive hunting and fishing clubs were plentiful among the St. Clair flats. Beyond the canal on the American side, the river was lined with club houses, private cottages and hotels built upon piles or on high ground dredged from the surrounding flats. Duck hunting and all sorts of fishing were participated in. Very large and rambling club houses, none too impressive on the outside, were most luxurious on the interior. Some of the most active were the St. Clair Fishing and Shooting Club, The Mervue and Rushmere Clubs, Muir's Landing, Sans Souci, and Grande Pointe.[72]

Hotels for Mineral Springs and Sanitaria. Mineral Springs resort structures did not differ greatly from others of the era except in functional arrangement of the bath house. Sometimes this was combined with the hotel but was often in a separate building. The number and character

of facilities depended upon the services the hotel was prepared to render. Some had no bath houses at all, offering "Fountain of Youth" waters to be consumed, while others promised nearly as complete medical attention as the contemporary hospital. The map in Figure 13 shows the location of mineral springs in sanitaria as they were reported in 1898.

The Oak Grove Sanitarium, located at Flint, was typical of many of this period. It was particularly designed to treat those suffering from nervous and mental diseases and those addicted to the drug habit. "Turkish, Russian and electric baths, the most approved electro-therapeutic appliances, and a well-appointed gymnasium" were offered for treatment. "A pool and billiard room, a music and reading room, bowling alley, and card and smoking room furnish a variety of means of indoor entertainment; while lawn tennis, golf, croquet, baseball and bicycling afford enjoyable open air exercise."[73]

At Spring Lake the entire area encountered a swelling of population when a mineral spring was accidently discovered. Most famous of the new hotels to be built here was the Spring Lake House, shown in Figure 30,

Fig. 30. Spring Lake House, built directly over a mineral spring, in 1870.[74]

erected in 1870, directly over the spring itself. It included a commodious bath house; 74 rooms; accommodations for 250 guests; attractively furnished parlors and dining rooms; bowling alleys; billiard room; promenade, and lounges for guests. The familiar mansard roof, decorative window cornices, and broad Victorian veranda, as shown in Figure 17, were in accord with the most expert design talents of the day.

The Cutler House, as reproduced in Figure 31, received a good share of its patronage due to the interest in the mineral springs. It was "the" downtown hotel of Grand Haven, after its opening on July 4, 1872.

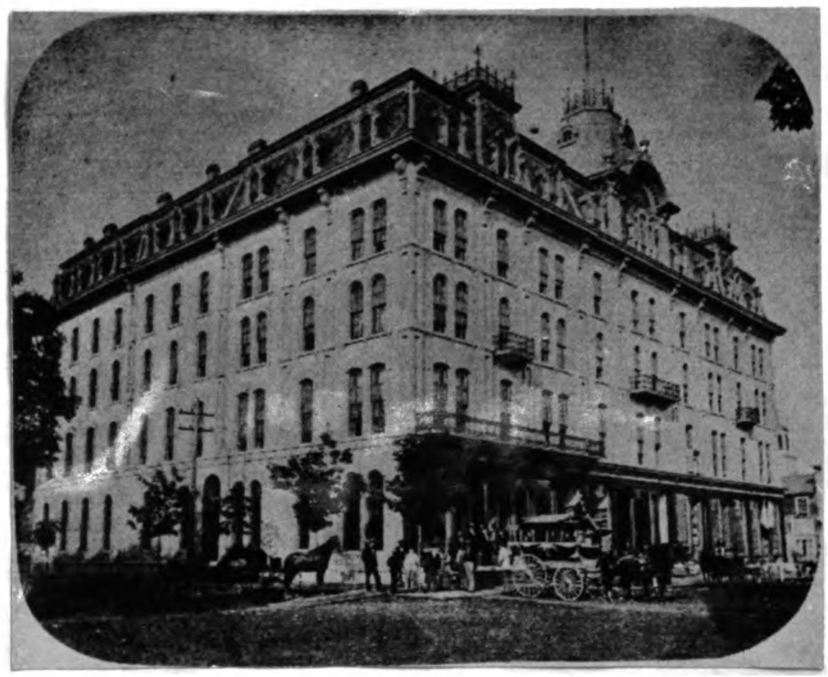


Fig. 31. The Cutler House, erected in Grand Haven in 1872[75]

The erection of this hotel did more than anything else to build up the reputation of Grand Haven as a summer resort. This hotel was one of the finest and became one of the most popular in the state. Its fame spread far and wide. . . . It was the most conspicuous object confronting any person entering the city.

It had a steam operated elevator; running hot and cold water in its rooms; and halls and lobby ornately decorated. When it burned in 1890, the conflagration spread over five blocks, consuming or damaging fifty-two buildings.[76]

The Battle Creek Sanitarium, to become famous the world over, had its beginnings as a mineral springs resort at a farm house in 1866. It did not begin large scale services until John H. Kellogg took an interest in organizing a health building and training program in 1876. Ready-to-eat, so-called "health" foods became a boom industry and the growth of the sanitarium skyrocketed.[77] By 1898 it could accommodate 500 persons, and the facilities included a large main building, a hospital, an annex, thirty cottages, a lakeside resort and pavilion at Lake Goguac, accessible by electric line.[78] In 1902, nearly all the facilities were brought to the ground by fire and an extensive building program was begun that in 1927 culminated in a $3,000,000 hotel, containing a dining room for 1000 persons, a hospital, a creamery, a laundry and other structures.[79]

Amusement Parks and Beaches. The electric interurban caused great expansions of recreational use of lakes and beaches near cities. In the last two decades of the nineteenth century, bathing and swimming began to gain popularity, creating a need for public bath houses. Two rows of bath houses were reported to have been in use on Grand Haven's beach in 1873,[80] and a large bath house had been built at Macatawa Park by 1900. The beaches reported to the State Board of Health in 1898 are shown on the map in Figure 13.

The beach scenes in Figures 32 and 33 show the activity at Lake Michigan Park near Muskegon in 1900. The pavilion here illustrates a type of building that was popular for several decades. Of particular

Fig. 32. Beach pavilion located at Lake Michigan Park, Muskegon, about 1900.[81]

Fig. 33. Beach patrons at Lake Michigan Park, Muskegon, about 1900[82]

significance is the great number of people and yet no one in the water. Some children were wading, but adult swimming was not yet popular.

On the south side of Black Lake (Macatawa Lake) near Holland, the Jenison Electric Park blossomed into full flower, becoming a favorite picnic spot for all western Michigan. Leased by the Holland Interurban Company, the park's manager, Charles Floyd, arranged for as many as ten separate picnic groups in one day. "The park was more of a pleasure resort than a rest resort, containing merry-go-rounds, ferris wheels, roller coasters, house of troubles, a wandering garden, a dance hall and kindred departures for picnic diversions."[83] For longer-stay guests a hotel was available.

Typical of many beaches near larger cities was Manhattan Beach on Reeds Lake just east of Grand Rapids and illustrated in Figure 34. By 1913 a new bathhouse had been erected and could accommodate 300 persons--having 75 dressing rooms for women.

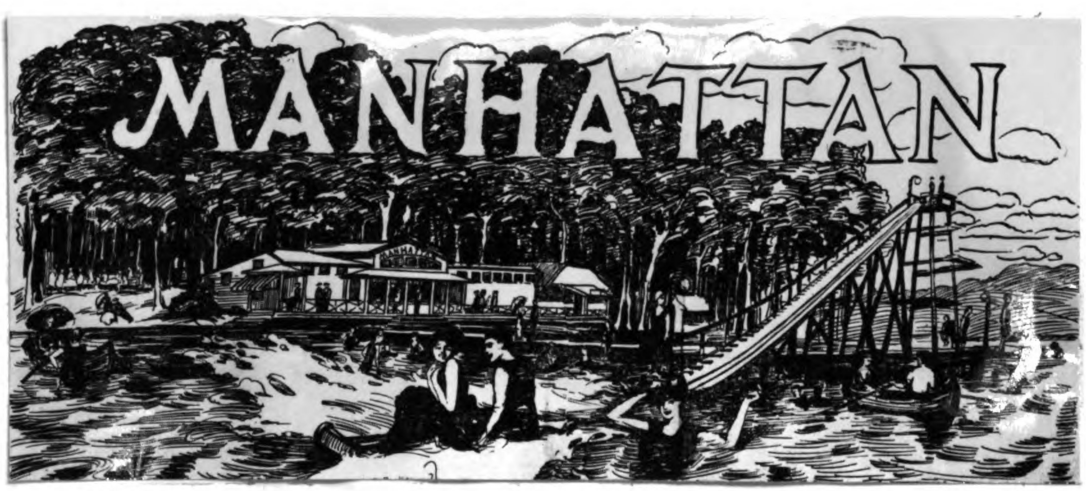


Fig. 34. A newspaper drawing of Manhattan Beach, Reeds Lake near Grand Rapids, 1913.[84]

For the purpose of adequately caring for the lady bathers lady attendants are in charge and everything possible is done by them to make bathing pleasant for the fair swimmers. Perfect arrangements have been made to keep the men and women separate and nothing which would embarass any woman is ever tolerated. As a result of this careful management the ladies of Grand Rapids are enthusiastic of their praise of the pleasures of bathing at Manhattan.

Suits are supplied to the bathers and by a special arrangement these suits are sanitarily cleaned and disinfected every time they are used. . . . The prices for the priviledge of the beach are the same as last year. A charge of 25 cents is made for men and women without suits. . . . Another feature of the beach is a togoggan slide.[85]

Footnotes

[1]Hatcher, Harlan. The Great Lakes. New York, Oxford University Press. 1944. p. 219.

[2]Ibid., p. 232.

[3]A copy of the halftone in: Michigan. Grand Rapids, The Michigan Tourist and Resort Association. 1919.

[4]McCracken, S. B. The State of Michigan; Embracing Sketches of Its History, Position, Resources and Industries. Lansing, The State of Michigan. 1876. pp. 24, 25.

[5]In a written communication from L. D. Henderson, Office of Vice-President, The Pennsylvania Railroad, Chicago, it was stated that Grand Hotel on Mackinac Island was constructed by the old Grand Rapids and Indiana Railroad in conjunction with the Detroit and Cleveland Steam Navigation Company and the Michigan Central Railroad.

[6]The Traverse Region. Chicago, H. R. Page and Co. 1884. p. 124.

[7]Quaife, M. M. and Sidney Glazer. Michigan. New York, Prentice-Hall, Inc. 1948. p. 287.

[8]From photograph submitted by L. D. Henderson, op. cit.

[9]Walling, E. F. Tackabury's Atlas of Michigan. Detroit, George N. Tackabury. 1884. p. 147.

[10]Map of railroads in 1898 redrawn from: Inglis, James Gale. Handbook for Travelers. Petoskey, George E. Sprang. 1898. The location of resorts in 1898 were taken from: Michigan--A Summer and Health Resort State. Lansing, The State Board of Health. 1898.

[11]Wheeler, Clark S. Bay View. Bay View, The Bay View Association of the Methodist Church. 1950. p. 17.

[12]From an oral communication with Fred W. Case, Business Manager of Bay View Association, Bay View. Jan. 22, 1952.

[13]The Traverse Region, op. cit. p. 204.

[14]Grand Rapids News. Nov. 18, 1914.

[15]From a newspaper clipping (unnamed), dated Sept. 12, 1892, found in the Michigan Room, Grand Rapids Public Library.

[16]Woolson, Constance Fennimore. Historic Mackinac.

[17]From a written communication by Harold Titus, Traverse City, Mich. November 28, 1951.

[18]Severance, Henry O. The Folk of Our Town. Michigan History Magazine. 12 (Jan. 1928) p. 51.

[19]Grand Rapids Press. September 7, 1907.

[20]VanFleet, J. A. Summer Resorts of the Mackinaw Region and Adjacent Localities. Detroit, published by author. 1889.

[21]Michigan--A Summer and Health Resort State. Lansing, The State Board of Health. 1898.

[22]Ibid.

[23]Lillie, Leo C. Historic Grand Haven and Ottawa County. Grand Haven, published by the author. 1931. p. 330.

[24]Mershon, William B. Recollections of My Fifty Years Hunting and Fishing. Boston, The Stratford Company. 1923. p. 92.

[25]Grover, Frank R. A Brief History of Les Cheneaux Islands. Evanston, Bowman Publishing Company. 1911. p. 96.

[26]Michigan--A Summer and Health Resort State, op. cit.

[27]Mershon, op. cit.

[28]VanFleet, op. cit., p. 33.

[29]Quaife, op. cit., p. 245.

[30]Scenes in Four Cities: Grand Rapids, Grand Haven, Muskegon, Holland. Grand Rapids, The White Printing Company. 1903.

[31]Michigan. Grand Rapids, The Michigan Tourist and Resort Association. 1918.

[32]Hedrick, Wilbur O. Recreational Use of Northern Michigan Cut-Over Lands. Mich. State College Agr. Exp. Sta. Bull. 247. 1934. p. 49.

[33]Fitch, James Marston. American Building. Boston, The Houghton Mifflin Company. 1947. p. 99.

[34]Newcomb, Rexford. Architecture of the Old Northwest Territory. Chicago, The University of Chicago Press. 1950. p. 139.

[35]Ibid.

[36]Fitch, op. cit., p. 105.

[37]A copy of engraving in: Osborn, Chase S. Sault Ste. Marie, published by the author. 1887.

[38]A copy of halftone in: Tipton, J. C. The Tourist and Investor--An Illustrated Guide to the Lake Superior District. Hancock, The Houghton County Progress. 1895. p. 19.

[39]A copy of engraving in: Osborn, op. cit.

[40]Tipton, op. cit., p. 72.

[41]From a series of clippings from Michigan Tradesman Magazine of 1915 and 1926, found in the Michigan Room, Grand Rapids Public Library.

[42]Ibid.

[43]Ibid.

[44]Ibid.

[45]The Traverse Region, op. cit., p. 185.

[46]A copy of a halftone advertisement in: Northern Michigan Lakes and Summer Resorts. Chicago, Grand Rapids and Indiana Railroad. 1882.

[47]A copy of halftone in: Petoskey and Little Traverse Bay. Petoskey, George E. Sprang. 1895.

[48]Northern Michigan Lakes and Summer Resorts, op. cit.

[49]A copy of engraving in: A Lake Tour to Picturesque Mackinac. Detroit, Detroit and Cleveland Steam Navigation Company. 1890.

[50]The Detroit Free Press. August 5, 1887.

[51]From an advertisement in: Kelton, Dwight H. Indian Names and History of the Sault Ste. Marie Canal. Detroit, published by the author. 1889.

[52]From an oral communication with Stanfield M. Wells, Jr., descendant of founder and now part owner of the Islington Hotel. January 14, 1952.

[53]A copy of halftone in: Michigan--A Summer and Health Resort State, op. cit., p. 78.

[54]From the advertising folder of Lake Harbor Resort, about 1895.

[55]Michigan--A Summer and Health Resort State, op. cit., p. 77.

[56]A copy of halftone in: Tipton, op. cit., p. 39.

[57]Ibid., p. 41

[58]A copy of halftone in advertising folder of the Lakeview Resort, about 1920.

[59]Ibid.

[60]A copy of engraving in: Northern Michigan Lakes and Summer Resorts, op. cit., p. 68.

[61]A copy of halftone in: The Bay View Bulletin. 5 (May 1916) 6: p. 16.

[62]From an oral communication with P. Theodore Moerdyke, Netherlands Museum, Holland. January 18, 1952.

[63]Titus, op. cit.

[64]A copy of halftone in: The Bay View Bulletin, op. cit., p. 7.

[65]A copy of halftone in: Michigan--A Summer and Health Resort State, op. cit., p. 24.

[66]A copy of halftone in: Ancient and Picturesque Mackinac. Mackinac Island, W. H. Gardiner. 1905.

[67]The Detroit Free Press, op. cit.

[68]A copy of halftone in: Michigan, op. cit.

[69]A copy of halftone in advertising folder of Les Cheneaux Club, about 1949.

[70]Grover, op. cit., p. 96.

[71]From an oral communication with Robert F. Ross, former manager of Les Cheneaux Club. January 28, 1952.

[72]Michigan--A Summer and Health Resort State, op. cit.

[73]Ibid., p. 133.

[74]A copy of halftone in: Lillie, op. cit., p. 328.

[75]Ibid., p. 335.

[76]Ibid., p. 336.

[77]The Battle Creek Sanitarium. Battle Creek, published by the sanitarium, about 1927. p. 4.

[78]Michigan--A Summer and Health Resort State, op. cit., p. 132.

[79]The Battle Creek Sanitarium, op. cit.

[80]Lillie, op. cit., p. 336.

[81]A copy of halftone in: Scenes in Four Cities, op. cit.

[82]Ibid.

[83]Holland Sentinel. July 22, 1939.

[84]A copy of line engraving in: Grand Rapids Press. June 30, 1913.

[85]Ibid.

The Automobile Era (1920-)

The Setting

The coming of the automobile revolutionized Michigan's tourist and resort business. It offered personalized mobility only before possible by canoe, horse or on foot, together with convenient and inexpensive long-distance travel. This was provided in a family-sized vehicle that could follow a multitude of routes rather than the confining railroad tracks or steamboat lanes. It brought a new era of tourists as compared to resorters who were formerly the dominant group.

Although the automobile had been invented earlier, it was in 1914 that the assembly plant principle was put into practice by Henry Ford, and he produced 308,000 cars.[1] By 1920, the production of passenger cars was well over one and one-half million cars a year, and a new era of personalized transportation was well underway. By 1930, 1,161,051 persons in Michigan owned automobiles.[2]

Every wagon road in the state became a possible thoroughfare for automobile travel, as shown in Figure 35. People adopted the automobile as a child does a new toy. Any time of the week became a vacation time, and real touring in Michigan had its start. The ubiquitous Ford car transformed a large mass of the populace, hitherto immobilized, into a vast horde of tourists. An example is shown in Figure 36.

Typical of this trend was an article that appeared in 1924 in America First Magazine entitled "Three Girls, a Ford, and a Vacation". The Ford brought them bathing, swimming, fishing and relaxation over a variety

Fig. 35. A typical highway of 1921; U. S. 2 near Iron River[3]

Fig. 36. A Ford car and lean-to tent of 1921[4]

of terrain that was unheard of in the stagecoach, or even the steamboat-railroad age.

> We reached Roscommon about four o'clock and, say, with its concrete street and all the automobiles lined up with licenses from everywhere, you'd think it was a second Detroit. It appears to be the center of a big resort region and they all come for their mail and do their shopping.[5]

Although no region was to grow as fast or as large as that around Houghton Lake, resort expansion did take place in many other recreational areas in Michigan that now came within reach of the automobile. Mackinaw City, for example, experienced a transition in the 1920's that was summarized by Arthur W. Stace, an outdoor writer of Grand Rapids:

> Whatever Mackinaw City residents may think of the Darwin theory or Darrow's talk on evolution, they do know that evolution of business here has been the salvation of this little resort, the uppermost village of the lower peninsula of Michigan.
>
> For years and years Mackinaw City was known as "the end of the trail" for the autoist, and the "jumping off place" for those who had to travel on to any points further north. Its hotels housed those who cared to go on farther into "Michigan's wilds" or the train traveler who must remain overnight between trains. It also was the railroad station for the Mackinac Island resort.
>
> With the coming of good roads everywhere, the change in the tourist business, Mackinaw City kept pace with the times, provided tourist hotels, landing wharves, movie houses, banks, a real resort all her own, paved streets, beautiful homes, churches, a Legion home and, above all else, a handsome public camping grounds right on the site of old Fort Mackinac of Revolutionary War days.[6]

The first World War had stimulated highway improvements. The Michigan State Highway Department that had been first led by a cyclist, Horatio Earle, began a program of expansion and improvement. Michigan was an outstanding leader in the development of highways, particularly concrete pavements.[7] Under the direction of Murray D. Van Wagoner, commissioner of the highway department, the convenience of highway travel was given special attention with the provision of picnic tables along main traveled

highways throughout the state. By 1930, 7,557 miles of the state's highways were hard surfaced, allowing rapid transportation to even the most remote areas.[8]

In the 1920's, highway construction and improvement was being carried on at such a pace that detours were probably more prevalent than completed highways. "Continuous improvement of old highways and building of new ones make a highway chart almost impossible as yet. Enquiry at village garages is sufficient to steer the motor party on the right road."[9]

The scattering influence of the automobile did not occur without creating problems. The first to confront the vacationer was the cool reception from the native land owners in the recreational areas. The tent camper's trenches in the lawn, his litter of waste papers, broken bottles and garbage did not make for the best public relations. Even by 1920, public interest had been stimulated to the degree that the Conservation Department had begun to establish state parks to alleviate this misuse of private lands. An item in the Northeastern Michigan Development Bureau's bulletin of 1920 stated that:

> Michigan State Parks are destined to play a big role in summer outing in the future. The state has laid out a system of public parks located on the shores of the Great Lakes, inland lakes and streams where nature holds summer revel, open to the camper and general public for free unrestrained enjoyment. There will be no troublesome "No Trespass" or "Private Grounds" signs in these big playgrounds.[10]

A vast state park system might have satisfied the demand for camping facilities at the vacation destination but the majority were tourists--people on the move requiring facilities at every stop. Many municipalities and private individuals soon found themselves in the tourist camp business. By 1930, this had become a national problem. Howard Menhinick,

of the School of City Planning, Harvard University, made a survey of 59 cities and found that municipal tourist camps were successful in 30 cities but had been unsuccessful or abandoned in 29. The greatestreason for failure was the competition being offered by privately owned camps. Menhinick made the following evaluation of the situation.

> Publicly owned tourist camps will probably therefore be a success, first, when private initiative will not or cannot take care of this need of the touring public. This is the justification for many of the publicly owned camps in the early days of automobile touring. Second, they will probably be a success, even with private competition, when fees are charged and when enough money is spent on the equipment and maintenance of the camper to enable them to supply service as good as, or better than, the private tourist camps provide. But this means that the city is entering the hotel business--a municipal activity which is hard to justify. On the whole, there seems to be increasing difficulty in justifying and successfully operating publicly owned tourist camps.[11]

Free service to tourists seemed to bring greater problems than those services that were obtained for a fee. If a governmental unit was the manager, there seemed to be a lack of responsibility in the public's treatment of the property. In Wilbur O. Hedrick's bulletin of 1934,[12] concerned with the recreational use of northern Michigan, he compares the low entrance requirements to private hunting clubs with state park tourists: ". . . share sales, made to all and sundry, as is the case here, bring together for summer life a badly picked group--a group, indeed, not unlike the groups at State Park tourist's camps". Even today, vandalism is one of the most serious problems confronting the Parks and Recreation Division of the Conservation Department.[13]

Concurrent with the expansion of public camps for tourists was a heightening of interest among groups for owning and operating their own lands for summer camp use. This popularity has steadily increased. The

early state-wide growth of organization camps was similar to the following account of expansion in the "thumb" area:

> Many clubs and societies seek this shore for summer recreation. Some find it in tent life on the beach. Others have built permanent "camps" or club houses in spots that particularly appeal to them, such as the attractive club house in a beautiful spot at Lakeport, built by the Women's Benefit Association, the great women's fraternal society. Y.M.C.A. camps, Y.W.C.A. camps, Boy Scouts, Camp Fire Girls, from various cities, school and college camps, tourist camps, cottages and club houses populate the shore with a happy, care-free population.[14]

With the new freedom of access to land in Michigan there was a tremendous surge in land sales that was not unlike the period of settlement. The subdivision of land for recreational use was soon overexpanded as much as land for permanent residence around cities. According to Hedrick in 1934, annual plattings for summer resort use reached their peak from 1925 to 1929.

> Indeed, nothing so closely like a Michigan resort "boom" ever had taken place prior to this period, and its causes may be laid, doubtless, to the great wealth of the nation at this time and to the effects from the wake of the Florida resort "boom".[15]

Hugh Gray of the Michigan Tourist and Resort Association in 1925 admonished the people of the state to "hold your land" and not sell it to Chicago speculators. He attempted to show that the inflated values of recreational lands should belong to Michigan people.

> Chicago's land grab, not unlike the water grab, comprises most of the Lake Michigan shore-line from New Buffalo to Whitehall, and considerable inland frontage. . . . Instances of amazing increases in values already are cited. One 20-acre tract on Lake Michigan was offered to a Chicago speculator at $3,500 a year ago. It sold last summer for $12,000.[16]

Gray attributed all this to Michigan's tourist and resort advertising campaign of the year before, which undoubtedly assisted in publicizing the fact that Michigan's land was very desirable and was increasing in value.

Even though speculation ran riot and many sales were never consummated, a great expansion of building on lake lots did occur.

Prior to the depression, the private cottage was considered to be the ultimate in resorting. The promotional literature that until now had included only listing of hotels, resort hotels, and transportation lines, now began advertising Michigan lake lots for sale with names and addresses of interested land owners and realtors. One author was fearful of the business coming to a premature end because the state was rapidly running out of property and in 1927 made the following prediction: "Practically all the touring that they (summer tourists) do in the future will be between their regular residences and their summer homes and in the territory surrounding their summer homes."[17]

By 1929, the tourist and resort business in Michigan had reached such importance that the legislature appropriated $100,000 to advertise the state. Already some areas of the state had begun to realize the business potential of their recreational resources and had started advertising. The first agencies that began promoting Michigan for recreation as well as agriculture and industry in 1910-1911 were the Upper Peninsula Development Bureau and the Northeastern Michigan Development Bureau. These organizations and the Michigan Tourist and Resort Association were actively promoting Michigan by 1920. There is little doubt that the vigorous campaigns of these promoters had a great influence on the development of Michigan as a tourist and resort state.

The economic depression of the 30's brought the resort expansion to a temporary halt but did not stop touring. The newly-felt freedom of transportation was too much to give up. Distances in Michigan were no

longer too great to keep people from touring. It cost little or nothing to stay overnight in the camps. Meals prepared in camp were relatively inexpensive. Even though blowouts and car troubles might add to the costs of traveling, this new transportation by automobile was much less expensive than rail or steamboat.

Although Hedrick's study of 1934[18] was concerned only with northern lower peninsula, his classification of types of resorters and tourists could apply equally to the whole state. He states that the majority of tourists were summer automobile vacationists, camping or using trailers along the way, while the persons of higher incomes traveled by boat, rail, or car and stayed in hotels. He describes the summer resorter as being one of the following kinds: a "roughing-it" or back-to-nature resorter; a rest-seeking resorter; a student resorter, such as those attending Bay View or Interlocken; and a fashionable resorter.

In the decade before the second world war there was a renewal of interest in both touring and resorting in Michigan. New highways linked areas that previously had been isolated. By 1940, 1,400,838 automobiles were registered in Michigan and the state had 8,785 miles of hard-surfaced highways.[19] With easier access provided by these highways the northeastern portion of the lower peninsula and the whole of the upper peninsula began to lure new patronage over scenic highways such as shown in Figure 37. In general, these areas had not experienced the resort development of 1890-1900 and, therefore, were virgin country for tourist and resort use.

A good measure of the Upper Peninsula's increase in patronage, especially that of the east end, is the volume of traffic across the Straits of Mackinac. The first ferry, the wooden "Ariel", was put in service in

Fig. 37. Scenic highway U. S. 2 along the south shore of the Upper Peninsula.[20]

1923 and could carry twenty vehicles a trip. In its first year it transported 10,000 vehicles and 12,700 passengers. Since that time, new ferries have been added in an attempt to keep pace with increases in traffic. In 1930, 132,000 vehicles and 352,000 passengers were taken from port to port at the straits. This has steadily increased and in 1950, 604,000 vehicles and 1,500,000 passengers traveled by ferry between St. Ignace and Mackinaw City. A large majority of this traffic was for tourist and resort purposes with heavy traffic jams during the hunting seasons and on holidays such as the Fourth of July and Labor Day.[21] A map of all state and federal-aid highways in 1951 is shown in Figure 38.

The volume of automobile travel after World War II took a leap that was never visioned by even the most imaginative tourist promoters.

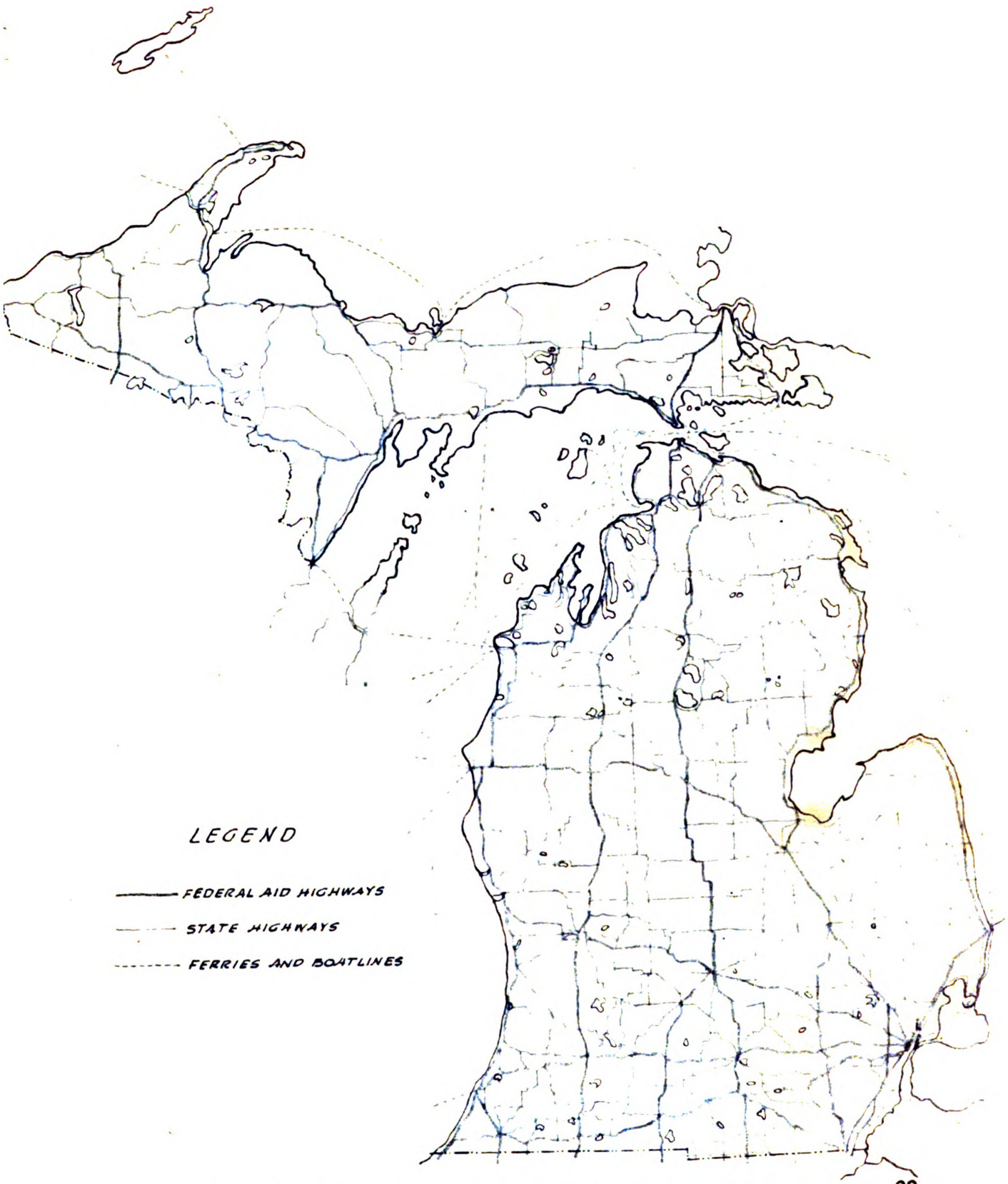


Fig. 38. Highways, ferries, and boatlines in Michigan, 1951[22]

Facilities were wholly inadequate for the volume of demand. During the war years, there developed a pent-up urge to travel and an unprecedented expansion of the tourist and resort industry took place as soon as Americans could travel again.

The improved economic situation of nearly everyone, together with better automobile transportation, fostered this expansion. A recent analysis by an advertising agency cites this and additional reasons for tourist and resort growth throughout the nation:

> Unions are insisting on more paid time off; some firms are giving more vacations to executives. The two-vacations-a-year idea is gaining. The rise in size and number of conventions send more men--sometimes wives--on second vacations. The number of permanent vacationers is swelled by larger retirement benefits by governments and corporations and by pensioners' search for cheaper living.[23]

That the automobile has had a significant influence on all other forms of passenger travel hardly needs emphasis. Steamship travel declined steadily from the depression of 1930. In 1950, less than one percent of the vacationers coming to Wisconsin, Michigan, Illinois, Indiana and Ohio came by steamboat. Almost 70 percent of vacationers came to this area by automobile.[24]

Railway travel, which reached its peak at the turn of the century, experienced a decline similar to the steamboat. The fall in patronage was severe enough that by 1941 the Michigan Public Service Commission was being asked by several railroad companies for permission to drop passenger lines.

> Gradual abandonment of passenger service by Michigan railroads and the popularity of automobiles, buses and airplanes have almost ended short-haul passenger trains in the state.
>
> The trend to rubber-tired vehicles had robbed the rail cars of patronage. Thirty years ago, 1921 trips of even 50 miles by train were commonplace in Michigan.

> In the past 10 years, at least 18 round-trip trains have been discontinued in Michigan. Two more are involved in petitions now pending before the state public service commission.[25]

In 1934, Hedrick writes that railway and boat travel had been cut to a mere fraction of what it was. He described this as being bad because it cut out a great amount of publicity that these businesses were giving Michigan, but also felt it was good because the number of visitors was greatly increased.[26]

Earlier in this paper (page 40), it was intimated that the interest in the use of beaches rose with the increased brevity of women's swimming garb. Bathing suit styles went from the heavy-skirted, stocking-ed, and sleeved variety, as shown in Figure 39, to the orversized handkerchief suits of 1950 called "bikinis". At first this was a little difficult for

Fig. 39. Typical bathing attire at the turn of the century[27]

everyone to accept. In 1929 a bill was introduced into the Michigan legislature by Representative Lynn Gardner designed to "bar bathing beauties from the hiways and biways of Livingston County".[28] The scantily-clad array of summer beach enthusiasts defied any attempts to control their manner of dress and the brief attire of the beach has now become a national institution.

This may account for some shifts in patronage of Michigan's resorts since 1880. Chambers of Commerce and tourist promoters, notwithstanding, it is not as comfortable to lounge in brief summer attire at northern Michigan resorts as it was in the long dresses, dress suits and straw hats of 1898, as shown in Figure 20. Much of the wealthy trade that once dominated Michigan's resorts has gone elsewhere. Could it be that the desire for more sunshine and suntan, as shown in Figure 40, has offered greater appeal to the wealthy than the northwoods, lakes and streams of the Great Lakes Region? An example of a business that may have lured away such trade is the Camel Back Inn of Phoenix, Arizona. The services include "pool luncheons, semi-weekly dances, mountainside picnics, gymkhanas and monthly complimentary cocktail parties". These are included in the modest rate of $64 per day for three persons, but horseback riding is an extra $25 a week.[29]

Since the last war, with the increase in promotion and number of facilities in many other states, greater coordination in Michigan's promotion seemed desirable. Act 106 of the Public Acts of 1945 created the Michigan Tourist Council, composed of nine members--five of whom are appointed by the governor and the remainder are secretary-managers of the four regional tourist associations of the state. In the Council's report of 1949 it was stated that:

Fig. 40. The lure of a typical southwestern U. S. resort in Phoenix, Arizona.[30]

> Today, Michigan's tourist industry faces a stronger adversary than ever before. It is competition--aggressive competition from states and foreign countries who have awakened to the numerous benefits which occur from the flow of tourist dollars. . . . Competition among the states and foreign countries for the travel dollar reached a new high in 1948, and there is every indication that this competition will be even more pronounced in the future. In 1947, thirty-seven states were spending tax money to lure vacationers to their recreation centers. In 1948, the score had increased to forty-five.[31]

Because the post-war period was one of great expansion of demand, the various regional associations and the Michigan Tourist Council were of the opinion that education and research were needed as well as promotion. From their 1949 report:

> In 1946, through the cooperation of Michigan State College, an outstanding tourist service program was instituted. Now in its fourth year of operation, the Tourist and Resort Extension Service has been improved and enlarged considerably. It is a service for both active and prospective operators of tourist businesses, as well as for those who may wish to establish hunting or fishing camps, or cottages, or summer homes for their own enjoyment.[32]

The increased cost of building and maintaining facilities today, as compared to 1870, emphasizes the importance of longer season of operation if proper returns on investment are to be obtained. This has caused many area promoters to encourage greater patronage of early spring fishing as well as fall and winter sports. The interest in hunting, for example, has had a definite increase in the last few decades.

> Since 1910 each 10-year period has witnessed an approximate doubling of the number of deer hunters and the total still is increasing:
>
> 1910 - 22,000 1940 - 175,000
> 1920 - 36,000 1950 - 400,000
> 1930 - 76,000
>
> During the period 1940 to 1950 the human population of Michigan increased about 20 percent, but the number of deer hunters increased well over 100 percent.
>
> In the 1940's, in spite of the slump during the war, the record passed the 200,000 mark, then the 300,000 and now the hunters number over 400,000.[33]

The mere fact that populations have increased over the years has had considerable influence on touring and resorting. Increased numbers of people in both urban and recreational areas has created problems that would not have occurred with a more static population. The population of Michigan has gone from 1.6 million persons in 1880 to 6.4 million in 1950. The greatest increase has occurred in the lower half of the lower peninsula, now having nearly 90% of the total population of the state.[34]

One great influence of population increases has been the expansion of the tourist and resort market. Building changes and new construction would not have progressed as rapidly if the market had not expanded and created a demand for more and better accommodations. The geographic location of metropolitan Detroit and its tremendous growth has been extremely important in increasing the popularity of Michigan's resort regions. Today, a large percentage of the state's tourist and resort patronage comes

from the state of Michigan, itself, particularly from the more populous southern half of the state.

A second influence of population has been the increased pressure upon recreational resources. Increased pollution of resort lakes, congestion of structures and a general spoliation of natural appeal followed greater recreational use of lakeshores. Earlier land subdivision patterns that were suitable for single cottage lot development are often obsolete for more intensive resort land use today. The change from extensive to intensive lakeshore development has caused shifts in types of patronage. Those who preferred the more secluded extensive cottage use have had to push farther and farther into unsettled lake regions of northern Michigan or Canada.

A third influence of increased population has been the change in the use of lakeshores and streams in the lower half of the lower peninsula. Most hunting and fishing clubs and resort hotels in that region have suffered severe decline in patronage and many cottage colonies have been converted to year-around homes. This may be due to several causes. The lakes near cities have become enveloped in the sprawling decentralization of cities in the last few decades. This has made the areas more valuable as high-class suburban homes. In some instances the streams and lakes have been developed with inferior types of housing and with industry that have polluted the waters or rendered them unsuitable for recreation. This has forced the large masses of population seeking touring and resorting activities to go elsewhere. During World War II there was a spurt of interest in such local amusement centers on lower lakes, but many have since been abandoned.[35] A few of these lake areas that have not been depreciated by

the above influences have succeeded in retaining highly successful resort operations because they are closer to a large market south of Michigan.

The interest in winter sports, such as skiing, tobogganing, skating, and ice fishing has been steadily increasing since 1930. In 1929, the Greenbush Inn, located on Lake Huron, was among the first to advertise to encourage winter, as well as summer, business. "For a number of years, Mr. Schmidt has been nursing, coddling, and administering sustenance to this auxiliary activity of his at Greenbush."[36]

Today, many establishments are catering to all kinds of winter sports activities, as well as the exhibition ski-jumping that was the sole attraction a few years ago. Throughout the areas of heavier snowfall, particularly in northern lower peninsula and in the upper peninsula, winter activities are receiving greater patronage each season.

Michigan's State Health Department and the various county and municipal health units have been responsible for raising sanitation standards in Michigan's tourist and resort businesses. Even as early as 1913, the Michigan Department of Health had a roving inspector who checked the railroad-steamboat resorts of that era. Today, better than 3,000 places of business are checked for food, water, waste, and other items safeguarding the public's health. There is an excellent record of freedom from epidemics or disease in Michigan's tourist and resort businesses.[37]

Racial differences, as well as religious or recreational preferences, have been influential in the development of several resort regions. Persons of the Hebrew race have occurred in large numbers along the southeastern shore of Lake Michigan and in some northern localities such as Charlevoix. Negro resorts have grown since their beginning at Idlewild

in Lake County. Thus far, seggregation has been practiced. Although it is unlawful to prohibit anyone from visiting a resort because of differences of race or creed, the resorters usually seek their own kind because they find they enjoy themselves better that way.

This era, from 1920 until today, saw the beginnings of mass touring and resorting, mainly brought about by the automobile. The impact of personalized transportation was great. Older resort regions, established by railroads and steamboats, were given a boost in patronage. Internal recreational regions became even more popular and the camping, picnicking tourist seemed to be everywhere at once. Both private and public camps were established, soon to be outdone by the demand for cabins and motels. With the automobile and ferry service at the Straits of Mackinac, the upper peninsula of Michigan increased rapidly in popularity. Following World War II there was another big spurt of development caused by an eager, mobile middle class with more money in their pockets than ever before. Year-around travel increased, and winter sports became well-established in this era. Health, promotional, and educational programs started in this era in an attempt to raise standards of services and meet competition of other regions. Thus, the setting was laid for a series of unusual building needs.

The Tourist and Resort Buildings

The tourist and resort buildings of this era that encompasses years from 1920 until today have been architecturally not unlike Fitch's description of the 1900-1933 period, which he calls an "esthetic wasteland".[38] The functional use of the structures and the technology of building have

improved considerably but great strides in artistry have been wanting. This may have been due to lack of professional interest in design of these buildings, while heating, plumbing, wiring, and construction have been performed by artisans of these trades. Even if professional designers had taken an interest in tourist and resort buildings, it is doubtful if great changes would have appeared. This era of architectural eclecticism was without unity of principle, and one chose an architect of a specific style as he chose his clothing.

The proponents of modern architecture might be heard to say that within their idiom lies the answer. However, before one subscribes to this philosophy, he might consider the following:

> . . . modern architects undertook the Spartan exorcism of art forms from building. The measure was therapeutic, as necessary to decoration as to structure; and, in a short fifteen years, it has succeeded in producing an entire idiom which is probably unparalleled in all architectural history for its lack of sculpture, painting, and ornament. . . . All art was rejected, not merely the bad. . . . Fortunately, there is increasing evidence that modern architects are revising their mechanistic attitude toward art. They begin to wonder if perhaps the baby was not thrown out with the bathwater.[39]

There is little question that the expansion of tourist and resort buildings since 1920 has been quantitative and not qualitative, from an esthetic point of view. The insatiable demand for facilities for overnight use as well as for resort use has brought about great increases in numbers of remarkably well-built, well-plumbed, and well-heated buildings, but seldom worthy architecturally.

Almost overnight, with the coming of the automobile, the tourist and resort activity changed completely, and an entirely new set of building needs appeared. Tenting, as a mass tourist overnight facility, gave way to the motor court. Much hotel patronage was also lost to newer and

better located highway facilities. Some old-time resort hotels survived obsolescence and fire, and even today offer accommodations to the resorter. The interest in private cottages rose, but was exceeded by the demand for rental housekeeping cottages in colonies that came to be the modern resort. Truly, the tourist and resort buildings of this era, not yet closed, are unique, typically American, and yet immature in the fullest architectural sense.

Examples

Today's traveler, if discerning, can select his own examples of tourist and resort buildings of this era, for they are all about him as he travels. The ones chosen here were selected at random to be representative of broad types of structures, recognizing that there are many sub-classifications. For example, an overnight cabin may be a crude shelter of log with a fireplace for heat and a water pump and privy providing the sanitary needs. Or it might be a finely finished brick structure with steam heat and a completely tiled bathroom with a glass door on the shower. Both buildings may be serving the same general function--housing for overnight--but would be popular for different kinds of trade. The following discussion of the tourist and resort buildings that responded to the setting already described is offered as an outline of the major types that appeared. The major types in this era were camping structures, overnight cabins, organization camp buildings, resort hotels, hotels, motor courts, hunting and fishing camps or clubs, trailer parks, winter sports buildings, cottages, and ranches.

Camping Structures. In the beginning of this era, a large percentage of automobile tourists tented and the remainder stayed with friends or in hotels. In tent camps only a few simple service shelters were needed to make the overnight stay complete. The inevitable privy persisted in tourist camps until just recently when running water was made available in state park service buildings.

A unique camp structure that was popular for a decade or more was the central kitchen. Many campers found that gasoline camp stoves, in the early days of camping, were hazardous and somewhat difficult to control. Wood-burning open fireplaces were acceptable, but many campers were not adjusted to blackened pots and pans and the fluctuating heat of the average camp fire. This brought about a need for better cooking facilities which were provided by grouping gas ranges or wood-burning ranges and a few sinks together in a central shelter which was often left unenclosed. In more elaborate shelters, toilet and shower facilities were included in this central building. The latter required much closer supervision and were found only in municipal areas.

With the improvements in gasoline camp stoves and the increased familiarity of the camper with charcoal and wood camp stoves or fireplaces, the provision of central kitchen facilities for the camper has disappeared. In the state, county and municipal parks that remain, the central service buildings often include toilets, lavatories, and showers.

Overnight Cabins. Some people of Michigan in the 1930's found that the camper sometimes became weary of pitching a tent each night or disliked doing so in the rain. Some filling station operators then occasionally rented a spare bedroom. Others built some small cabins, such as those

shown in Figure 41, just large enough for a bed in each. More enterprising individuals placed a box or two in the cabin on which was placed a bowl and pitcher or a lamp. Sometimes a small hot-plate and sink were offered, but an empty pail suggested the manner of obtaining running water. The privy offered all the sanitary facilities.

Fig. 41. Overnight cabins of a type that first followed tenting; about 1938.[40]

Cabins were looked upon with increasing favor and throughout the state those persons having highway frontage (regardless of location) began erecting them. Many have persisted until today. A modernized version of this overnight cabin is still most popular in the northern areas of the state, particularly near important vacation attractions. Cabins of this type are illustrated in Figure 42. Those early cabins, located in the lower part of the state, have largely given way to the motel, containing several units under one roof. The cabin or motel colony,

Fig. 42. Cabins with complete bath, popular in recreation areas; about 1950.[41]

often called a motor court, has increased tremendously in popularity in recent decades.

Organization Camp Buildings. To answer the recreational needs of organizations, such as Boy Scouts, Y. M. C. A., Y. W. C. A., church groups and others, different types of structures developed. The degree of refinement depended entirely upon the desires of the organization and the amount of money they wished to invest. Most frequently, they have been modest in design, emphasizing the naturalistic appeal of the site. In the last decade, some have added heated facilities with toilet and shower rooms equal to the most modern home.

The basic structures usually include a central mess hall, sometimes combined with a recreation hall; quarters for the staff; cabins or

dormitories for those attending camp; an infirmary; and other miscellaneous structures, such as bathhouse, boathouse, maintenance building, or others, depending upon the needs of the camp. Many of these facilities are today offered by the State Conservation Department, and others are owned and operated by each organization or cooperatively with others.

Educational specialists, in theories or camping, are beginning to believe that more can be gained from the camp experience of a child if his is not forced to live a primitive life while at camp. There is a trend toward smaller unit camping rather than regimenting the activities so that all must participate as a group.[42] Michigan has pioneered in the educational use of camps and the Department of Public Instruction, with the aid of other specialized interests in camping, have published a bulletin on the planning of school camps.[43]

Resort Hotels. This era has witnessed the decline of many resort hotels that were erected to serve the steamboat-railroad trade of the 1890's. Many have burned--others have become obsolete and abandoned or torn down. A significant number have been remodeled into more modern facilities and have revived patronage. Notable examples of this are the Macatawa Hotel at Holland; Portage Point Inn at Onekama; Grand Hotel at Mackinac Island, as shown in Figure 43; Hotel Topinabee on Mullet Lake; Roaring Brook Inn, Harbor Springs; and The White House, Gogebic Lake.

Their survival may have been due to several factors. The damand for resort facilities since 1945 has exceeded the supply. Unusually good management or even superior services have brought patronage in spite of the facilities being older. Their location has been within easy access of the automobile routes of today, even though built to serve steamboat or railroad trade.

Fig. 43. Carriage drive and porch of Grand Hotel, Mackinac Island; about 1950.[44]

Most of the operators of older resort hotels today anticipate drastic remodeling plans with possible additions of more modern facilities that are horizontal in style--row-type buildings or separate cottages. They recognize that the facility they now possess is more difficult to operate successfully than a more modern establishment.

Hotels. Larger city hotels have not changed greatly in this period, except for renovations and general improvements, but the smaller city hotel has been given some stiff competition. This has been a general national trend and has prompted benedictory writings, such as the article in

1952 by Ken Eyman, "Gone With the Wind", from which the following is quoted: "It is the small town hotel whose day is gone. A few veteran hotel men may understandably regret its passing, but it was the small town hotel operator himself who committed the crime, and the traveling public has been the executioner."[45] Although this appears a little harsh when applied to Michigan conditions, it is descriptive of the trends during the last decade. Many small town hotels, such as the one illustrated in Figure 44, originally built for railroad access, are now located at some distance from the dominant transportation route--the highway. Many of the small towns of the northern half of the lower peninsula and also of the upper peninsula depend a great deal upon the summer tourist for hotel patronage. With the tourist's allegiance shifting to the highway

Fig. 44. Small town hotel, typical of many that were built near railroad access.[46]

cabin, motel, or the lakeshore cottage, many small town hotels have been suffering declining patronage.

Members of the Michigan Hotel Association at their spring meeting in 1951 expressed regret at their neglect in not keeping pace with the changing conditions. One member stated that the failure of most of the Michigan hotel operators to modernize and improve facilities was the cause of unpopularity for all hotels.[47] Although this may be true in part, this writer believes that the shift in means of transportation has had an even greater influence.

Motor Courts. The motor court was comparatively late in coming to Michigan and there is little doubt that it originated outside the state. Present-day operators make no apologies about the ancestry of their facilities and even advertise the fact by selecting names appropriate to the southwestern states. Throughout the state, the traveler will frequently find motor courts identified with names such as "Casa Via", "Siesta Motor Courts", "El Rancho", "El Pancho", and many others. Yes, the motel building of Michigan originated in New Mexico, Arizona and California.

As a building type, the majority of motor courts in Michigan have the popular ranch-style influence of design, using gabled roofs, white siding or concrete walls with shutters, with door and window trim and details in the Colonial motif, as illustrated in Figure 45. This mode of building has been most easily accomplished because mass production of building materials in this style has made them plentiful and less expensive. The labor of erecting such styles is less costly because builders are more familiar with them. Recently, a few more modern (often called contemporary)

Fig. 45. Siesta Motor Court, Alpena, showing ranch-style and Colonial influence.[48]

designs of motor courts have appeared in Michigan, but not in the proportion that they occur in southwestern United States.

The motel (a structure with a continuous roof, covering several rental units) has not been received with full favor throughout the state. It appears to be best adapted to the more urban types of overnight trade. Many new ones have been erected in the last six years around the larger cities such as Grand Rapids, Detroit (see Figure 46), Pontiac, Flint, Lansing, Kalamazoo, Saginaw, Bay City, and many of the larger communities of the upper peninsula.

The overnight cabin or motel room of today usually has a spacious room with one double bed, twin beds, or other combinations of sleeping facilities. The most recent ones have a complete bathroom for each room, often with tiled walls, and supplied with hot and cold running water. A typical interior is shown in Figure 47.

Fig. 46. Sagamore Hotel, Detroit, of popular Colonial motif[49]

Fig. 47. Cedar paneled interior, popular for many Michigan motels[50]

The resultant designs of motor courts have been influenced greatly by the past experience and ability of the operators. Many who have traveled around the nation have built structures having features of those seen in their travels. Others have reproduced designs that have appeared in the tourist trade journals. Many have been influenced by the information of the Tourist and Resort Program of Michigan State College. Compare the buildings in Figure 48 with the sketch in Figure 49. The information in literature and meetings has assisted many in problems of water supply, sewage disposal, building construction, planning of motels and cabins, sound control, as well as location, business management and food service.

The construction of motels and cabins, having a rather slow beginning in the 1930's, has had rapid expansion since World War II. In spite of restrictions on building materials and supplies immediately after the war and also in the present defense emergency, the erection of such buildings has continued at a fast pace.

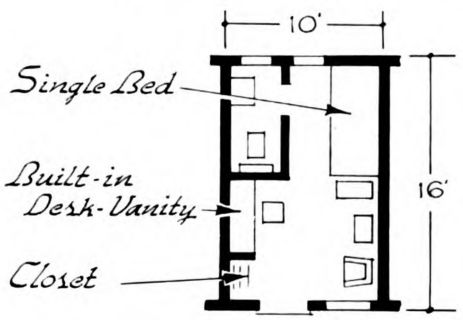
Fig. 48. Motel showing the influence of plan idea shown in Fig. 49[51]

MOTEL

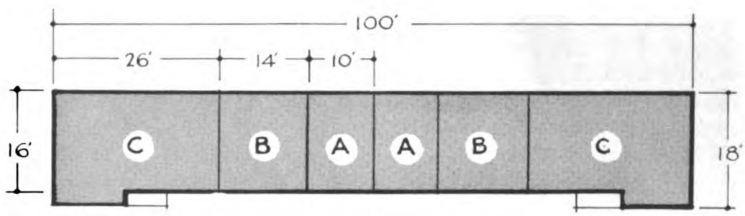
PLAN S. 79431 - 9

See other side of sheet for suggested layout of this plan.

Fig. 49. A sample plan suggestion issued by Michigan State College[52]



UNIT A



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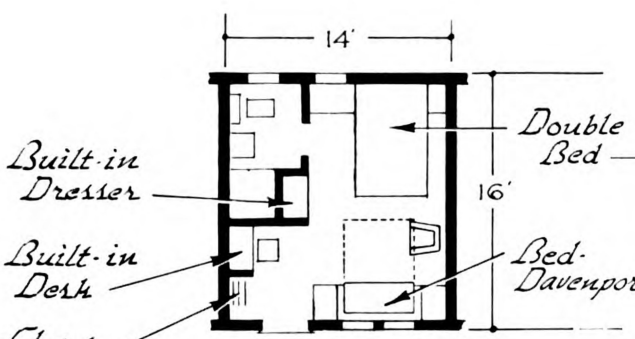
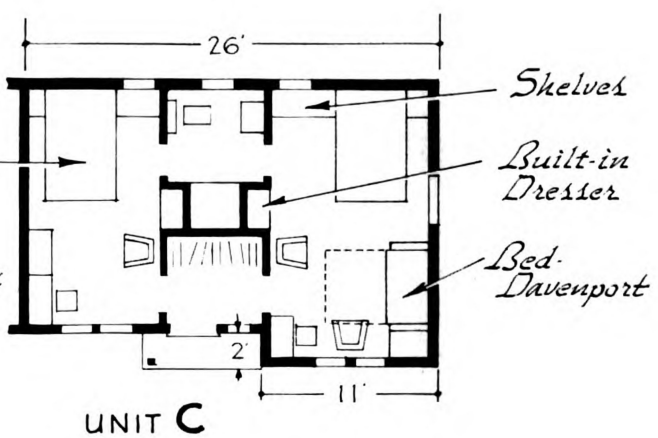


UNIT B

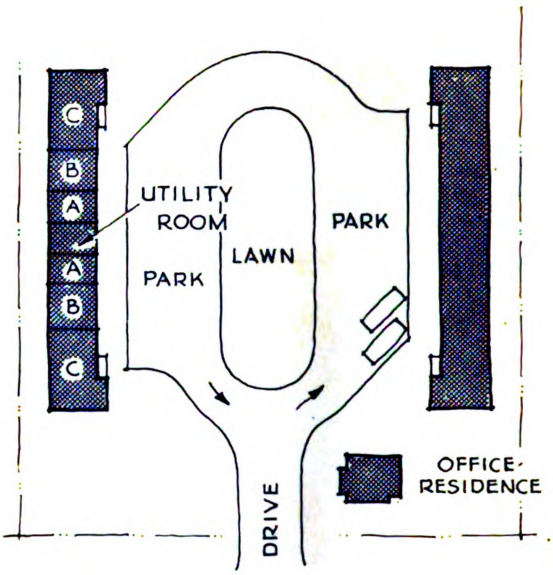


UNIT C

MICHIGAN STATE COLLEGE
EAST LANSING
EXTENSION SERVICE AND AGRICULTURAL EXPERIMENT STATION, COOPERATING

This sheet contains suggestions that may assist you in selecting a building suited to your needs or in presenting your ideas to your builder or architect. Consult your local building code and zoning ordinance for building and lot requirements.

THE PLOT The layout diagram at right shows a suggested arrangement using 2 motel buildings similar to the one described on the other side of this sheet. In general, wide lots are to be preferred for overnight cabin or motel accommodations. However, the location may be so favorable that a more intensive use of the land must be made. The 45° angle parking leaves more room for a landscaped lawn area in the center of the court.



SPECIFICATIONS The specifications listed are brief but they may assist you or your builder in preparing a cost estimate of this building.

Foundations—Poured concrete footing; 8″ concrete block foundation walls.

Floors—4″ vermiculite concrete floor topped with 2″ hard concrete; finished with asphalt tile.

Exterior Walls—8″ cinder block finished with ½″ cement plaster outside; furring strips and reflective insulation, such as aluminum foil, inside, covered with expanded-metal lath and plaster; natural finished cedar paneling in gables.

Partitions Between Units—(See illustration below.) Cinder block partitions continuous to roof.

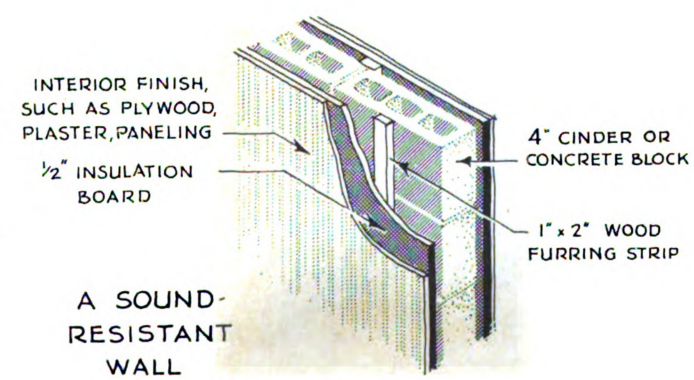
Roof—Wood frame; aluminum foil or other reflective type of insulation; ½″ fiberboard acoustical tile ceilings; asbestos shingles.

Windows—Steel outswinging casement sash.

Doors—Glazed panel exterior doors; flush wood interior doors.

Heat—Supplied by: 1) a forced hot-air furnace located in utility room of each building as shown on sketch above or; 2) 2 closet-type, forced hot-air heaters located at each end of each motel building.

THE PLAN This plan is designed to favor an interior view. In many suburban areas the view toward the side yards of the lot may not be desirable. The bathrooms are grouped together and arranged along the rear of the building, leaving room for a living area facing the interior court. Those who wish to cater to commercial travelers may wish to build more "A" units, while those catering largely to transient tourists may not use any plan "A" units, using all "B" units. Unit "C" is suitable for 2 couples traveling together or for families. The operator can rent this unit for less than 2 separate units because he has less invested in it and the family man will welcome this reduction in rate.



A SOUND-RESISTANT WALL

SOUND CONTROL The wall construction at left will prevent ordinary conversation from passing through it. "Row"-type cabin or motel buildings are more economically built than single cabins but require adequate sound insulation. A considerable amount of sound will be reduced with the 4″ cinder block wall only. The use of carpets, rugs, draperies, sound-absorbent ceiling tile, and tight joints between walls, floors, and ceilings will further control sounds. (See illustration on plan S. 79431-8 for wood frame sound resistant wall.)

By C. A. GUNN, AGRICULTURAL ENGINEERING DEPARTMENT

For additional information, address Conservation Institute, Michigan State College, East Lansing

Cooperative extension work in agriculture and home economics. Michigan State College and the U. S. Department of Agriculture, cooperating. C. V. Ballard, Director, Cooperative Extension Service, Michigan State College, East Lansing. Printed and distributed under Acts of Congress, May 8 and June 30, 1914.

With the increasing numbers and popularity of motels and motor courts over the last two decades, many libelous attacks have been made upon them. In 1940, J. Edgar Hoover of the Federal Bureau of Investigation considered them as a new home of crime. An article in the Chicago Sunday Tribune of December 2, 1951 offers this summary:

> There is probably still some immorality in roadside cabins, as there is reported to be in some of the best hotels. There has been sin in this world a long time, but in 23 years of auto editing, this writer has never been solicited in a tourist court. On the other hand, there have been commercial smiles from unescorted women in better hotels in a dozen or more large cities. Nothing is gained by trying to make a comparison; the only point is that almost all motels like almost all hotels try to operate a clean business and have at least as much success.[53]

In this regard, it should be pointed out that the hostelries of today are certainly far superior to their early prototypes--the Greek and Roman taverns and inns.

> . . . it would have dishonored any man of good morals to even have been seen in a tavern no matter what the circumstances, aside from taking part in the revelries and brawls which so delighted the idle Athenian proletariat, where not even a respectable servant could have passed his spare time and saved his moiety of reputation. . . . It was held shameful to enter into a controversy with a courtesan, a bath attendant, a tavern-keeper, a fish monger, or an itinerant peddler of any kind.[54]

Actually, the physical arrangement of the modern motel or motor court facilitates easier control of such problems than the hotel, if the manager is so disposed. His registration desk is located where he can see the coming and going of guests at all times, even to the point of being able to observe the traveling appurtenances and the car registration plates. In many Michigan motor courts it has become the practice to record the car registration number. This act tends to eliminate patronage from unmarried guests without baggage who desire accommodations for only an hour and do not care to be recorded anywhere. Most experienced

operators of motor courts are able to judge their patronage with great accuracy and avoid such unwanted situations.

Hunting and Fishing Camps or Clubs. Facilities for hunters and fishermen during this era have not changed greatly. However, the sportsmen themselves are changing in their habits. Because more women are hunting and fishing, greater refinements are in demand. Many sportsmen stay in town or city hotels, drive to the nearest hunting grounds and then return after the day's hunt. Some stay in extra rooms of farmers and other land owners living near hunting and fishing areas. Others use motels and cabins that are also popular in summer. Many still prefer their hunting shack in the woods, which has not changed much in design for many years. The hunting shack scene of Figure 50 would apply at any time in this era.

Some of the older hunting and fishing clubs have been abandoned, but several have been remodeled and are keeping pace with the most modern

Fig. 50. A hunting cabin scene of 1927; typical of many from 1900 on.[55]

hotel or motel accommodations. One illustration of such a hunting club is the Lost Lake Woods Club near Hubbard Lake, as shown in Figure 51.

Fig. 51. Lost Lake Woods Club, a modern hunting and fishing club house.[56]

The original club house burned and has been replaced by a concrete structure of rather severe architectural lines but well-appointed in its interior details. It is built for ease of maintenance and fire resistance. It is a thriving club and many persons of wealth are among its members.

Trailer Parks. In recent decades, the house-trailer has become important for two uses. It is often used as supplementary housing around cities that have had an excessive demand for lower-cost housing. It is less frequently used in Michigan for tourists and resorters. While some of the state park facilities that cater to trailers are filled during the

summer season, hardly a commercial trailer coach park caters to Michigan's tourists.

There are many Michigan residents who use trailers for winter vacations outside the state, but a relatively smaller group come into the state during the summer months. No definite style of architecture has been utilized either in private or public trailer parks. Even the state parks, that formerly favored the rustic style for all facilities, are now using other materials that are reported to have fewer maintenance problems.

Winter Sports Buildings. Facilities for winter sports enthusiasts have been important in Michigan only recently. In most areas that offered winter sports appeal, the existing accommodations were ample. Skiers, ice fishermen, and others could stay in hotels, cabins and homes already built, for wintertime was customarily the slack season.

Since World War II, the demand has exceeded the number of such accommodations, and several winter sports lodges or ski houses have been erected. One of the most interesting has been the construction of the central lodge and dormitory building at the Boyne Mountain Ski Lodge, located at Boyne Falls, shown in Figure 52. The style of the building is quite contrary to most theories of the natives since it has a relatively flat roof. Water run-off is carried to the center of the building where it is removed by large drains. Because there are no wide overhanging eaves that are pitched away from the building, no ice dams or leaky roofs occur. According to its designer, engineer John C. Norton, the structure has been highly successful in fulfilling its need and the demand is now requiring additions.[57]

Several private winter sports clubs have been organized and provide facilities for their members only and are not open to the public. Perhaps

Fig. 52. Boyne Mountain Ski Lodge, showing a modern influence[58]

the largest and most elaborate of this type is the Otsego Ski Club of Gaylord, illustrated in Figure 53. In the last few years, it has opened its facilities to summer guests, but its winter operation is open to members only. The style of architecture is of Swiss alpine influence, having high-pitched roofs and colorful ornamentation along the cornice and in the gables. Even the minute details of the buildings and grounds have been kept in this theme. The lamps that light the meandering walks between the central lodge and the sleeping chalets have specially designed spruce-tree motifs etched into the glass. It is not typical of other structures of any kind in Michigan, but is outstanding enough to deserve special mention.

Several winter sports operations and facilities are owned and operated by the National Forest Service, such as Silver Valley, near Oscoda, and

Fig. 53. Otsego Ski Club, Gaylord, an outstanding winter sports facility.[59]

Caberfae, located west of Cadillac. Facilities here consist of modest frame structures providing not much more than shelter.

Cottages. The expanded land platting of lakeshores in the 1925 to 1929 period did result in many private cottages. Even though the lakeshores were over-subdivided in this land boom, many private cottages were erected on these lots. Massive and costly ones were built on lake lots within easy access of larger cities. Many of those built on inland lakes during this period were placed on piers, had unfinished interiors, and had a wide screened-in porch, as shown in Figure 54. In recent years, more pretentious summer homes have appeared in some localities. Modern design has had its influence here more than in any other resort structure, as can be seen in Figure 55. Perhaps the greatest change in the resort structures in Michigan has been the expanding demand for the rental housekeeping cottage colony. This is of rather recent expansion, since it did not appear

Fig. 54. Cottages on Sage Lake, of a style similar to many in the 1920's.[60]

Fig. 55. New summer homes at Tawas City, 1951[61]

in conspicuous numbers before World War II. In spite of the feeling in 1927 that everyone in the future would be seeking a lot for his own private cottage, a great many persons in recent years have preferred to rent a cottage for a week or two, rather than have the constant problem and cost of keeping up another home. Many persons who formerly owned single cottages along desirable lakeshores readily accessible to the automobile have erected many more cottages on the same lot. Often considerable congestion resulted, as shown in Figure 56. Other persons have

Fig. 56. Congested cottage grouping, resulting from high demand for use of lakeshore.[62]

torn down older cottages or purchased undeveloped lots and erected as many cottages as the property would support. Some have found that the demand exceeded the ability of the land to satisfy it with the usual cottage development and have erected row-type cottages with several under one roof, as illustrated in Figure 57. The most modern conveniences and most

Fig. 57. A row-type building with angled fronts, containing six cottage units.[63]

appealing grounds seem to bring the highest return and are in greatest demand.

A variety of materials and architectural styles have been utilized in the building of cottages. In some areas, fully half of the cottages erected since World War II were of some rustic type of design and material. The popularity of rustic styles may be due to the architecture of the state parks and roadside parks. Compare Figures 58 and 59. The remaining half were of Colonial or non-descript American styles, using concrete block, cinder block, shingle, siding, brick or plywood exteriors. Probably the greatest change in material and building design that has occurred in the resort industry in Michigan (and which has occurred in just the last few post-war years) is the use of vertical log construction. A typical use of this material is shown in Figure 60.

Fig. 58. A Michigan Highway Department information building in horizontal log style, popular with the National Park Service.[64]

Fig. 59. A four-unit cottage group of log; undoubtedly influenced by the rustic styles used by the State Parks and Highways roadside parks.[65]

Fig. 60. An example of half-log cottage construction popular since 1945; notice problem of weathering.[66]

One of the first of these pre-cut cottage designs was milled in 1946 at Milan, Michigan by a Mr. Squires.[67] The construction consisted of edged half-logs with a groove along each edge. A spline, made of one-inch material about three inches wide with tongues on each edge, was made to fit the grooves in the logs. This basic log-work was the structural wall and also became the interior and exterior finish material. The edges of the inside surface were beveled to simulate paneling. By 1948, several companies were manufacturing materials of essentially the same principle. By today, some of these companies have dropped the business because of inadequate wood technology. Those that remain are still finding a very satisfactory market for their products.

This material became popular for cottage construction for several reasons. It answered the need for a quickly assembled structural material. It required no additional construction for exterior or interior finish if the building was to be used in summer only. It was therefore less costly to purchase and since it could be assembled rapidly, the labor costs of erection were less. It provided a pleasing exterior appearance, appropriate to the resort regions of Michigan which made it popular. It utilized smaller log sizes that were quite plentiful in Michigan rather than the scarce, larger and longer sizes formerly needed for the pioneer type log cabin.

This construction, popular as it became, was not entirely free from problems. In attempting to maintain a natural, bright and unweathered exterior, a variety of proprietary varnishes, seals, and oils have been applied. In many instances the wood around the base of the cabin turned dark after the first two years and sometimes even after only one year. Figure 60 shows this problem of upkeep. This blackening has made the material slightly less popular. However, through the research of Michigan State College[68] and of several manufacturers of cabin materials and finishes, it is now believed that proper preservative treatment prior to applying a finish will either prevent or at least greatly retard such undesirable darkening. If this treatment should become general practice in the field, the rustic half-log construction may enjoy even increased popularity.

The trend in resort building design in the last few years has been horizontal rather than vertical, such as the buildings that were popular in the 1890's. An excellent example of this new type of resort is "Wabun",

built in 1949 and located just south of Oscoda. A central lodge, shown in Figure 61, is fitted to the sloping grade with a height of one story on the entrance side and two stories on the lake side. It contains a kitchen, dining room (as illustrated in Figure 62), cocktail bar, a lounge, quarters for the manager, and large recreation rooms in the basement. Housing for guests consists of seven separate buildings, each containing two rental units of one room and bath. A view of these buildings is shown in Figure 63. While the rooms may also be rented for just overnight, the style of development and a large share of the patronage would be considered resort trade.

Dude Ranches. In this era, some of the more enterprising individuals felt that Michigan was not to be outdone by the western state dude

Fig. 61. Exterior of central dining and recreation building at Wabun, south of Oscoda, built in 1949.[69]

Fig. 62. Dining room at Wabun Resort, overlooking Lake Huron[70]

Fig. 63. Colony of duplex cabins, Wabun Resort[71]

ranches. Prior to the depression, most of Michigan's northlands were being promoted for agriculture, including livestock raising. One of the first attempts at making this a tourist attraction came in 1924 with the establishment of Watershed Ranch, located on the banks of the Manistee River, west of Frederick. Arthur W. Stace, a newspaper travel writer in 1924 writes:

> The ranch is a camp de luxe, spic and span bedrooms, bath, running water--luxuries almost unheard of in a wilderness like this.
>
> We have heard of "dude wrangling" ranches in the west with "roughing it" as their chief attraction. Well, here is a "dude wrangling" ranch in the making here in Michigan. A few riding horses, a little western atmosphere, and the thing is done.[72]

The ranch occupied thousands of acres and for one year was used to raise sheep. This attempt at true ranching failed when the owners were unable to carry the sheep through the winter. Since that time, the popularity of horseback riding at many Michigan resorts has increased.

Although Michigan does not have great numbers of dude ranches, they are significant in the total offerings of resort accommodations. At present, some of the leading ones are: Wolf Creek Ranch, near Baldwin; Gay-El-Rancho, near Gaylord; Happy Hanks Ranch, at Brevoort; and Jack and Jill Ranch, north of Muskegon.

The buildings needed for this type of resort operation are somewhat different than for others. Because much of the patronage is single young men and women, dormitory type sleeping accommodations are popular. These usually occur in buildings separated from the main lodge which contains the dining room, kitchen, lounge and perhaps a souvenir shop.

Footnotes

[1]Quaife, M. M. and Sidney Glazer. Michigan. New York, Prentice-Hall, Inc. 1948. p. 288.

[2]U. S. Public Roads Administration, Federal Works Agency. Highway Statistics; Summary to 1945. 1947. p. 22.

[3]Reproduced from a negative taken in 1921 by Fred M. Gunn of Grandville, Michigan.

[4]Ibid.

[5]Anon. Three Girls, a Ford, and a Vacation. See America First Magazine. 9 (May 1924) 16: p. 17.

[6]Grand Rapids Herald. September 12, (about 1921).

[7]Quaife, op. cit., p. 295.

[8]U. S. Public Roads Adm., op. cit., p. 68.

[9]Health and Pleasure in Northeastern Michigan. Bay City, The Northeastern Michigan Development Bureau. 1920. p. 10.

[10]Loc. cit.

[11]Menhinick, Howard K. Municipal Tourist Camps. American City. 42 (March 1930) pp. 98, 99.

[12]Hedrick, Wilbur O. Recreational Use of Northern Michigan Cut-Over Lands. Mich. State College Agr. Exp. Sta. Bull. 247. 1934. p. 29.

[13]From an oral communication with Arthur Elmer, Chief of the Division of Parks and Recreation, Conservation Department, Lansing. January 29, 1952.

[14]Anon. A Real Lakeshore Road. America First Magazine. 9 (May 1924) 16: p. 16.

[15]Hedrick, op. cit., pp. 37, 38.

[16]Grand Rapids Press. February 12, 1925.

[17]Newnom, Clyde I. Michigan's Thirty-Seven Million Acres of Diamonds. Detroit, The Book of Michigan Company. 1927. p. 253.

[18]Hedrick, op. cit.

[19]U. S. Public Roads Adm., op. cit., pp. 22, 68.

[20]From photograph of the Michigan Tourist Council, Lansing, Michigan.

[21]Ziegler, Charles M. "Vacationland" Launching Points to Better Ferry Service at Straits. Michigan Roads and Construction. 48 (April 12, 1951) 15: p. 4.

[22]Michigan State Highway Department. Michigan 1951 Official Highway Map. 1951.

[23]From the December issue of Monthly Digest of Business News and Marketing Trends, prepared by Wolfe-Jickling-Conkey, Inc., Detroit as reprinted in Bulletin 15, December 10, 1951 of the Southeastern Mich. Tourist and Publicity Association, Detroit.

[24]The Vacation Travel Market of the United States; National Survey No. 2. Philadelphia, Curtis Publishing Company. 1951. p. 35.

[25]The Grand Rapids Press. December 25, 1951.

[26]Hedrick, op. cit., p. 58.

[27]A copy of halftone in: American Graphic. 18 (August 25, 1899) 8: p. 17.

[28]Anon. East Michigan Superlatives. Vacation Land Magazine. 1 (March 1929) 1: p. 9.

[29]From the advertising folder of the Camelback Inn, Phoenix, Arizona, including a rate schedule for 1951.

[30]A copy of halftone on cover of: American Motel Magazine. 3 (September 1951) 6. (Swimming Pool at Desert Inn, Phoenix, Ariz.)

[31]Michigan Tourist Council. Biennial Progress Report. July 1, 1947-June 30, 1949, issued Jan. 1, 1949. p. 15.

[32]Ibid., p. 11.

[33]Bartlett, I. H. Deer Hunting 1950-1951. Michigan Conservation. 20 (November-December 1951) 6: p. 5.

[34]From an oral communication with Karl Vary, Michigan State College and also: This is Michigan. Lansing, The Michigan Historical Commission. 1949. p. 62.

[35]An example is Ramona Park, Reeds Lake, East Grand Rapids, Michigan, which was ready to collapse before the war but became a very popular amusement center during the war. The main buildings have now been torn down and only a few remnants of the recreational interests remain.

[36]Vacation Land Magazine, op. cit., p. 4.

[37]From an oral communication with LaRue Miller, Michigan Department of Health, February 13, 1952.

[38]Fitch, James Marston. American Building. Boston, The Houghton Mifflin Company. 1947. p. 132.

[39]Ibid., p. 370.

[40]From a kodachrome of cabins near Rexton, taken by the writer in 1945.

[41]A photograph of cabins near Escanaba taken by the writer in 1950.

[42]From the minutes of the School Camp Planning Committee, called by the Department of Public Instruction, in 1950.

[43]Community School Camps. Lansing, The Department of Public Instruction. 1950. 54 pp.

[44]From photograph submitted by W. S. Woodfill, Grand Hotel, Mackinac Island in 1951.

[45]Eyman, Ken. Gone With the Wind. American Motel Magazine. 4 (February 1952) 5: p. 12.

[46]A photograph of the Osceola Hotel, Reed City, taken by the author in February, 1952.

[47]From the annual meeting of the Michigan Hotel Association, held at Port Huron in 1951.

[48]From a kodachrome of Siesta Motor Court, Alpena, taken by the writer in 1945.

[49]A photograph of the Sagamore Hotel, Detroit, taken by the writer in 1951.

[50]A photograph of the interior of Greer's Cabins, Gladwin, taken by the writer in 1950.

[51]A copy of a postcard of Oakcrest Cabins, Rockford, submitted by J. Lenardson, 1951.

[52]One of a series of educational plan sheets prepared by the writer and issued through the Experiment Station and Extension Service of Michigan State College.

[53]Chicago Sunday Tribune. December 2, 1951.

[54]Firebaugh, W. C. The Inns of Greece and Rome. Chicago, Frank M. Morris. 1923. p. 75.

[55]A copy of a halftone in: Newnom, op. cit., p. 158.

[56]A photograph of the interior of Lost Lake Woods Club, Lincoln, taken by the writer in 1951.

[57]From an oral communication with John C. Norton, Traverse City, in 1951.

[58]A copy of a photograph of the Boyne Mountain Ski Lodge, submitted by the West Michigan Tourist and Resort Association in 1951.

[59]From a kodachrome of the Otsego Ski Club, Gaylord, taken by the writer in 1950.

[60]A copy of a postcard from Kenyon's Resort, Sage Lake, Lupton.

[61]A photograph of private summer homes on Tawas Bay, East Tawas, taken by the writer in 1951.

[62]From a kodachrome of cottages on Bald Eagle Lake, Oakland County, 1947.

[63]A photograph of Cabble's Tawas Resort, Tawas City, taken by the writer in 1950.

[64]A photograph of the Tourist Information Building, Menominee, taken by the writer in 1950.

[65]A photograph of Big Paw Resort, Harrisville, taken by the writer in 1950.

[66]A photograph of cottage on Manistique Lake, near Curtis, taken by the writer in 1950.

[67]From an oral communication with the manager of Hiawatha Club, Naubinway. 1946.

[68]A research project (Agr. Exp. Sta. Project 409) is now being carried on under the supervision of the writer and in cooperation with the Department of Wood Products.

[69]A photograph of Wabun Resort, Oscoda, taken by the writer in 1950.

[70]Ibid.

[71]Ibid.

[72]Grand Rapids Press. July 18, 1924.

CONCLUSIONS AND FUTURE TRENDS

Conclusions

For a thriving tourist and resort business, peacetime seems to be essential. Some activity has taken place in wartime, but the greatest changes of the past have come in prosperous peacetime. Tourist travel by boat or carriage was reduced to nothing during the Civil War and resorting was virtually unknown during the same period. During World War I, some resort activity took place at lakes near home, but both touring and resorting were slowed considerably. During World War II, wartime travel increased the need for overnight facilities far beyond any previous needs. However, touring and resorting were practiced only in a very limited manner. The restrictions on wartime travel and the curtailment of food services placed limitations on tourist and resort businesses that forced many to close. Great expansion and building innovations took place in the 1880's, 1920's, and 1950's--all peacetime, post-war periods.

The importance of transportation is axiomatic. The most revolutionary changes in tourist and resort buildings came with shifts in transportation means and routes. Prior to the Civil War, not much more than a quantitative change in facilities took place. Following the war, the influence of steamboats and railroads started Michigan in the tourist and resort business. A fierce blow was dealt those businesses, but an even greater expansion in newer facilities took place when the automobile became king of passenger travel. The regions used for resort recreation and the volume of tourist patronage changed markedly with the coming of

good roads and more personalized transportation. There is little doubt that the increased use of the Upper Peninsula's attractions has resulted from improved travel linkage between it and other regions, particularly at the Straits of Mackinac.

Certainly the economic status of each citizen and the nation as a whole has much to do with everyone's ability to tour or resort. But, it is extremely difficult to separate this influence from others over the past history. Periods of economic prosperity occurred coincident with major changes in transportation. At the height of railroad and steamboat travel, the tourist and resort industry of Michigan had its start. At the same time, lumbering, mining, industrial production and farming were enjoying extreme prosperity. In the post-World War I prosperity, an expansion of lakeshore platting and construction exceeded all predictions. After the second world conflict, an even greater expansion of touring and resorting accompanied an economic prosperity that has again broken all records.

Periods of economic want have not been entirely devoid of tourist and resort interest, however. During the panic of 1837, new inns were built and others were kept operating. In the economic depression of the 1930's touring was reduced in volume but did continue. With the new freedom offered by automobile transportation, tent resorting seemed to expand in spite of depression. The pursuit of hunting and fishing has been less affected by economic shifts than any other recreational pursuits.

It is also difficult to make an absolute separation between commercial travel and that for pleasure and health. The same buildings are often used for both. In fact, the trend is toward greater year-around use of

structures by combining the trade. Many business trips taken today by men of industry and commerce include some resorting, often taking wives and families along.

Of significance over the past history has been the change in the types of tourists and resorters. Today, they are a restless, mobile, demanding, fast-moving lot with strongly divergent desires for recreation. Before the Civil War, most persons were so busy settling Michigan that touring and resorting were not practiced generally. The home was still the center of activity and the country tavern supplied the need for community recreation. After the Civil War, it became popular for the new rich to have a summer retreat in which to "rest and rusticate". Resorting became attractive for the social, political, and wealthy classes. Resorters were cohesive because they were forced to be. Young resorters acquiesced to sitting with their elders, for there was little other choice, being immobilized while at the resort.

After World War I, the automobile tourist appeared with his tent and picnic lunches. This nomad was also a resorter and partook of swimming, hunting and fishing pleasures as well as following his sight-seeing curiosity. The deer hunters and backwoods fishermen have been the only resorters of about the same characteristics throughout this history. At present, there appear to be tourists and resorters of many classes: Horseback riders, rest resorters, persons of some wealth but many more of medium incomes, hobbyists, hay fever sufferers, hunters, fishermen, honeymooners, retired couples, families, socialites, wilderness and winter sports enthusiasts, and many others seeking enjoyment, rest, or better health in Michigan.

The utilization of natural resources has changed over this history. Until woman was emancipated in dress and society, the use of beaches was limited to visual appreciation. The tourist's enjoyment of Michigan's scenery and climate followed steamboat and railroad access. The use of inland areas for recreation did not come about until automobile tourists and resorters were freed from the limitations of railroad or steamboat routes. The concentrated use of some natural resource areas may have continued, but the scattered use of many more areas did not occur until the coming of the automobile and highways. With second growth timber healing many northern cut-over regions, the scenic appeal of the landscape has been much improved since 1930. The increased pollution of many lakes and streams has decreased their recreational values. Just recently, through the crusading efforts of a few individuals and agencies, this trend has been placed in check. With greater leisure time and greater freedom to travel, winter sports have become more popular. The natural resources, therefore, have been important in the development of touring and resorting.

In general, the programs of the public agencies providing parks, shelters and trailer camps have not seriously restricted the recreational activities of private interprise in Michigan. Most of the services and facilities now being offered by these agencies could not or would not have been provided by others. It is doubtful if the provision of camping grounds, shelters, toilet facilities and bathhouses by the Michigan Conservation Department, the National Forest Service, cities, counties and townships has seriously handicapped private enterprise. In fact, it could be demonstrated that many of the hunting grounds, scenic attractions,

fishing sites and much of the forests and wildlife that are controlled by such agencies are definite assets to commercial tourist and resort enterprises. It may be concluded that the success of most tourist and resort businesses in Michigan have been due to the efforts of all interests involved in using its natural resources for recreation, rather than of any one group or agency.

It may also be concluded that the functions, styles, construction details and locations of buildings have been influenced by the cultural setting within each era. The inns and taverns before the Civil War were of popular architectural styles, had floor plans that satisfied the needs of the users, were built of materials available, and were located for the convenience of the stagecoach travelers. The resort hotels of the gay 1890's utilized the architectural idiom of the time. The room arrangement reflected the social cohesion of the guests as opposed to the independence of each automobile-load of resorters today. Large verandas, piazzas and porches provided for the sitting, rocking and promenading that dominated resort activity. The hotels faced the lake, dock, railroad tracks or depot, depending upon the means of access.

The desire for better health resulted in specialized structures. For those wishing to drink or bathe in mineral waters, special bath houses as well as hotels were established. The settlement of lower Michigan, the lack of public hunting grounds and the desire for many persons to group together brought about hunting and fishing club structures, often similar to resort hotels in design but differing in location requirements.

The influences from 1920 until today created a new set of tourist and resort needs for buildings. The camper's picnic shelters, bathhouses,

and toilet buildings followed the demands of the first automobile tourists. The tourist cabins of the late 1930's were satisfactory for the just-better-than-tenting needs, but were soon to become obsolete. The inside bathroom in the modern motel and overnight cabin, and parking space directly beside the room, supplied the autoist's demands for overnight shelter after the 1940's. The same marriage to the automobile has resulted in demands for separate cottage resort buildings rather than large hotels. The operation of beach, picnic and camping structures and lands could no longer be done as a private business and now has become the duty of public agencies.

Population increases and their distribution over the state have been significant in the tourist and resort industry of Michigan. The great number of persons in the lower half of the lower peninsula has created a demand for northern resorts that is nearly equal to that of persons coming in from other states. A person from the heavily populated southern tiers of counties can travel 100, 200, or even 500 miles to resort regions and still be within the state's borders. Many resort areas have felt the pressure of more intensive use, creating some problems of polluted waters, depreciation of scenic appeal, and general congestion of facilities. Some areas of the southern part of the state have had to give up recreational uses of lakes and streams because of pressures from increased populations.

In the more recent past, improvements in facilities and increased use of Michigan as a vacation land have resulted from several public programs. The Michigan Department of Health and the many health units throughout the state have raised sanitation standards. The various tourist and resort associations, chambers of commerce, and the Michigan Tourist Council

have increased the demand for facilities in Michigan through their promotional programs. The Michigan State College, through its tourist and resort research and extension programs, has provided educational know-how to thousands of existing and prospective tourist and resort operators.

An Assumed Future Setting

In order to make predictions for future trends of buildings that may be needed for tourists and resorters to come, the conditions under which such buildings would be desirable, suitable, and possible should be considered. It is not the purpose here to predict the economic, social, or spiritual future of the American people. Rather, certain aspects of our society that may have a bearing on the tourist and resort business of the future are here assumed in order to anticipate the building needs of tomorrow. Such influences as peace or war, types of transportation, likes and dislikes in recreation, incomes, trends in the natural resources of Michigan, and the future of public recreation programs must be evaluated before the character of future buildings can be estimated.

A peacetime situation must be assumed for a thriving tourist and resort business. While recreation continues in wartime, the many characteristics of the business, such as transportation, leisure time, and the construction or remodeling of facilities are in an artificial balance. Usually in wartime, governmental controls are necessary, and the usual economic laws of supply and demand are inoperative. The experience of the last war has shown this to be true. It is sincerely hoped by this writer that peacetime conditions will dominate during the years to come, and, therefore, become the logical foundation for predicting the types of buildings needed for Michigan's tourists and resorters.

The automobile has so eclipsed the passenger travel situation that it deserves first mention in discussing transportation. It is assumed

that no major change in the present trend of increased use of the automobile will take place within the next 20 years. With such increased use, modifications in highway construction and routing will be necessary. The United States Department of Commerce, Bureau of Public Roads, recently made a prediction of highway and automobile conditions:

> Way back in 1903, we were grimly warned that the bubble of automobile driving would soon burst. We have often been told, since then, that our petroleum supply would soon be used up, and that the automobile industry was building more cars than could be sold, and that the Nation couldn't afford so many automobiles or a good road system for their use.
>
> For nearly fifty years now, we have been confidently saying that the turning point will soon be reached. But forecasts made as recently as 1946 still prove wrong: travel then predicted for 1955 had already been reached in 1950. A good many factors will have their effect on future traffic, because motor vehicles are a part of our life. Larger total population, smaller families, and better wages mean more vehicles. Shorter work hours, longer vacations, and earlier retirement mean more travel. Better roads mean more of both vehicles and travel.
>
> Motor-vehicle travel increased at a rate of more than 4 percent a year from 1930 to 1950, despite the world's worst depression and the costliest war. It rose almost 9 percent from 1949 to 1950. It is hardly likely to stop growing, in the next 15 or 20 years at least, unless our way of life is completely changed.
>
> Our highway system will probably change very little in length. But the next 15 or 20 years will, we hope, see a larger proportion of local roads surfaced, improved main roads, divided highways for heavy traffic, and expressways and ample parking in the cities.[1]

It is assumed that this will apply as well to Michigan as to the nation as a whole. Undoubtedly, many of the larger cities of the lower peninsula will need rerouting of through highways in their immediate environs. Improvements of present highways and the establishment of some new scenic highways in the northern areas may take place.

There is little doubt that the bridge at the Straits of Mackinac will become a reality--the question remaining is when this will take place. According to a recent report, it has been shown that the present ferries (and the future bridge) constitute a "link in a through route between the

northern and southern peninsulas of Michigan and points beyond rather than a facility serving local areas".[2] The facts that the new bridge will reduce the time of travel across the straits from 60 minutes to 10 minutes and eliminate the waiting time that now becomes as much as 17 hours in the hunting season, will increase the traffic from the present half-million per year to an estimated almost two million per year.[3] As a result of the bettered facility at the straits, most tourist and resort businesses should enjoy improved business.

The total automobile transportation in the United States has increased 24 percent from 1947 to 1950, while total air travel has increased 46 percent in the same period. During this time, railroad passenger travel over the nation has dropped 22 percent. It is expected that Michigan will follow similar trends in the future.[4]

It is also assumed that railroad passenger travel will continue to decline while automobile travel shows continued increase. This will be particularly true of Michigan because of the nature of its railway systems. They were established primarily for the extraction of ore or for the removal of the forests. The basic economy of many Michigan cities, particularly those in the north, has changed since the beginnings of the railroad and most of the new needs can be satisfied by highway transportation--automobile, bus, truck.

Steamboat travel, that dwindled after the 1930's, has shown a slight increase in popularity in the last few years. It seems to be well adapted to group or organization use, making a tour of the lakes and stopping at port cities for brief land excursions in the vicinity. With great emphasis placed on entertainment while on board, the steamship vacation business

may even increase in the future. More organizations of all sorts are being created in the nation, and there is also a trend toward more "packaged" vacations. The Great Lakes liners provide excellent facilities for this patronage.

It may be fair to assume that air travel in Michigan will increase, but it is difficult to estimate its real impact on tourist and resort buildings. With the great number of highways in Michigan and the ease of access to most of its recreational resources, there is not as much demand for air travel as in some more remote lake areas, such as northern Canada. There continue to be problems of convenience at both ends of the route when air travel is undertaken, either by private craft or on commercial lines. A certain amount of taxi or automobile travel is needed from the traveler's home to the airport, and the same transportation problem exists at the resort destination. These are obstacles that may be overcome, but the convenience of the automobile for vacation use may still be preferred by the majority of Michigan's tourists and resorters for many years to come.

In reckoning with the buildings of the future, certain assumptions of the nature of the tourists and resorters must be made. While their desires are conditioned by the kinds of recreational resources a region has to offer, their characteristics and habits also have an influence.

Average family vacationing to cooler lake and forest regions may continue to be desired by those people of warmer lower Michigan and surrounding landlocked areas. The relatively short distances, the ease of access and the variety of natural resource attractions form an appeal that should increase in the future rather than decrease.

The wealthy, fashionable, or social resorter is unpredictable and his demand for facilities is equally difficult to estimate. He is better able to seek out the enjoyments that he desires which may involve entirely different geography from year to year. While some of this patronage may come to Michigan, it is here assumed that it may not (in the foreseeable future) again reach the importance it held in 1890-1900. For this type of resort trade, the lure of attractions in distant American and foreign regions is great.

Two-season vacations are becoming more popular with those who have the means to travel both in winter and in summer. In this way sunbathing and swinning and sightseeing can occur at any time of the year. Actually, this should in no way decrease the appeal of the Great Lakes region. It just brings within reach and utility of midwestern people greater opportunities for recreation.

The trend away from pioneer resorting, that came with the camping era after the 1920's, will probably continue. The vast majority of tourists and resorters wish to maintain the same physical comforts that they possess at home. Some even desire more. The camper of today, and probably that of the future, will be camping because he likes camp life, not because it is the only way to tour or recreate. In general, there is a popular fear of the woods and wilderness. While these assets may have a strong lure for occasional personal contact to satisfy curiosity and obtain photos for the album, most persons wish to eat, bathe, and sleep in quarters comparable to or better than home.

The desire to match wits with wild game continues and may be assumed to continue for some time. Although the hunter and fisherman of 1950 hunts and fishes in virtually the same manner as he did in 1850, there have been

some shifts of interest in the various sports. Recently, archery has become very popular and shows promise of considerably greater popularity. It seems almost instinctive for man to shoulder gun or rod and seek these oldest of sports. With increased leisure time, it is assumed that this will continue to increase in the future.

The very foundation of any tourist and resort industry consists of the natural resources. Even the brief span of past history of Michigan has shown that such natural resources do not remain static. It is reasonably safe to assume that they will not do so in the future.

The waters of the state, that in 1830 supported all manner of fishes caught for food and sport, have been subjected to other uses--not always conducive to fish life. Industries have spilled their waste and cities have dumped their sewage in many Michigan waterways that once were sought by the sportsman. However, it is now believed that the peak of this abuse has passed and that many streams are on the mend, while others are at least not getting any worse. This writer believes that stream and lake conditions, insofar as pollution is concerned, will improve rather than become less usable for the fisherman.

Fishing in Michigan appears to be at the crossroads. Even though so-called "trophy" fishing has nearly disappeared, interest in fishing in general remains great and increases annually. More people seek fishing in Michigan than in any other state. They number over one and one-half million persons a year. Even though better conservation practices will improve the yields of fish in some lakes and streams in the future, the catch per person may be no greater because of the constantly increasing number of fishermen.

Wild game is also at a point of transition in Michigan. The deer herd has been increasing for many years but now appears to be at the maximum. Some believe it has grown beyond the ability of the land to support it. Some game specialists are of the opinion that the total number of deer in Michigan could be reduced by better game management and yet have enough for good sporting. There is little doubt that the number of hunters will increase and that problems of too intensive hunting will arise. The future of small game appears to be bright. The pheasant has replaced the loss of the wild turkey and the ruffed grouse has become more stabilized in the state. The snowshoe hare will probably have success parallel with that of the deer because it depends upon the same conditions of cover and food. Small game hunting will also increase with some problem areas in southern Michigan where large populations occur near good small game habitat.

The greatest recreational value of forests is the scenic values and the more indirect values as cover for game. Even though the merchantable timber value of future forests of Michigan may not reach the importance of the 1880's, the recreational values should even increase. Many areas that were denuded of forest cover in past years have begun to raise a new timber crop or are already being harvested. Even areas that are growing pulpwood provide appealing landscape scenes that are important in the total vacation lure of the state.

Other natural resources, such as land forms, climate, and the quantity of lakeshores and streams, that will remain approximately the same are equally important. The scenic appeal of the plains and mountains, of tree-covered morains or rocky cliffs will continue to contribute to the over-all appeal of the state.[5]

As the state grows older, places and objects of historic significance will have greater appeal for the tourist. The people of Michigan are now too close to their past history to recognize and appreciate its significance. It seems that nothing is of historic interest unless it is over one hundred years of age. If this is true, Michigan is just beginning to nurse a new infant called historic appreciation. It was only three generations ago that the first white settlement of the state reached its peak. It was only two generations ago that most northern communities were founded by white persons when the state was being stripped of its timber and plundered of its ore. Other states with older histories have proven the worth of adequate identification, promotion, and maintenance of points of historic interest. It is assumed that the present trend of historic restoration, and increased appreciation will continue and even grow in the future.

Facilities for recreation in Michigan are provided by many persons, businesses and agencies. The tourist and resort buildings that are erected are done so at the direction of those in charge of each private or public recreational activity. Therefore, it is necessary to anticipate the trends of public recreation programs in order to predict what can remain for private enterprise.

In the past, Michigan has had a bilateral interest in tourists and resorters. Those administering public park, beach, and recreation areas have not done so without full consciousness of the private individual's interests, either for his own use or for a commercial tourist or resort business. In instances of possible conflict, the voice of organized private interest has spoken loud enough to be heard and heard effectively.

The fact that Michigan does not have publicly built, owned, or operated resort structures comparable to those established by these same or similar agencies in other regions of the United States is proof of the importance of the bilateral approach. While individual conflicts have existed between the private cottage owner, the resort owner and those in charge of public recreation areas, this writer believes that the exalted position of the state as a recreational state is due to the working balance between all these forces--not because of the efforts of any one alone.

If public agencies retain the policy of establishing and operating only those recreational enterprises that private enterprise cannot or will not engage in themselves, there is little need for conflict in the future. Only under such conditions can private enterprise continue to offer the variety of facilities that are in demand. It has been observed by this writer that in areas where sole development has been in the hands of public agencies, stratification of facilities exists and only the needs of a few are satisfied. With freer operation of laws of supply and demand, the planning and building of tourist and resort structures becomes much more democratic.

Footnotes

[1]United States Department of Commerce, Bureau of Public Roads. Highways in the United States. 1951. p. 17.

[2]Anon. Legislature Gets Report on Straits Bridge. Michigan Roads and Construction. 49 (February 7, 1952) 6: p. 8.

[3]Ibid.

[4]Holiday News Letter. 5 (January 9, 1952) 6: p. 2.

[5]From oral communications with L. R. Schoenmann and Paul Barrett, Department of Land and Water Conservation, Michigan State College. February, 1952.

Building Trends of the Future

Some building trends are stated here assuming the cultural setting just described. Certainly, if the latter should develop other than as forecast, the building needs would require adjustment accordingly. Assuming that peacetime, economics, transportation, types of tourists, natural resources, and public recreation programs will develop as described, the following building trends appear likely. Only a generalized description is offered here. It remains for further study to interpret these trends in more objective terms of architectural and site developments.

Many hotels, particularly those of smaller cities, may not be able to survive competition from motor courts in the future. Passenger travel, shifting from train to automobile, places highway accommodations in much greater demand. Both tourists and commercial travelers will probably continue to prefer motor courts at the outskirts of many towns. In such communities, the motor court of the future will probably take on other functions of the deceased hotel in addition to sleeping accommodations. There may be need for extra dining rooms, sample rooms, a coffee shop, and other rooms that the former hotel provided. However, the important requirement of the motor court will be easy access to and from the highway.

Motel buildings (several rental units under one roof) will be preferred over the separate cabin type of motor court in this location. The motel is more compact and is more easily heated and maintained. Therefore,

it will be more satisfactory for year-around overnight accommodations in the future. The high cost of present-day investments will encourage new operators to build in locations where a longer season and therefore greater returns can be expected.

Exterior appearance of both buildings and grounds will become more important because the land aspects of the motor court are of greater significance than in the older downtown city hotel. Colorful and appealing buildings, ample and convenient parking spaces, attractively landscaped grounds, and lawn and play areas will assume an importance that never existed with the hotel.

In the resort regions, the motor court, composed of separate cabins, may persist for many years. At present, strong minority that appears to be growing prefers to have separate housing when on vacation. Many of these facilities will include cooking priviledges in spite of the fact that the trend in the last few years has been away from this service. Because such motor courts are located near recreational regions, the patronage is not restricted to overnight trade. Many persons will be staying for several days or weeks.

In both types of motor courts, the trend toward more complete and higher quality facilities will continue unless economic conditions of the nation should drop. As yet, the demand for such services far exceeds the supply. The cry, on the part of some for less expensive facilities, will be satisfied with older cabins, just as the used car satisfies the desire for a less costly car today. Concurrent with this will be greater consolidation of motor courts. The forming of larger, more complete retail units has been happening in many other small businesses, such as

filling stations, grocery stores, and others. However, an optimum size will be reached at which the balance of costs against returns will be most favorable at no sacrifice of personal service--an important factor of motor court success.

It is anticipated that motor courts will become better adjusted to the needs of the trade, rather than merely replication of facilities that have appeared elsewhere. The types of travelers and the characteristics of their travel may require different accommodations throughout the state as compared to those needed in a state having transcontinental highway routes or having fewer or different recreational advantages.

Regarding architectural styling, the trend in motor courts will be toward more modern treatment. The mechanistic approach to the problem of providing overnight accommodations having push-button services may be hurdled, since the motor court is late in becoming popular in Michigan. A more humanistic attitude of rest and comfort for the traveler will eventually prevail. Instead of a sterile, cell-like interior that merely reverberates the tensions of tiring highway travel, the motor court room will have home-like absorbtive qualities, much better adapted to the user.

The increase in travelers depending upon tenting for overnight accommodations has been far less than the increase in motor court patrons. The writer feels that this trade has become more nearly stabilized than the motor court trade. It is doubtful if the tent tourist will be needing many more facilities en route than now offered him.

Trailer travel may show some increase, particularly by the hunter, fisherman and swimmer. For these recreationists, mobility may be more important than for others. According to present trends, it will not be

profitable for private enterprise to engage in offering services to transient trailerites. This will probably continue to be a public service.

The influence of automobile transportation will affect resort buildings as well as those for overnight patronage in the future. The present trend toward more horizontal facilities will continue because the demand for this type of arrangement far exceeds the supply. In the future, it is expected that both row-type and separate unit type buildings will be utilized at lakeshore and streamside resorts, depending upon the character of the site and the business anticipated.

American plan resorts may expand if a prosperous economy continues. An ideal layout for this type of operation will consist of a central structure, housing a dining room, kitchen, recreation room, lobby, and manager's quarters, with side wings containing sleeping rooms. One-floor structures will be preferred for many reasons. New ground-floor retail stores, theaters, schools and residences are extremely popular. Convenience to the automobile and to the beach and play areas make one-story resort structures equally desirable. The resort layout just described will be well adapted to the trend toward more year-around use of resort facilities. The continuous structure would be more easily heated, managed, and maintained in fall, winter or spring seasons than scattered buildings. Although the recreational features of the site, such as the beach, will largely influence the orientation of the buildings, easy access to and from a main-traveled highway will prove helpful. In general, if food service is offered, other services, such as planned recreation programs, horseback riding and others will become more popular.

A type of resort, composed of separate cottages scattered in an appealing, verdant setting along the lakeshore will become even more popular than it is today. Many persons are finding that the costs of building and maintaining individual summer homes are much greater than renting a suitable cottage once a year. Many also prefer the freedom of choosing a different location each year. The colony of family-size cottages, each having complete bath and kitchen facilities, will become the most important type of resort accommodation in the future. Although a few extra services, such as boat rentals, may be included in the rate, less emphasis will be given them as compared to the American plan resort.

The architecture of these structures will tend to have a rustic flavor, with greater interest in reduced maintenance of both interiors and exteriors. The influence of more modern, or contemporary styles of residential design will appear. One of the greatest changes which is already underway, but does not yet dominate, will be the use of larger glass areas. If there is any site situation where a view out-of-doors is important it is in the resort cottage. The amount of floor area and the number of conveniences within the cottage will depend somewhat upon the type of trade. The porch, popular in the 1880's will disappear. Its function will be served by the porch-like living room interior with its large expanses of screened and glazed wall areas.

The older resort hotel, like the city hotel, will be faced with the choice of becoming abandoned or adjusting itself to a newer setting. If the structural properties, architectural styling, and favorable location warrant it, the older resort hotel may be worth remodeling. However, many will not be able to pass this test and will give way to the newer automobile-

influenced horizontal cottage colony or motel-type resort. For some regions that were established wholly upon steamboat access, a rather complete transformation of this sort may take place. This same trend may also apply to hunting and fishing clubs in the future.

The private summer cottage or summer home will also increase in demand, but not as great as the rental facility for reasons already given. The most expensive, elaborate and modern summer homes will occur on lakeshores within a reasonable radius of larger cities. Less expensive private cottages will be built by hunters and fishermen who have a strong love for one specific location for the pursuits of their sports. Some of the older established summer home regions, such as along the west side of the lower peninsula, will give up to an expansion of rental cottage colonies. Most of the newest and finest of rental accommodations have been developed in eastern lower peninsula and throughout the upper peninsula. Eventually, the west side will feel the influence of this competition and will begin to offer similar rental facilities.

The affinity between man and beast, exemplified by the continued popularity of horseback riding, will show its influence on future resort structures. It is expected that the dude ranches in Michigan, now patronized principally by unmarried persons, will begin to lure married persons and even families. This will create needs for family housing as well as the one-sex dormitory type structure that is now used frequently. There may be a closer linkage between the livestock industry of Michigan and dude ranch resorts. However, there are few Michigan farm buildings that are readily and economically adapted to resort type accommodations. The experience of those who have tried it, indicates that the better plan is to erect new facilities.

With the brief discussion of future trends, the last purpose of this study has been fulfilled. It is fully understood that other approaches could be and probably will be made to the same problem. Even with other avenues of approach, the basic historical outline would not be altered. It is recommended here that more tourist and resort operators should become acquainted with this review of the past and suggested trends of the future in order to safeguard themselves from too rapid obsolescence of buildings. George Bishop, secretary-manager of the Upper Peninsula Development Bureau, recently stated that in the tourist and resort business "there is nothing so constant as change".

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