

1885 – August - CHARLEVOIX SUMMER RESORT ITEMS

“Twenty-five of the seventy cottages on the resort are owned by Kalamazoo people.”

“260 to dinner at the Arlington (Petoskey Hotel) Sunday and 235 by actual count at the Belvedere house.”

“There is a limit to all things and some members of the resort think that the limit of endurance is exceeded when a dozen discordant fog-horns make day and night hideous. Let us have our peace!”

“Music Hall was crowded Saturday evening by resorters to witness the entertainment given to provide furnishings to the new Belvedere parlor. Sixty dollars and a pleasant evening’s entertainment were realized. The Peak Sisters, Mother Goose characters tableaux, the portrait gallery and vocal and instrumental music were features of the entertainment. The ladies that were so energized in organizing and carrying the affair through are deserving much praise.”

(Charlevoix Sentinel – August 19, 1885 – Charlevoix, MI)

1885 – August - CHARLEVOIX SUMMER RESORT ITEMS

“A large wind-mill now takes place of the old one.”

“Only one of the ten cottages built cost less than a thousand dollars, while the average price reaches \$1,500.”

“A large amount of sidewalk has been built in rear of music hall and the resort offers a number of desirably lots in that locality.”

“Although hastily gotten up and poorly advertised, the *Musical* and Literary entertainment at music hall Saturday, for the benefit of the Belvedere parlor, was well attended, passed off pleasantly, was hugely enjoyed, and netted \$43. The violin solo by Miss Mahon and the vocal solo by Mr. Stanley were deservedly encored. Mrs. Judge Mills and Jas. Heaton read selections. “The Cheek Brothers” a laughable burlesque on the ideocracies of the “Peak Sisters,” composed by Ji-James Heaton, was a decided hit while the illustrated poem by Dallas Boudaman was the best thing of the evening. The burlesque orchestra of two mammoth harps, an immense bass viol, an 8x20 mouth organ, two violins, a flute, a tin-pan drum and seven kazoos ground out operatic selection of the calibre of “Grandfather’s Clock,” “Sally’s Waters,” “Yankee Doodle,” and “Home Sweet Home” in a never-to-be-forgotten manner.”

(Charlevoix Sentinel – August 26, 1885 – Charlevoix, MI)

1885 – August - CHARLEVOIX SUMMER RESORT ITEMS

“The Belvedere House will not close until September 15. The rumor that it was to be closed this week, was premature.”

“The vigilance exhibited by President Sebring in caring for the best interests and directing the improvements on the resort, is a matter of favorable comment and congratulations.”

“The Belvedere House has experienced the best season and given the best satisfaction of any year since the resort was established. Mrs. Beach Hall who has had charge of the cuisine, is the best landlady the Belvedere has seen.”

(Charlevoix Sentinel – September 2, 1885 – Charlevoix, MI)

1885 – September - CHARLEVOIX SUMMER RESORT ITEMS

“The Belvedere still has sixty boarders.”

“J.L. Sebring and family closed their cottage Thursday and returned to Kalamazoo.”

“One hundred resorters still linger on the resort, rejoicing that they are enjoying the finest weather of the season.”

“The ungainly looking row of piles that has so long marred the Pine Lake view on the resort has been reduced to a common height.”

“One of the problems for the resort directors to figure out this winter, will be a plan to provide boat accommodations for the cottages on the new addition.”

“Workmen have been engaged since Saturday in scraping the sand back on the south side of the lower channel into the space in rear of the late government work. A needed improvement.”

(Charlevoix Sentinel – September 9, 1885 – Charlevoix, MI)

1885 – September - CHARLEVOIX SUMMER RESORT ITEMS

“Lawn tennis has the rage this season.”

“The Belvedere closed Tuesday (September 15.) An unusually successful season, under the management of Mr. Page.”

(Charlevoix Sentinel – September 16, 1885 – Charlevoix, MI)

1885 – October - CHARLEVOIX SUMMER RESORT ITEMS

“Resort warden (Charles) Kelley pleased the authorities so well last season that he has been re-appointed for another year. He has taken quarters in the Belvedere for the winter.”

(Charlevoix Sentinel – October 7, 1885 – Charlevoix, MI)

1886 – March –

“Resort warden Kelley and wife lost their entire wardrobe in the Belvedere fire.”

“We understand that Warden Kelley of the resort, will occupy the Stillman Parker house.”

CHARLEVOIX SUMMER RESORT ACCOUNTS

“All those having accounts of any nature against the Charlevoix Summer Resort are requested by the association to send bill of same at once to the Secretary, George E. Bardeen, Kalamazoo, Mich.”

(Charlevoix Sentinel – March 24, 1886 – Charlevoix, MI)

1886 – March – ASHES

The Belvedere, The Hotel of the Charlevoix Summer Resort, Destroyed by Fire

“Monday was one of the days when a person could remark, “this would be a bad day for a fire!” When the fire-bell rang at eleven o’clock Monday (March 22) forenoon, fully two hundred men led by the fire department, hastened to the grounds of the south side resort. Prompt and vigorous action on the part of all, checked the progress of the fire in a great measure. The large upright of the hotel was entirely destroyed however, as was also the new dining room, above the floor. Thanks to an efficient fire department, the wings, ice house, bowling alley and out buildings were saved, as was nearly all the furniture, dishes, silverware, etc., on the first floor. The contents of the parlor were burned including the bedding of the Olney, and Holden cottages, stored there.

The building was occupied by resort warden Kelley, who gave the alarm by telephone as soon as the fire was discovered.

A defective flue in the second story was the origin of the fire.

At one time the row of cottages south of the hotel, including the Bishop, Friend and Bardeen cottages, were in great danger. Had it not been for the fire department they undoubtedly would have been consumed as the wind was blowing strong from the north.

The hotel, which is owned by the association, was built in 1880 and valued at \$8000. It is insured by the Kalamazoo agents.

Now is the time for that \$20,000 hotel on Promontory Point!”

(Charlevoix Sentinel – March 24, 1886 – Charlevoix, MI)

1886 – March –

“A. Buttars, F.J. Meech, S.M. See and J.T. Kilpatrick, appraised the articles and buildings saved from the Belvedere House fire. The value of the silverware, chairs, dishes, etc., is placed at \$768.58. The ice house \$200, the kitchen and laundry \$150 and the dining hall \$500. Total amount saved \$1618.58. Our resort friends will doubtless realize about \$5000 from their insurance.”

(Charlevoix Sentinel – March 31, 1886 – Charlevoix, MI)

1886 – April –

“The probabilities are that the resort dining hall will be repaired for this season’s use and that, during the summer, the means for a ten or twelve thousand dollar hotel will be provided for in some manner. The question as to the site is undecided.”

“Prest. Sebring of Kalamazoo, and D.W. Wells, of Chicago, State agent of the Fire Association of Philadelphia, were in town Wednesday and Thursday. The Association will receive between \$500 and \$600 on the loss sustained in the dining hall and contents. The insurance on the hotel has not yet been adjusted.”

(Charlevoix Sentinel – April 7, 1886 – Charlevoix, MI)

1886 – April – THE BELVEDERE

Plans for this Summer’s Accommodations at the Resort

“Advices from Kalamazoo state that at a full meeting of the Board of Directors of the Charlevoix Summer Resort, held last week, it was decided to repair as soon as possible for us this summer, the Dining Hall, Kitchen and Laundry.

The Green cottage will be used to accommodate as many hotel guests as possible while the balance will find quarters in other cottages that have rooms for rent.

The association do nothing by halves and when they express a determination to build a hotel this fall that will compare favorably with their handsome cottages and grounds, and generous people, we are confident that a building will be erected which will not only be an ornament and honor to them, but also a matter of pride for Charlevoix.

It was voted to appropriate the first insurance money received, for the payment of the Resort's indebtedness."

(Charlevoix Sentinel – April 14, 1886 – Charlevoix, MI)

1886 – April –

"The question as to whether the resort association issues their annual hand-book this spring depends on the amount of advertising that is secured from Charlevoix parties. If you wish to advertise just send your copy to Geo. Bardeen, Kalamazoo, Mich. It will pay you."

HANDSOME TRIBUTE

A Remembrance to the Fire Department for Valuable Assistance

"At a meeting of the Directors of the Charlevoix Summer Resort held at Kalamazoo last Friday evening the following resolutions were adopted:

Resolved, That the Secretary be instructed to convey to the Charlevoix Fire Department our hearty thanks for their very efficient service at the late fire on our resort and that the sum of \$50.00 be appropriated to them in as an expression of our grateful appreciation."

"It was also voted to pay Mr. Charles Kelley \$25.00 as an expression of their appreciation of his fidelity during the late fire and to partially express their sympathy for his personal loss."

"The Charlevoix Summer Resort has certainly done the handsome thing all around. Let us remember it."

Vote Of Thanks

"The Charlevoix Fire Department desire to return their hearty thanks to the Directors of the Charlevoix Summer Resort for their recent handsome remembrance, and assure them that they will not be forgotten by the firemen of Charlevoix.

A.J. McCloud – Chief of the Fire Department"

(Charlevoix Sentinel – April 14, 1886 – Charlevoix, MI)

(LATER ON AT THE BELVEDERE)

1889 – August – CHARLEVOIX SUMMER RESORT

“A Belvedere party, the last of a very pleasant series which have been held this season, occurred last Friday evening.”

“The Resort season is rapidly drawing to a close, although the seekers of health and recreation are staying longer than usual. Manager Hanshue, of the Belvedere reports a very successful year, the hotel having entertained more guests than ever before.”

(Charlevoix Sentinel – August 28, 1889 – Charlevoix, MI)

1889 – September –

“The Belvedere House will be closed the 20th of this month. Manager Henshue has gone home, and Bryant Weed is in charge.”

(Charlevoix Sentinel – September 11, 1889 – Charlevoix, MI)

1890 – Board Members

President – S.A. Gibson
Vice President – D.B. Merrill
Secretary – F.M. Hodge
Treasurer – K. Brooks D.D.

Directors: J.L. Sebring, O.M. Allen, I.D. Bixby, P. Ranney*, H.P. Parmelee,

Committees: Finance, Lots and Buildings, Hotel, Grounds, Fences and Walks, Transportation,
Executive, Sanitary Precautions, Religious Meeting.

*Deceased – H.H. Everard: filled vacancy

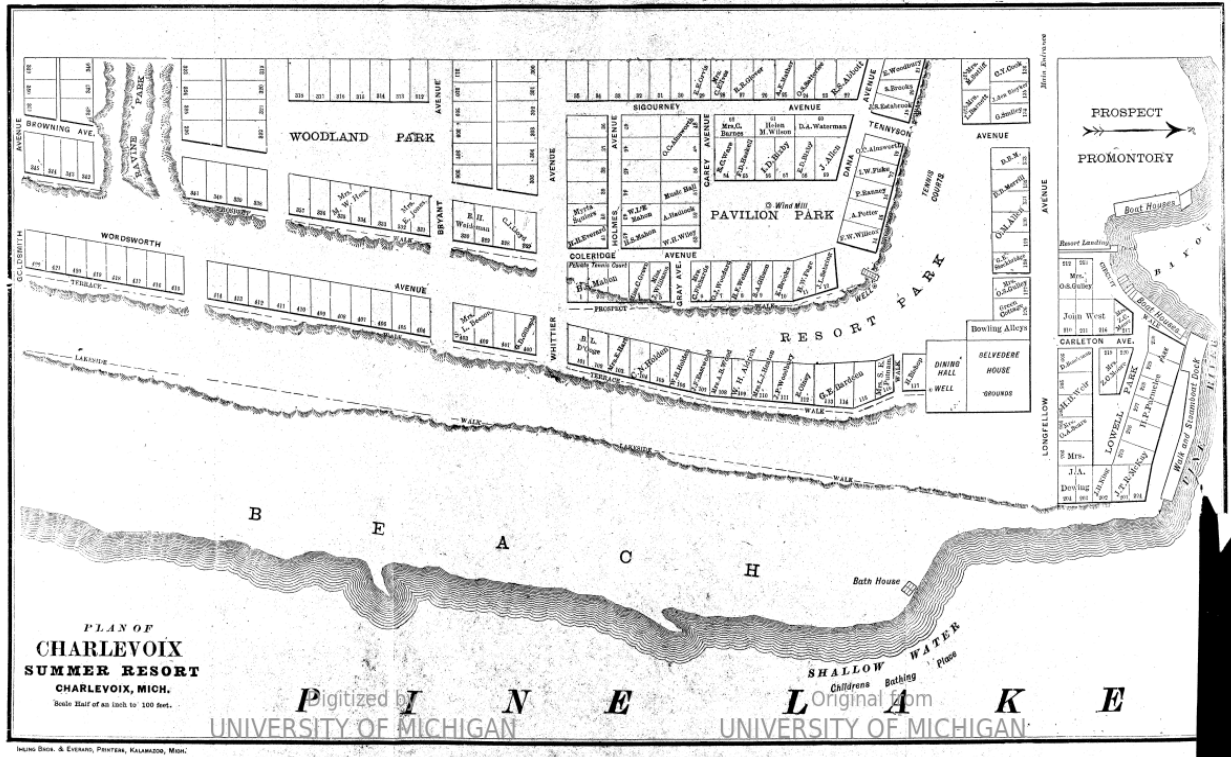
(Annual report 1890)

1890 – April –

“The Kalamazoo *Telegraph* says that the directors of the Charlevoix summer resort has contracted Col. G.F. Dunbar of Kalamazoo to manage their hotel, the New Belvedere, for a term

of five years. Col. Dunbar is well known here, having manage the Belvedere the season of 1888. He is a thorough gentleman and our folks are glad he is to return.”

(Charlevoix Sentinel – April 16, 1890 – Charlevoix, MI)



1890 – May –

Kalamazoo *Telegraph*: “The directors of the Charlevoix summer resort have placed the management of the new Belvedere House in excellent hands for this season. Col. G.E. Dunbar will be its manager, Mrs. Beach A. Hall will have charge of the dinning hall assisted by Mrs. Carlton. All who go to Charlevoix this season can be assured of being well cared for.”

(Charlevoix Sentinel – May 21, 1890 – Charlevoix, MI)

Hints for the Traveler.

THE General Passenger Agents of the Grand Rapids and Indiana, Detroit, Lansing and Northern, Michigan Central, and the Flint and Pere Marquette have kindly offered to those of our membership who own or lease cottages, the usual half fare rate for this year. By the terms of the Inter-State law, however, this rate is only offered to those of our members who live in Michigan. Those who live outside may secure tourist rates over any of the above mentioned roads, equivalent to about one and one-third fare for the round trip. Members living in the State will need the usual certificate which can be secured of the Secretary after June 1st.

LATER.—Since the above was written, the General Passenger Agents have notified us that order books can only be furnished to those who own or lease cottages this year. So that none who are not cottage owners, or do not rent a cottage this season, need apply to the Secretary for an order book.

There are many ways to reach Charlevoix. Those living near the G. R. & I. will take that route up through Kalamazoo and Grand Rapids to Walton, where they may branch off to Traverse City and then take a steamer down Grand Traverse Bay to Lake Michigan, and thence to Charlevoix. Or they may stay on the main line to Boyne Falls and there take the stage to Boyne City and the steamer down Pine Lake to Charlevoix. Or keep the railroad to Petoskey and from thence go by steamer down Little Traverse Bay and the lake to Charlevoix. The Detroit, Lansing & Northern takes its passengers to Howard City and there transfers them to the G. R. & I. The Michigan Central takes one up the eastern side of the state to Mackinaw, where the traveler may spend a day or more on the island and then go by rail to Petoskey or by boat to Charlevoix.

“Col. Dunbar manager of the Belvedere House, accompanied by the house-keeper and several helpers, arrived yesterday to put the hotel in order. Mr. Keasley, the leading decorator of Kalamazoo, is expected tomorrow to decorate the parlor, office and reading room in the finest style of the art. The house will open June 20th.”

(Charlevoix Sentinel – June 11, 1890 – Charlevoix, MI)

1890 – June –

“Clarence W. Dunbar, brother of the Colonel, will be the clerk at the Belvedere this season.”

(Charlevoix Sentinel – June 18, 1890 – Charlevoix, MI)

The "New Belvedere"

New Building!

New Furniture!

New Attractions!

TELEPHONE CONNECTIONS WITH RAIL ROAD
AND STEAMBOAT OFFICES IN PETOSKEY
AND TRAVERSE CITY.

A LARGE DINING HALL,

In Charge of an Experienced Caterer.

BOWLING ALLEY AND BARBER SHOP

In connection with the Hotel.

OPEN JUNE 20th, 1890

Rates, \$2.00 *AND* \$2.50 per day,

ACCORDING TO ROOM.

For further information, address after June 20th,

COL. G. E. DUNBAR,

Manager "New Belvedere,"

CHARLEVOIX, MICH.

1890 – June – CHARLEVOIX SUMMER RESORT

“The Kalamazoo decorator, Mr. F.M. Keasele (sp?), assisted by Mr. Kieley, has just completed the decoration of the New Belvedere. Unquestionably it is the finest piece of decorative art yet executed in this county. It has transformed the New Belvedere into a hostelry of metropolitan adornments.”

“Col. Dunbar has been the past week up to his neck in the work of fitting the New Belvedere for the reception of the crowd of guest that will soon fill it. The Colonel possesses in a marked degree the requisites for “keeping a hotel.” His popularity was established two years ago, in the same house, and the directors played a good card when they induced him to return.”

(Charlevoix Sentinel – June 25, 1890 – Charlevoix, MI)

1890 – July – CHARLEVOIX SUMMER RESORT

“Never in the history of the resort, at this time in the season, have the hotels and grounds been so crowded. Every cottage is full, and guests have been turned away from the Belvedere for more than a week past. Application by telegram and letter are daily received, and Col. Dunbar is compelled to return a negative reply.”

(Charlevoix Sentinel – July 30, 1890 – Charlevoix, MI)

1890 – September – EXIT RESORTERS

“Every boat takes away a crowd of our summer visitors, although a good many yet remain. The Belvedere and Chicago Club House are yet open and the time of their closing is not yet decided. Manager Patty, of the Club House, thinks it possible that he may keep the house open until Oct. 1st. It is pretty broadly hinted that a large addition to the Belvedere will be built this winter. Both hotel managers say another summer hotel would not hurt them, and would be glad to see one built.”

(Charlevoix Sentinel – September 3, 1890 – Charlevoix, MI)

1890 – September –

“The Belvedere is yet open, and has 60 guests this morning. The house may keep open until Oct. 1st.

(Charlevoix Sentinel – September 10, 1890 – Charlevoix, MI)

(COL. G.E. DUNBAR was a Civil War General with a colorful past and good War Record....Have info about him too.)

(The Railroad Years – 1892-1895)

1891 - September –

“The Charlevoix railroad bridge will be 204 feet long and 22 feet high (from the track to the top of the truss.) It will be of iron upon a stone pier, the ends also resting on stone piers when closed.”

“Col. Dunbar returned to Kalamazoo to-day.”

(Charlevoix Sentinel – September 30, 1891 – Charlevoix, MI)

1892 – Board Members

President – D. B. Merrill

Vice President – S.A. Gibson

Secretary – E.D. Bixby

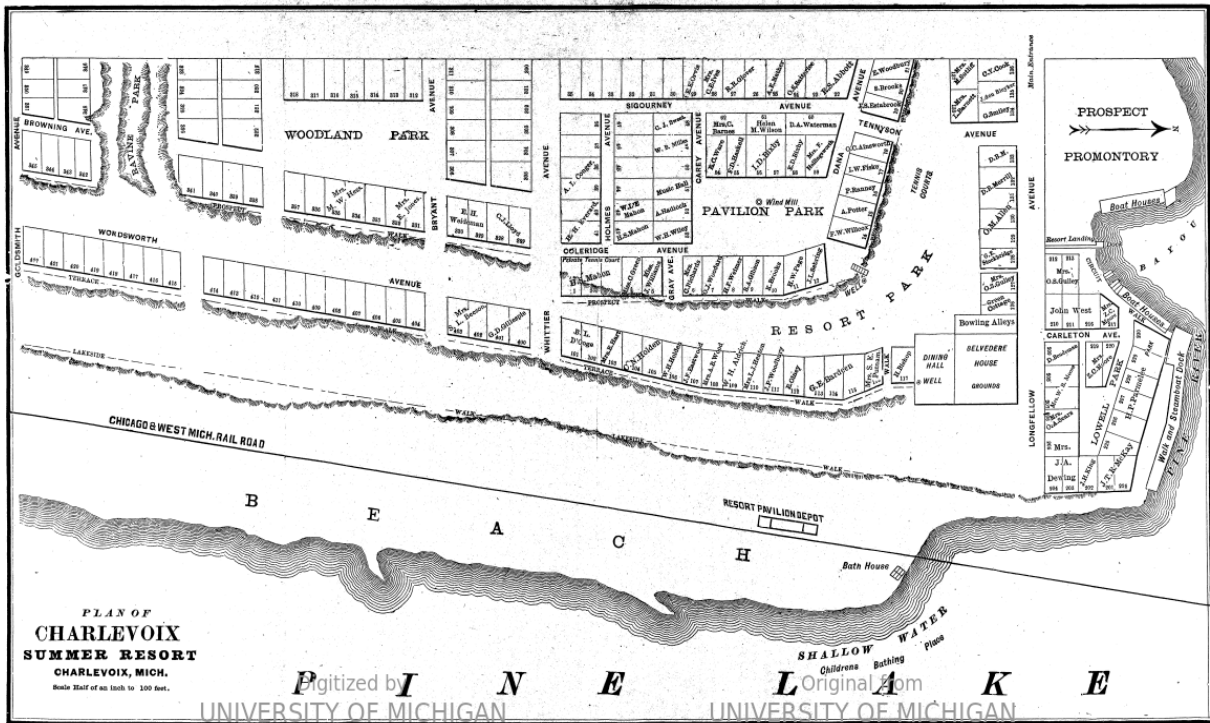
Treasurer – I.D. Bixby

Directors: O.M. Allen, H.H. Everard, D. Boudeman, H.P. Parmelee, F.M. Hodge,

Committees: Hotel, Executive, Building and Grounds, Sanitary Precautions, Religious Meeting,

Entertainment, Auditing

(Annual report 1892)



1892 – March –

“The stone work for the railroad bridge was completed at three o’clock Monday, by the lying of the last stone on the south pier. The three piers constituting the foundation, are fine specimens of masonry. Engineer Harris on Monday laid out the work for the protection pier, and the pile driving is now being done.”

(Charlevoix Sentinel – March 9, 1892 – Charlevoix, MI)

1892 – April – RAILROAD NOTES

“...A. J. Hanna, who has the contract for putting in the stone openings at the two resorts and at J.C. Miller’s, is at work with a force of ten men.

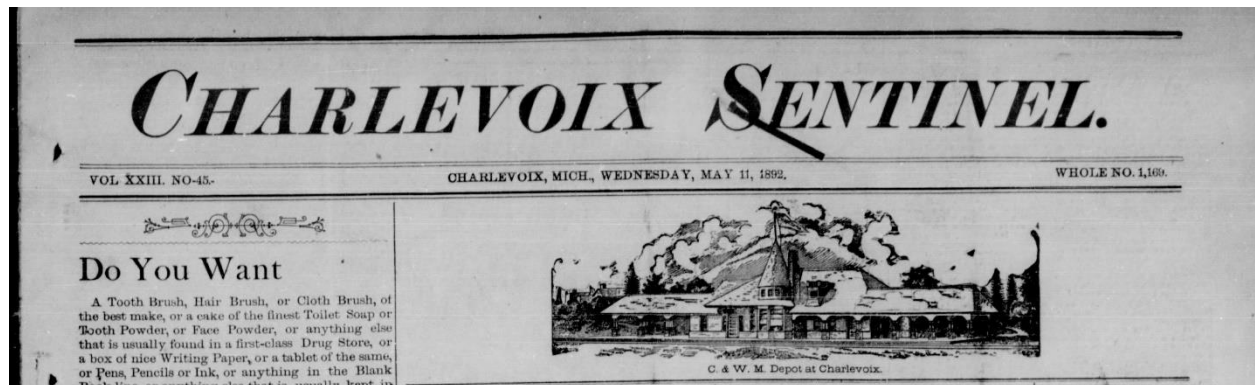
Summer excursions to “Charlevoix the Beautiful” are already being advertised on the Grand Rapids theatre programs.”

(Charlevoix Sentinel – April 6, 1892 – Charlevoix, MI)

1892 – April –

“The railroad dock is badly demoralized. Its condition affords as striking illustration of the irresistible force of Pine Lake ice, in expansion, or moving before March wind. Pile broken off or bent shoreward; large timber stringers torn from their places, and steel rails that connected shore with dock twisted like reeds. It will be an expensive job to repair, and still more expensive to protect it from further damage. It will be necessary to sink a heavy crib on its front, which will probably be done this year.”

(Charlevoix Sentinel – April 13, 1892 – Charlevoix, MI)



1892 – May – RAILROAD NOTES

“...The railroad company has concluded to build the Charlevoix depot itself, and a man was here looking over the grounds last week. The materials will arrive by rail as soon as the tract is here. The structure is to be elegant and modern affair, as will be seen by the illustration on our first page.”

“A temporary tract has been laid down to the bridge pier, and the railroad ridge material is expected here via Petoskey to-day. About two weeks will be occupied in its erection. Board for the workmen has been engaged at Jos. R. Dixon’s.”

(Charlevoix Sentinel – May 11, 1892 – Charlevoix, MI)

1892 – May –

“The railroad company last week let the passenger depot contract to Pelton & Co., of Grands Rapids, and the work of the foundation has been commenced.”

“Sunday evening, “No. 105” brought down several flats and a D. L. & N. box car, the latter containing a portion of the swing-bridge. Sunday afternoon the balance of the material arrived, and at this writing the work is well under way. Superintendent Hill says it will take a month to complete the structure, but that trains can pass over it in three weeks.”

(Charlevoix Sentinel – May 18, 1892 – Charlevoix, MI)

1892 – May – RAILROAD NOTES

“...The contractors have a large force of stone-masons at work on the foundation of the new passenger station, and the Charlevoix Lumber Co. are putting the materials for the building on the ground.

Work on the bridge is progressing rapidly. The central working gear is in place, and the immense structure is beginning to assume shape.”

(Charlevoix Sentinel – May 25, 1892 – Charlevoix, MI)

The "New Belvedere"

NEW BUILDING!

NEW FURNITURE!

NEW ATTRACTIONS!

TELEPHONE CONNECTIONS WITH RAIL ROAD AND
STEAMBOAT OFFICES IN PETOSKEY AND
TRAVERSE CITY.

A LARGE DINING HALL,

In charge of an Experienced Caterer.

BOWLING ALLEY

In Connection with the Hotel.

Open June 18th, 1892.

Rates, - \$2.00 and \$2.50 Per Day,
ACCORDING TO ROOM.

For further information, address after June 13th,

COL. G. EDWIN DUNBAR,

MANAGER "NEW BELVEDERE,"

CHARLEVOIX, MICH.

1892 – June – THE STEEL ALL DOWN

The Iron Horse Creeps in from the South Saturday – A Trip to Intermediate Lake in the Cab

“A continuous line of steel now connects Charlevoix with the rest of the world! Charlevoix is in touch with the “outside,” and has felt the pulse-throbs conveyed to it through the “iron shews of commerce.”

At about nine o'clock Saturday morning, the construction train, pulled by C. & W. M. engine No. 144, with J. T. Cunningham at the throttle, S. Murphy as fireman, W. Hartford as conductor, and Dan Kennedy in charge of the track-layers, slowly crept across Stover bridge and toward the lake-front. At four o'clock the last rail was laid on the extension, excepting that on the bridge and its approaches. The interesting event was witnessed by a crowd from downtown, and was announced by the shrill and long continued blasts of the locomotive's whistle, and the joyful response of a passing steamer. Why should not the welkin ring? Was not our deliverance wrought? The sight of a locomotive standing upon the grade in front of the Belvedere Hotel, meant more than the landing of No. 105 upon the disjoined north side section.

At eleven a.m. we returned to Ellsworth for a car load of steel, and by invitation of engineer Cunningham, the Sentinel scribe accepted a seat in the cab. Southward we hurled at a fourteen-mile gate. Through Marion we sped, the whistler emptying the houses, likewise the pig-pens; the occupants of the former so joyfully salute the welcome monster, and the latter from astonishment or terror. Out past familiar landmarks; amid scenes to our eyes, yet now viewed as a dream. Through Marion by rail! Shades of Bernard Burns and Anthony D. Brady. Out past “26 lake” and Johnny O'Neills, in sight of the farms of John Ward, Wm. Black and Wm. Stevens, we are soon in Banks, surrounded by no less familiar scenes; down through the valley of the Orr creek, along the well-remembered hillsides, and across highways and by-ways, we trod a quarter of a century ago.

At noon we pulled in to picturesque little Ellsworth, nestled upon a beautiful curve of the beautiful Intermediate, but a short time ago a forest-bound lake. Ellsworth will be heard from. With a location of surpassing beauty, its grand timber and fertile soil, it has without doubt fair prospects for the future.

With Mr. Ed Fox we dined in the boarding-car, and at one-o'clock were on our way back, and in less than an hour we were at “*the front*” again.

There is inspiration in the thought that, practically, the last spike is driven that gives us unbroken connection by rail with Grand Rapids, Detroit and Chicago.

Now, friends and brethren, watch our smoke.”

Charlevoix Sentinel – June 1, 1892 – Charlevoix, MI)

The Chicago & West Michigan Railway,

all rail line to Charlevoix and Petoskey, will be finished and trains running in time for tourist travel this summer from Traverse City northward. This will form the finest scenic route in Michigan, passing as it does along the shores of lakes and rivers, in some places close to the water's edge for a distance of 40 miles. The completion of this line to Charlevoix forming the only All Rail Route to that Beautiful Resort, will be appreciated by the many

✻ ALL-RAIL TO CHARLEVOIX. ✻

who spend their summer there, and should lead to its beauties becoming still more widely known. The train service of the new line will be excellent. Through Sleeping and Parlor Cars will be run from Chicago and Detroit to Charlexoix and Petoskey, with convenient train schedules. Further information as to rates, train time, etc., will be furnished upon application to

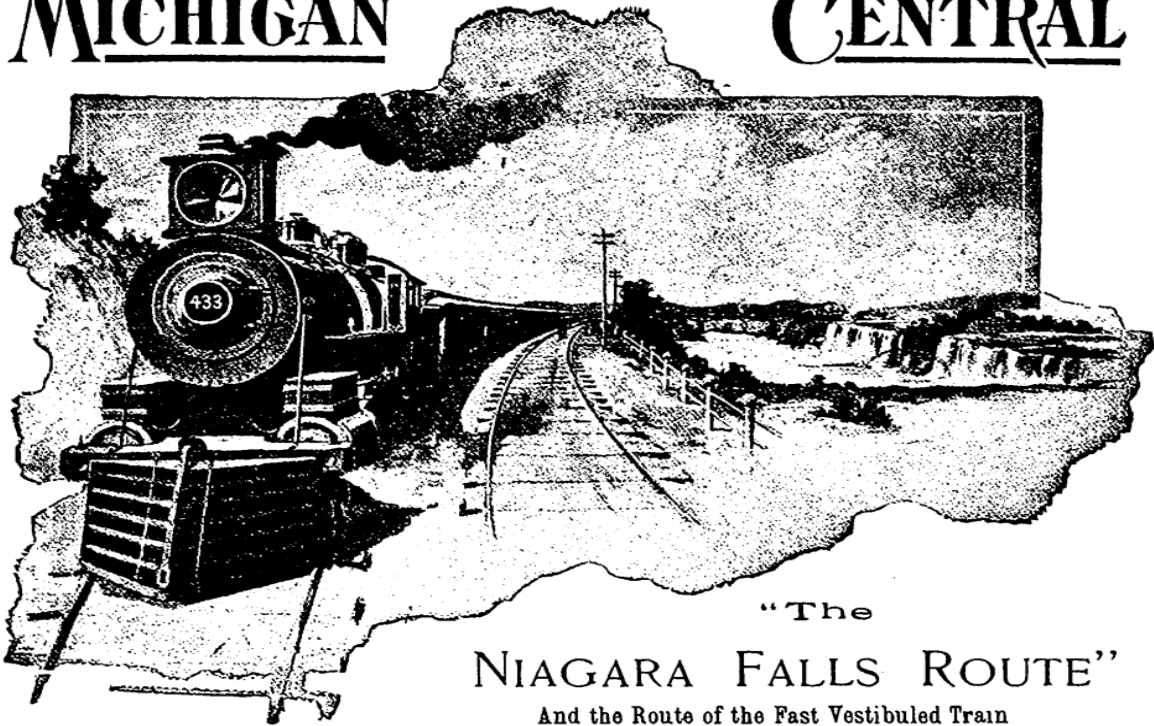
GEO. DeHAVEN,

General Passenger Agent,

GRAND RAPIDS, MICH.

MICHIGAN

CENTRAL



“The
NIAGARA FALLS ROUTE”

And the Route of the Fast Vestibuled Train

THE NORTH SHORE LIMITED
AND OTHER FAST TRAINS

—) BETWEEN (—

CHICAGO AND NEW YORK, BOSTON
AND NEW ENGLAND POINTS,
—VIA—

New York Central and Hudson River
—AND—
BOSTON AND ALBANY RAILROADS.

IT IS THE ONLY LINE

Running Directly by and in Full View of
THE WORLD'S COLUMBIAN EXPOSITION

—AND—

THE GREAT CATARACT OF NIAGARA.

THE DIRECT LINE

TO MACKINAC ISLAND AND NORTHERN MICHIGAN.

ROBERT MILLER,
Gen'l Supt, DETROIT.

O. W. RUGGLES,
Gen'l Pass. & Ticket Agt., CHICAGO.

SEASON—

—1911—

—1892.

CHARLEVOIX

AND THE OTHER DELIGHTFUL

Summer Resorts

—OF—

Northern Michigan,

Mackinac Island,

Petoskey,

Bay View,

Harbor Springs,

Harbor Point,

Wequetonsing,

Traverse City,

Omena, Etc.,

are reached most advantageously by the ever popular

Grand Rapids & Indiana R. R.

"THE FISHING LINE."

Arrangements for through trains. Sleeping and Parlor Car service. The issuance of tourist excursion tickets, checking of baggage, as well as close boat and train connections, will be complete in every particular.

For matter descriptive of the Northern Michigan Resort country, time card, folders, etc., apply to G. R. & I. Ticket Agents, or address

C. L. LOCKWOOD,

Gen'l Pass'r and Ticket Agt.,

GRAND RAPIDS, MICH.

1883 – June –

“**Belvedere**, Charlevoix County: a station on the Chicago & Western Michigan (now Pere Marquette) Railroad, a mile south of Charlevoix, in 1893: Gilbert E. Dunbar became its first post master on June 20, 1893, with the office first spelled Belvidere, but changed to Belvedere on July 11, 1893, until it was closed December 21, 1893. (Mich Manuel 1899; PO Archives)

(Michigan Place Names – originally published 1973 – Wayne State University)

EL.

WHOLE NO. 1,173.

ALMOST COMPLETED.

Railroad Work Rapidly Approaching a Wind-Up.

Train Service to Begin June 26.

Last week a night-crew was put on at the gravel-pit just south of here, and all day Sunday the puffing of the engine could be heard hauling gravel. Two hundred ballasters will be camped at the pit this week. The ballasting is about completed to Ellsworth, and Mr. Scott McLean stated to the writer Sunday that with favorable weather the work will be done by the 15th of this month.

The bridge was swung for the first time Saturday, and at this writing is ready for traffic. Saturday engine 144 came up from the south with the signal-tower for the structure.

The ballasting on the north end is completed, or nearly so. On Sunday engine No. 105 ran from station 3985 to station 3708—5¼ miles, in 5½ minutes, timed by Scott McLean's stop-watch. The road from Charlevoix to Petoskey is in first-class shape. In July trains will be making the run in 25 minutes.

TRAIN SERVICE.

A letter from Geo. DeHaven, the General Passenger Agent, to Chairman Meech, of the celebration committee, states that regular train service will begin Sunday, June 26. Trains will be run as follows: Going north, 6:30 a. m., 1 p. m., and 8:30 p. m. Going south, 7 a. m., 4 p. m., and 11:30 p. m. In addition to the through service, there will be a local train between Charlevoix and Petoskey, to begin service at the same time.

Mr. DeHaven also promises a special excursion train from Traverse City on July 4th, to arrive at about 9:30 a. m., returning after the fire-works.

(Charlevoix Sentinel – June 8, 1892 – Charlevoix, MI)

JUNE 22, 1892.

PROCLAMATION.

The Official Announcement of C. &
W. M. Train Service.

Be it now known by all men (aye, and all women and children too), that on the morning of Sunday of June twenty-sixth in the year of our Lord one thousand eight hundred and ninety-two, and of the State of Michigan the fifty-fifth the first regular trains of the favorite Chicago and West Michigan carrying passengers, safely, swiftly and comfortably to and between the great resorts of Bay View, Petoskey, Charlevoix, and the great cities of Chicago, Detroit and Grand Rapids, will pass through Charlevoix and Petoskey. The new schedule will go into effect early Sunday morning and the first train from the south will reach Charlevoix— (Belvedere) 2.35 p.m., Charlevoix station 2.40 p.m., Petoskey 3.10 p.m., Bay View 3.20 p.m. This train will run every day "and Sunday too" and bring on all days except Monday sleeping car from Indianapolis via Elkhart and Benton Harbor; also connect from Chicago and Detroit at Grand Rapids with sleeping cars which have left those cities late the night before.

The next train to arrive from the south will be this same train on Monday afternoon. The next train from the south will arrive Monday evening at Belvedere 8.35 p.m., Charlevoix station 8.40, Petoskey 9.10, Bay View 9.20. This train will have the novelty of the age so far as facilities from Chicago and Detroit to this region in the way of accommodations for families, particularly the small children. Through parlor cars leaving Detroit 7.50 a.m. and Chicago 7.05 a.m. will arrive as above.

The next train from the south will leave Chicago 5.25 p.m. and Detroit 6.10 p.m. (week days) Monday and arrive Tuesday morning with Wagner sleeping cars from both places at Belvidere 6.55 a.m., Charlevoix station 7.00, Petoskey 7.30, Bay View 7.40, and then on regularly to wit: Train due in early morning will arrive except Monday, train due at midday will arrive every day, and train due at night will arrive except Sunday.

Southbound first train will leave Bay View, Sunday 26, at 1.45 p.m., Petoskey 2.00, Charlevoix 2.30, Belvidere 2.35, with sleeping cars to Chicago and Indianapolis.

The next southbound train will leave Bay View Sunday night 10.15 p.m., Petoskey 10.30, Charlevoix 11.00, Belvidere 11.05, with through sleeper to Detroit connecting at Grand Rapids for Chicago. The next south will leave Monday morning from Bay View 6.10 a.m., Petoskey 6.20, Charlevoix 6.50, Belvidere 6.55, with through parlor cars to Detroit and Chicago, the great daylight service run, and so on regularly thereafter as follows: Morning train will leave except Sunday, the afternoon train every day, the night train except Saturday night.

AND NOW

in addition to the above named splendid service there will be established and commenced on Monday morning next the following local schedule between Bay View, Petoskey and Charlevoix and which will run every day thereafter including Sundays. Leave Charlevoix (Belvidere) 9.35 a.m., 12.15 noon, 3.50 and 7.05 p.m., Charlevoix station five minutes later.

Leave Bay View 8.20 and 11.00 a.m., 3.50 and 7.00 p.m., Petoskey ten minutes later; thus making seven trains each way per day where never was trains before.

GEO. DEHAVEN,
Gen. Pass Agt,

(Charlevoix Sentinel – June 22, 1892 – Charlevoix, MI)

WE ARE IN THE SWIM.

**Charlevoix is in the Full Enjoyment
of Railroad Communi-
cation,**

June 26th was Sunday, but, nevertheless, it was a great day for Charlevoix. There were no noisy demonstrations, but a good portion of the town turned out to witness the christening.

The unfinished depot was filled, the platform crowded, the right of way back to the terrace about all occupied, the space between the track and the beach was thick with carriages and omnibuses, and three steamboats lay at the railroad dock.

The train from the south was scheduled for 2.40 p.m., but at 2.10 a train appeared, and was supposed to be the regular, but proved to be a special. It consisted of a baggage car, the vestibuled Wagner "Lawrence," and General Manager Heald's private car. Engine No. 160 pulled the outfit. She side tracked, and twenty minutes later engine No. 161 pulled in the regular train of three coaches and a baggage car. There was no demonstration, but had it not been the Sabbath, the crowd would have made itself heard at Boyne City.

A crowd of Charlevoix people boarded the train for the run to Petoskey, which was made in 21 minutes, taking the 10.30 train back in the evening. There was music in the brakeman's voice as he shouted "Charlevoix" to the passengers returning to their homes happy in the thought that the days of compulsory staging and steamboating were things of the past.

To-day Charlevoix is in the full enjoyment of three through trains per day; going north at 7 a.m., 2.27 and 8.20 p.m.; south at 6.47 a.m., 2.27 and 10.57 p.m. The "suburban," running between Petoskey and Charlevoix arrives from the north at 9.00 and 11.40 a.m., and 4.30 and 7.45 p.m. Going north at 9.30 a.m., and 12.20, 5.10 and 8.20 p.m. This gives Charlevoix seven trains per day each way on the Charlevoix, Bay View section.

The local train is made up of a combination baggage and smoking car, and an elegant free chair car, and is pulled by D. L. & N. engine No. 40—an equipment on a par with everything else connected with the C. & W. M. service—first-class.

NOTES.

On Sunday afternoon the C. & W. M. officials, with several guests, arrived from Traverse City by the steamer Columbia. They dined at the Belvedere. The following was the menu:

THE BELVEDERE, CHARLEVOIX, MICH.
(C. & W. M. By Dining Car.)

DINNER TIME TABLE IN EFFECT JUNE 26, 1892.

"Hot Box" Tomato Soup, six Croissants—
Consommé au Rice.
Boiled "Baggage Car" Ham, New "Cab"bage.
"Car Spring" Lamb, Mint Sauce.
"Lamb" Lamb, Mint Sauce.
"Lamb" Lamb, Mint Sauce.
Roast Beef, a la "Cow October."

Fillet of Beef, Larded Bordaise,
Spaghetti, an "Coupling Pig" Queen Fritters, Cognac

"SIDE (TRACK") DINERS.

"Embankment" Oliver on "Hand Car"—"Out" Cakes
Lobster Mayonnaise, a la "Smoker Stack."
Lettuce always have train on time.

"Car Wheels" Boiled and Mashed.
Sugar Corn. June Peas. String Beans.
"Snow Plow" Ice Cream. Angel Food. Am'd Cake.
Lemon Jelly garnished with Pine Apple.
"Steam Guags" Plums.

Head Light Bread. "To-Haven" Brown Bread.
Coffee with a full head of steam on.
"Draw Bridge" Tea. Milk.

OUR ATTRACTIONS.

"Tidy Dining Room Girls."
Our bills never "Breakers."
We never "Fall" at our Passengers.
All meals are run on "Schedule Time."

OUR TOAST.

May our guests be like the C. & W. M. Ry,
well "Heald."

G. E. DUNBAR, C. W. DUNBAR, ALBERT GONSON,
Genl. Mgr. Conductor, Chief Engineer.
Mrs. KATE "CAR" (LUN), Caterer.

The party went north in the evening, returning back to Grand Rapids in the morning.

The engines are all new ones on this service,—built last winter for the northern passenger traffic.

Mr. J. Kehoe, the agent, arrived Sunday on a special, and has opened his office temporarily in the freight depot. He will have two assistants next week.

The passenger station will be completed and ready for occupancy in about ten days.

The telegraph wires will be up and in operation next week.

Geo. H. Van Velt came down from Petoskey Monday evening. He says that section of the road is as good as any Michigan Central he ever traveled over.

The company have authorized agents to sell summer excursion tickets between and including Boy View and Bellaire, for one fare for the round trip.

THE DRIVING PARK.

An Organization Effected — Work on the Track Progressing.

The Charlevoix Driving Park Association is a reality. A meeting was held at the Village hall Monday evening, and the following officers elected:

President—G. W. Crouter.

First Vice Prest.—B. W. Miller.

Second Vice—Chester Denton.

Secretary—F. W. Mayne.

Treasurer—O. S. Washburn.

Directors—G. W. Crouter, B. W. Miller, Wm. Stevens, Geo. Bates, Jas. Gelfick, Geo. Burns, A. J. McLeod, F. W. Mayne, O. S. Washburn, Chester Denton, A. Richards.

Another meeting will be held tonight, and further details of organization effected. It is proposed to make the primary object of the Association the acquirement of the best half-mile racing course in Northern Michigan.

That this object will be reached is daily becoming more certain as work on the track progresses. Already the course has assumed the shape and to some extent the condition of a driving park, and a force of men and teams are hard at work with wheel-scrapers, and other labor-saving implements in putting the proper incline on the curves.

Those in charge say that while the track will not have reached that state of perfection to which they will in the near future put it, July 4th will find it in condition for racing.

(Charlevoix Sentinel – June 22, 1892 – Charlevoix, MI)

THE RACES.

Everybody, even our own people, were surprised at the fine condition of the Driving Park race course. Under most adverse and trying circumstances, in about a months time, the association have made a half-mile track which is now, unquestionably the best in Northern Michigan, partially fenced it, and erected a large grand stand (yet uncovered).

In the trotting race W. H. Downer, with his black mare, won all three heats, making the first mile heat in 2.55. B. W. Miller, with "Dan O'Hern," won second money pressing Downer closely for first.

(Charlevoix Sentinel – July 6, 1892 – Charlevoix, MI)

LINDSAY PARK.

The "Dixon Farm" Resort Property Platted.

Mr. F. W. Stevens, a Grand Rapids civil engineer, has been here the past week staking out what is known as the C. & W. M. resort plat, purchased last fall from Jos. R. Dixon, and since added to by other purchases. That portion of Charlevoix will hereafter be known and hailed as "Lindsay Park."

Although it is generally spoken of as "the C. & W. M." resort grounds, the fact is, the owners are Chas. M. Heald and Wm. Alden Smith. The plat embraces, besides the Dixon farm, the "Mather place," lying on the state road at the north east extremity of the Dixon farm; the Cruickshank lot, and the Bell lot, in the same vicinity. The latter two, although a part of the plat, are not included in the syndicate property. The entire plat embraces about 120 acres, lying within the boundaries of the state road, the railroad, and Dixon and Chicago avenues.

The grounds are divided into 400 lots, 50x125 feet in size. The division of the grounds, as shown by the plat, is a most admirable arrangement, and will eventually make that portion of Charlevoix the most beautiful within its limits. A boulevard is laid out along the edge of the terrace, intersecting Chicago avenue near the Club House, and the State road on the opposite side of the grounds. Seven 66 foot streets run parallel with Chicago avenue, and two streets that width run at right angles with them.

The second street from Dixon avenue is to be the highway to the freight depot, and will follow, nearly, the present private road to the Dixon place. Work on this street is to be begun at once, and the terrace at the Dixon place graded down and graveled. It will practically be an extension of Dixon avenue to the freight house. The

he new portion of the street will be
tel graveled the entire length at once.

ks As is well known, a prominent
in feature of the project is the erec-
a- tion of a large resort hotel. Much
ed speculation has been indulged in as
re to the probable location of the hos-
n- telric. The somewhat surprising
o? information is given that it will be
x- erected on the Mather property.
ill It is a triangular piece of land ly-
ed ing on the State road opposite the
a- intersection of the "Mt. MacSawba
ay road." Yet we are certain that time
ist will justify the choice. It lies
of just above the railroad track, well
ist located for a special station, over-
si- looks Pine Lake, and will be on the
m- proposed boulevard. Very little
m can be learned yet as to the details
e, of the hotel project, more than that
le- its erection is determined upon—
r- probably next year.

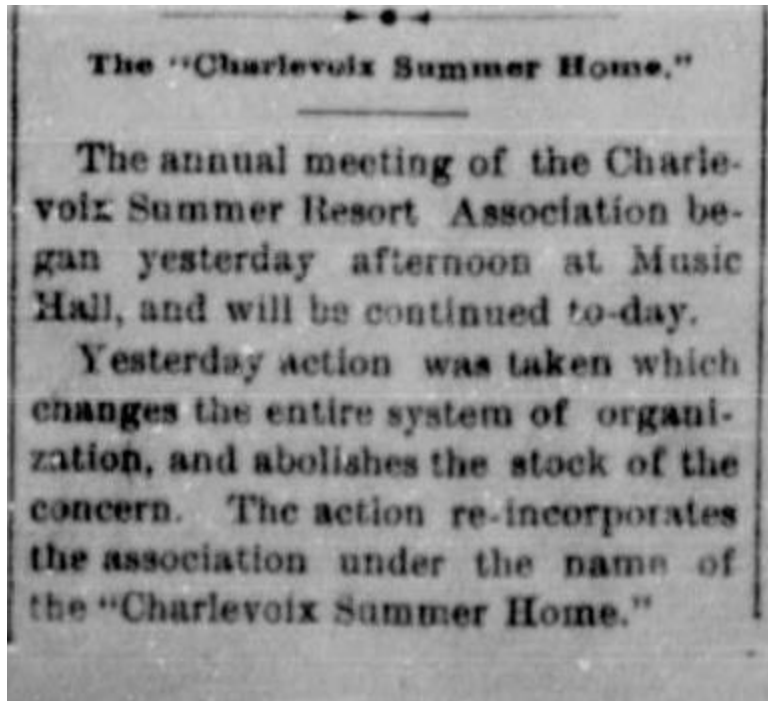
ad Auxiliary to those resort plans,
ad is the purpose of General Manager
m Heald to improve the company's
he property all along the lake front.
a- A graveled roadway will be con-
at structed just below the terrace for
w general traffic in connection with
a the railroad. The sand waste be-
his tween the two depots and the lake
c- will be transformed into parks and
nd graveled walks, and every spot not
be occupied by buildings or tracks, or
al used by vehicles, will be made as
be attractive as the genius of the land-
he scape gardener can devise. The
er city water works will be extended
ir- to the grounds and be made to con-
his tribute their share to the work of
di- beautifying the lawns and flower
in beds.
le, The work of beautifying, of
le, course, cannot be begun, until the
he more practical necessities of busi-
m- ness are provided about the com-
m- pany's premises; but another spring
nd will see the inauguration of the
he projects we have outlined, and the
is well known reputation of the C. &
he W. M. management is a sufficient
ty- guaranty that everything will be
m done on a scale of generous pro-
m- portions.

nd It is self-evident that "Charle-
he voix the Beautiful" will be made
he more beautiful by the gentlemen at
d, the head of this enterprise; and
is that it may prove profitable to
he them as well as to us all, is the ear-
nest wish of every citizen of Char-
levoix.

(Charlevoix Sentinel – July 20, 1892 – Charlevoix, MI)

The passenger station will be completed this week. A cut of the structure was printed in this paper some time ago. It is architecturally one of the finest depots on this system. The interior is metropolitan in every respect. The main entrance is from the west side, through an open arched vestibule, to the main waiting room. The ticket office occupies the front center, and is lighted by a large bay-window. The ladies waiting room and also the main waiting room, are supplied with wash-rooms and closets, elegantly equipped with the most approved appliances. The finish throughout is in hardwood, and in every detail, the building is a credit to Charlevoix and to the company.

(Charlevoix Sentinel – July 20, 1892 – Charlevoix, MI)



(Charlevoix Sentinel – July 20, 1892 – Charlevoix, MI)

1892 – August –

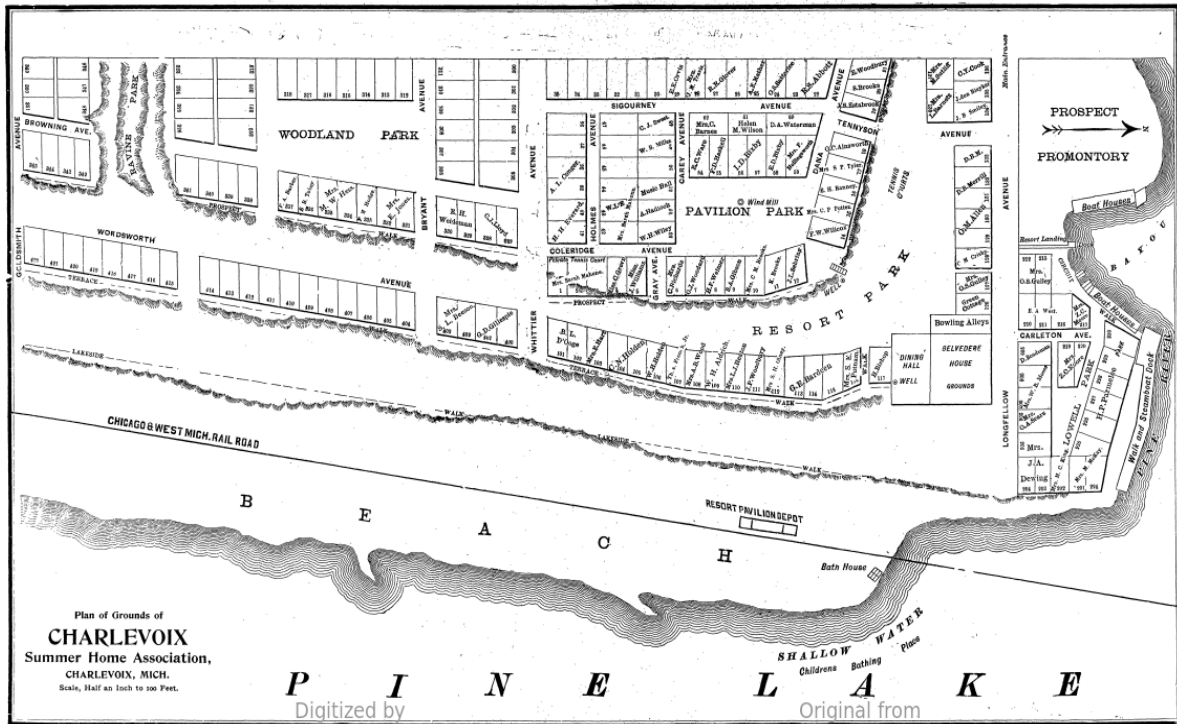
“The railroad bridge has been painted a brilliant pea green.”

(Charlevoix Sentinel - August 31, 1892 – Charlevoix, MI)

1892 – December –

“Work on the Belvedere Hotel improvements is well along toward completion. The dining hall was moved to make room for the new building, to which it is connected, the new structure is 28 x 100 and will contain a kitchen, dining room for the help, and other necessary rooms for culinary use. Above there will be the sleeping rooms for the help. Several of the of the old buildings have been torn down. The improvements will added greatly to the working efficiency of the hotel force. Other improvements are contemplated.”

(Charlevoix Sentinel – December 21, 1892 – Charlevoix, MI)



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UNIVERSITY OF MICHIGAN

1893 MAP

The Scenic Line

- - TO - -

CHARLEVOIX.

FOR more than forty miles from Traverse City the road skirts the shores, almost at the water's edge at times, of many beautiful bays, lakes and rivers, forming a panorama of fine views which must be seen to be appreciated.

The summer schedule of the West Michigan Railway will be so arranged as to give two daylight trains in each direction to and from Charlevoix, affording excellent opportunities for seeing from the car windows, the beautiful scenery.

It is well named the SCENIC LINE.

The service this year will be excellent and will continue until as late in September as seems necessary.

Try the West Michigan line this year, and go through to Charlevoix without change of cars from Chicago, Detroit, Grand Rapids, and intermediate points.

Send for a copy of our book "Tours in Michigan,"

GEO. DEHAVEN,

Gen'l Passenger Agt.,

GRAND RAPIDS.

THE
ONLY
ALL-RAIL
LINE.

1893 – Board Members

President – Dallas Boudeman
Vice President – H.H. Everard
Secretary – F. M. Hodge
Treasurer – J. L. Sebring

Directors: O.M. Allen, H.H. Everard, G.D. Gillespie, D. Boudeman, H.P Parmelee, F.M. Hodge,
J.L. Sebring, D.A. Waterman, S.A. Gibson

Committees: Finance, Lots and Buildings, Hotel, Grounds, Fences and Walks, Transportation,
Executive, Sanitary Precautions, Religious Meeting.

(Annual report 1893)

1893 – May –

“Both resorts are repairing their old walks and building several new ones on the lower terraces.”

(Charlevoix Sentinel – May 24, 1893 – Charlevoix, MI)

1893 -May –

“Col. Dunbar arrived yesterday and began putting the New Belvedere in shape for summer business.”

(Charlevoix Sentinel – May 31, 1893 – Charlevoix, MI)

1893 – June –

“Col. Dunbar and Clarence are busy at the Belvedere.”

(Charlevoix Sentinel – June 14, 1893 – Charlevoix, MI)

1893 – June –

“The Charlevoix resort people are anxious to have Charlevoix put in an electric light plant. A prominent Kalamazoo resorter last week said: “ I have no doubt that our people would guarantee

\$1,000 a season, and probably they would contribute half that amount on the other side. It will pay your people to put in a plant.”

(Charlevoix Sentinel – June 28, 1893 - Charlevoix, MI)

1893 – June –

“Col. Meyer wants both resorts to unite in a grand display of fire works from a raft in Pine Lake, the Fourth. A good scheme. Work it up, Colonel.”

(Charlevoix Sentinel – June 28, 1893 - Charlevoix, MI)

1893 – July –

“A prominent summer visitor, recently, in complementing our Water Works, added: “But you will not get the full benefit of your water-works until you get sewerage. The benefits you derive now are only nominal compared with what sewerage would give you. Besides the matter of convivence, it is the most important sanitary measure you could adopt. Don’t talk about electric lights until you properly drain your streets and premises.”

(Charlevoix Sentinel – July 12, 1893 – Charlevoix, MI)

1893 – July –

“At the annual meeting of Directors of the Charlevoix Summer Home Association held yesterday at the Belvedere, Mrs. O.S. Gulley, of Detroit, was elected a director to succeed D. A. Waterman, who has removed from New York. Mrs. Gulley is the first lady to be elected to such a position. Bishop Gillespie was reelected and D. B. Merrill of Kalamazoo.”

(Charlevoix Sentinel – July 19, 1893 – Charlevoix, MI)

A Matter That Must Soon Be Considered.

Charlevoix must soon begin to consider this matter of sewerage. It is a matter that cannot be much longer put off. It is contrary to the laws of health that a town of this size should be destitute of any means to dispose of surface accumulations of filth. Bad results must follow, sooner or later.

There are alleys in Charlevoix, especially that from Main street to the river, where secretions of filth and accumulation of garbage are unavoidable, and are a menace to the public health. A remedy should be provided.

There are more than a dozen points in the village, to say nothing of the vaults throughout the town, which offend the nostrils and threaten disease.

And disease will come, as surely as darkness follows daylight. Let us cease this talk about electric lights, and provide for sewerage. It will not only be a sanitary measure, but will be a valuable auxiliary to our water works, by providing conveniences and comforts which it is now impossible to enjoy.

We are of the opinion that the council should pass a sewer ordinance, and do it at once. We boast of our natural beauty, of our lakes and rivers, of our scenery and pure air, yet our soil is a nest of filth, breeding disease and pestilence.

(Charlevoix Sentinel – August 23, 1893 – Charlevoix, MI)

THERE
IS ONLY
ONE



ALL-RAIL LINE
To
CHARLEVOIX,

The West Michigan.

TRAIN
SERVICE
THIS YEAR
WILL BE EXCELLENT,



WITH
THROUGH
PARLOR
AND
SLEEPING
CARS
FROM



CHICAGO AND DETROIT VIA GRAND RAPIDS.

Ask for Tickets

VIA THE WEST MICHIGAN.

GEO. DeHAVEN,

GEN'L PASS. AGT., GRAND RAPIDS.

❖ Season 1893.

CHARLEVOIX 

And the Other Delightful

❖ **Summer Resorts**

OF NORTHERN MICHIGAN,

Mackinac Island,	Petoskey,
Bay View,	Harbor Springs,
Harbor Point,	Wequetonsing,
Traverse City,	Omena, Etc.

are reached most advantageously by the ever popular

Grand Rapids & Indiana R.R.

“THE FISHING LINE.”

Arrangements for through trains, Sleeping and Parlor Car service, the issuance of tourist excursion tickets, checking of baggage, as well as close boat and train connections, will be complete in every particular.

For matter descriptive of the Northern Michigan Resort country, time card, folders, etc., apply to G. R. & I. Ticket Agents, or address

C. L. LOCKWOOD,

Gen'l Pass'r and Ticket Agt.,

GRAND RAPIDS, MICH.

1. What Has the Railroad Done for Charlevoix?

A retrospect of the first year of the history of Charlevoix as a railroad town, furnishes a very satisfactory showing.

For those who expected a boom to arrive on the first train, and boomlets to follow by the car-load, there may be a tinge of disappointment. There are such.

But to the reasonably conservative mind, the benefits that have accrued to us by reason of the railroad, have been satisfactory.

It is true, that, so far as direct fruits are concerned, the harvest has but just begun. But the tangible benefits are here, and they are here to stay. They are cumulative and augmentive.

Lindsay Park is a direct result of the railroad. Its influence upon the growth of Charlevoix, or rather, its potency as a part of it, may easily be seen. The influence behind it means growth and enterprise.

The Pine Lake transfer dock brings to our waters the bulk of the hardwood cut of the Intermediate Valley, and means busy tugs and employment for men.

The Ferry seed warehouse means the marketing here of one of the most profitable and prolific of Northern Michigan crops.

The advantages offered fishermen for quick shipment means, and already shows, the enlargement of that industry here.

The Williams bowl factory, now practically in process of construction, means a market for hardwood timber and employment for laborers.

It is the observation of not a few that Charlevoix has thus far realized more and greater permanent benefit from the railroad extension than has any other town on its line. We are enjoying steady and substantial growth.

Why should it not be so? Charlevoix has natural advantages far superior to those of any other Northern Michigan town. It has a fine harbor, and is the outlet of a navigable interior. Its facilities for manufacturing are vastly superior to any town where there is but one method of shipment.

Charlevoix only requires the awakening of its citizens to the importance of a greater degree of public spirit, and the future of Charlevoix is assured.

The Ferry Seed Warehouse.

1893 – November –

“Col. Dunbar, of the Belvedere, writes from Shasta, Cal., that he is engaged in mining, and that good shipments of gold bullion are being made. Send us a brick, Col.”

(Charlevoix Sentinel – November 29, 1893 – Charlevoix, MI)

1894 – March – IT IS REPORTED

“That a scheme is on foot to secure a franchise for a street railway from Charlevoix Summer Resort to the C. & W.M. depot.

That it will be an electric road, and that electric light plant will be in connection with it.

That the C. & W.M. people have been talking with the latter project and that they will give both project their influence.

That Lindsay Park is about to be recorded as an addition to the Village of Charlevoix.

That the Chicago Resort folks are after a part of the plat to add to their grounds.”

(Charlevoix Sentinel – March 7, 1894 – Charlevoix, MI)

1894 – June –

“Col. Dunbar arrived last week, and the Belvedere will be opened to-day.”

(Charlevoix Sentinel – June 20, 1894 – Charlevoix, MI)

1894 – June –

“Resorters are coming on every train. Cottages are being opened, the resort hotels are filling up, and a good many new faces are seen on the streets.”

(Charlevoix Sentinel – June 27, 1894 – Charlevoix, MI)

1894 – August –

“There is talk of lawn tennis tournament in which both resorts will participate.”

(Charlevoix Sentinel – August 8, 1894 – Charlevoix, MI)

1894 – August –

“The two resorts are contesting for the supremacy in lawn tennis at the court on the south side, Monday, yesterday and to-day. It is a big event and hotly contested. The games occur on the afternoons and evenings of the days mentioned.”

(Charlevoix Sentinel – August 15, 1894 – Charlevoix, MI)

1894 – September –

“W.H. Miller has been appointed warden of the Charlevoix Summer Resort, and has entered upon the discharge of his duties. The appointment is a particularly good one.”

(Charlevoix Sentinel – September 12, 1894 – Charlevoix, MI)

1894 – October – THE DUNBAR STAR COURSE

“Col. G. Edwin Dunbar, of the New Belvedere hotel is the head of the Dunbar Lyceum Bureau, which has had the best attractions of the lecture platform or lyric stage for many years.

The Colonel yesterday succeeded in booking Charlevoix for the “Star Course,” for the coming winter, and we may expect a series of winter evening entertainments that will be a giant stride in the directions of wholesome and profitable amusement.

The course embraces Miss Cornelia May, the girted reader; Miss Laura McManis, whistling soloist; Miss Alice McManis, pianist; Miss Julie F. Lee, impersonator; the Drummer Boy of Shiloh; and Walter F. Smith in his illustrated lecture and cornet solo.

The course is high class, artistic and refined, and a club has been formed her which insures it for the winter months. The well known reputation and standing of Col. Dunbar in this field of work, as well as his character, as a gentleman, is a sure guarantee that we shall not be disappointed in the course.”

(Charlevoix Sentinel – October 17, 1894 – Charlevoix, MI)

1895 – April -

ty ✓ —The Charlevoix Summer Home
r- Board, at its annual meeting last
es fall, unanimously voted to put in an
P independent system of water-works
h on the grounds this spring, and yes-
F- terday a car-load of two and three
re inch pipe arrived, for 7,500 feet of
e mains. The supply of water will be
it taken from 1/2 inch wells, from 75 to
r 100 feet depth, and a contract for
p one of them is already let. It will be
r sunk on the west side of the resort,
p and a steam pump-house erected. It
is to be regretted that the city sys-
tem could not have been placed
on the grounds, but the Board and
the Council could not get together
and the above is the result. Cottages
will not be supplied until after a
system of sewerage is put in. Work
on the system will be commenced at
once under the supervision of War-
den Miller and it is expected that
a large number of men will be em-
ployed, in order to push the work as
rapidly as possible. The Charlevoix
Hardware Co. will do the plumbing.

—The bills, of various forms, af-
fecting the fishing industry, are yet
pending in the legislature, but their
fate is only a matter of guessing.
There is a rapidly growing sentiment
among those who are familiar with
the past and present of the great
lake industry, that there should be a
closed season, and a rigorous enforce-
ment of the law regulating the size
of mesh in nets. Mr. Maxwell, the
representative of the A. Booth Pack-
ing Co., recently told the writer that
he had seen trout in the Chicago
retail market that weighed less than
a pound each. There can be but one
result of this reckless catching of
fish—total extermination. While the
state and national government, is, at
large expense, working to increase
the volume of this great industry,
thoughtlessness and greed are neu-
tralizing their work. Fishermen
themselves are more interested than
all others in this matter, and should
co-operate with our legislators in the
work of checking this indiscriminate
slaughter of fish in the great lakes.

(Charlevoix Sentinel – April 24, 1895 – Charlevoix, MI)

1895 – May –

“Col. Dunbar will not manage the Belvedere Hotel this season. The new manager has not been selected at last accounts.”

(Charlevoix Sentinel – May 1, 1895 – Charlevoix, MI)

1895 – May –

“The Belvedere is blooming forth in a new coat of Heath & Milligan’s “best” prepared paint, furnished by their Charlevoix representative, The Charlevoix Hardware Co.”

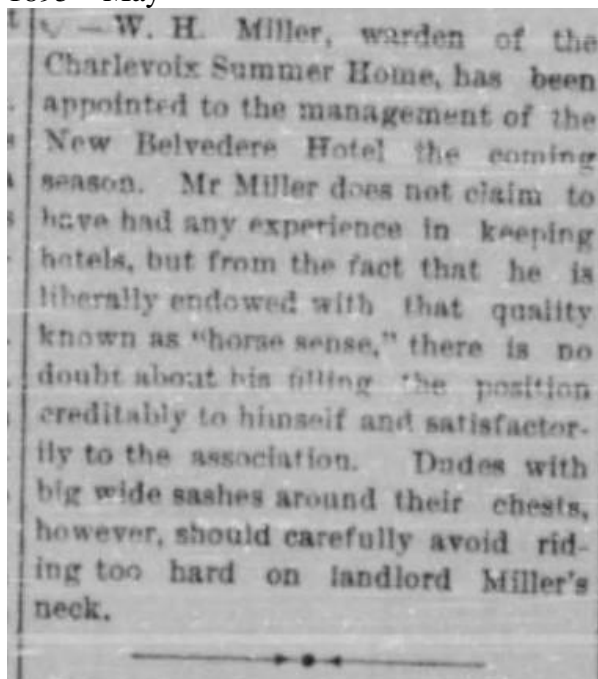
(Charlevoix Sentinel – May 8, 1895 – Charlevoix, MI)

1895 – May –

“The contractor is here putting down the wells for the Charlevoix Summer Resort water-works.”

(Charlevoix Sentinel – May 15, 1895 – Charlevoix, MI)

1895 – May –



W. H. Miller, warden of the Charlevoix Summer Home, has been appointed to the management of the New Belvedere Hotel the coming season. Mr Miller does not claim to have had any experience in keeping hotels, but from the fact that he is liberally endowed with that quality known as “horse sense,” there is no doubt about his filling the position creditably to himself and satisfactorily to the association. Dudes with big wide sashes around their chests, however, should carefully avoid riding too hard on landlord Miller’s neck.

(Charlevoix Sentinel – May 22, 1895 – Charlevoix, MI)

(CHARLEVOIX GOLF CLUB)

1897 – October, “UP AT LINDSAY PARK”

“The big hotel is rising above the terrace again. The joists are about all on the second story, and the raising of the studding on the third story has been commenced. The frames of the porches are up all around the building, and a swarm of men are at work inside putting up partitions. Mr. Hoertz says, if no bad weather intervenes they will be shingling Saturday.

Masons are building the brick wall at the foot of the terrace, and the golf links force is still at work on the grounds.

Down at the swimming pool the masons, under the direction of George Eagleton, are still at work on the wall, and next week the carpenters will begin the building.

There are fully 150 men at work on these various features of Lindsay Park improvement, to say nothing of the small army of boys, engaged in sorting and stacking the shingles from the wreck. The force of carpenters in being increased as fast as they come along.

The first of the grove of fifty large trees to occupy the park space on the west front of the big Inn was transplanted yesterday. It was a beautiful maple ten inches in diameter. Grand Rapids parties are the contractors and they bring special apparatus for the work.”
(Charlevoix Sentinel – October 27, 1897 – Charlevoix, MI)

1898 – January, “ORIGIN OF GOLF IN AMERICA”

“Its First Public Mention During the War of Independence”

“The following advertisement from the Rivington Royal Gazette, April 21, 1779 – the story paper published in New York during the revolution – will bear witness to perhaps the first recorded suggestion of the game of golf in America, says Harper’s Magazine:

‘To the Golf Players: The season for this pleasant and healthy exercise now advancing gentlemen may be furnished with excellent CLUBS and suitable Caledonion BALLS by inquiring at the printers.’

It may be in years to come, after the present living witnesses have gone to solve the great perplexing problem, that earlier trace of an American golf will be added to the game's constantly expanding history. It may be that individuals unknown to fame have driven and putted in seclusion of their own backyards, but certainly, so far as the present historian is able to discover, the first man to attempt modern golf in the United States was Charles B. MacDonald, and the two names most closely connected with the beginning of its subsequent invasion are those of Mr. Robert Lockhart and Mr. John Reid. When Mr. MacDonald returned from Scotland in 1875 he brought with him his clubs and an affection for the old game that could not be chilled even by an unsympathetic reception. There was no one to play with until a St. Andrew's university friend – Mr. Burgess – came to Chicago and then those two would steal away to old Camp Douglas, back of the site of the Chicago University, lay out a few holes and arouse themselves in the twilight playing at golf. They did not enlarge the course, because the hoodlums tore up the holes every evening after MacDonald and Burgess had gone.”

(Charlevoix Sentinel – January 19, 1898 – Charlevoix, MI)

1898 – February, “CHARLEVOIX THE BEAUTIFUL”

“The Gem City of the Inland Waters”

“Metropolis of Pine Lake Region”

“...In the northeast rises the club house and cottages of the Chicago Summer Resort Association, and just beyond can be seen the green roof of the Charlevoix Inn, beautifully located upon the east terrace of Lindsay Park with golf links and natatorium. Just across the “upper channel” outlined against the eastern sky, stands the New Belvedere hotel, surrounded by beautiful cottages and equally attractive grounds. The Charlevoix Summer Home association and its neighbors across the river constitute a summer settlement that are almost a city of themselves. Both these famous resorts are reached from the village by nice improved streets, and both have steamboat landings and yacht moorage.

The activity of Charlevoix is by no means confined to summer months. Two saw mills, a sash and door factory, bowl factory, first class roller mill, machine shops, two boiler shops, two shipyards, the bi D.M. Ferry seed warehouse, several small manufacturing concerns, one, bank, two newspapers, three hotels, opera house, and thirty mercantile establishments of all kinds, create a commercial activity that continues twelve months in the year, and constitute a centre of trade that shares with a progressive farming community, the rewards that go hand in hand with a certain progress in material development.

Charlevoix has 2,500 inhabitants. It has five churches, a \$22,000 central school building and two ward schools. Its administration of that all important phase of its welfare is marked by a spirit of enterprise, and in the maintenance of a higher standard our citizens have a special pride.

Charlevoix has a complete and well managed electric light plant, a water and fire protection system that ranks with the best in the state – embracing modern machinery and six miles of mains. Its street are broad, well shaded and improved. It has a 20-acre public park stretching

along a third of a mile of Lake Michigan's beach – embracing hillside and valley, wooden glen and quiet nooks – a most beautiful retreat, in which every citizen takes laudable pride.

Its importance as a marine port gives to its constantly changing phase of activity that is always inspiring. Three fine passenger steamers, running between Chicago and the straits during the summer months the almost constant departure and arrival of vessels and the active movement of a dozen tugs and small excursion and passenger steamers make the harbor from April to January a constantly moving panorama of marine life.

Converging country roads are hard and level, scenery is romantic, air is healthful, water is pure, and all combines to make “Charlevoix the Beautiful” what nature decreed it to be, the queen city of the north. If you don't believe it, come and see.”
(Charlevoix Sentinel – February 2, 1898 – Charlevoix, MI)

1898 - June 25, The Inn and the Lindsay Park Golf Links open.
(Charlevoix Sentinel - June 22, 1898 - Charlevoix, MI)

1898 – July, “The Charlevoix golf links are in active operation these days.”
(Charlevoix Sentinel – July 20, 1898 – Charlevoix, MI)

1898 - “The course is for the most part level stretches of sandy soil topped with a light sod...is smooth and comparatively free from difficulty for the average player...of regulation width...a player going to either side is in serious trouble. The first hole...a good drive I required to clear a street about 90 yards from the tee. A good second shot will reach the green; and a poor shot will reach the second road and trouble...The drive to the third hole must be very accurate to carry between trees on either side and to clear the road at an angle...the approach to the fourth green must be accurate as it is protected by a sand roads. The sixth, seventh and eighth holes are on the terrace overlooking Pine Lake, and make up in attractiveness what they lack in difficulty of play...It is seldom that good play is so well rewarded and poor play so badly punished as on the (the ninth) hole. Colonel Bogie plays the course in 38, and his record has not been equaled.”
(Centennial Chicago Club Records - 1981)

1899 – A brochure produced by the Pere Marquette Railroad advertised two tournaments to be played 7/18 – 7/22 & 8/15 – 8/19 – 1899. Brochure describes Belvedere Hotel, The Inn & Charlevoix “The Beautiful”. Also, how golf is played, gives the rules of golf, explains technical terms, and describes the course as follows:

1899 – City sells the race track 40 acres plus 5 more to the Chicago Club for \$35.00 per acre. “The city is short an excellent site for a fair ground and race track. But we will have the satisfaction of knowing that Charlevoix will have the biggest and best golf links in the state, and one of the best in the country. If there any more forties lying around up that way it will be well

to pin them down, because the people have absorbed the spirit of expansion and won't stop short of Mt. McSauba and the railroad track.”
(Charlevoix Sentinel – Charlevoix, MI)

1899 – July, “The golf people held their first semi-monthly tournament at the Lindsay Park Links Saturday and the event was a most enjoyable and successful one. The club now numbers 40 members and is increasing.”
(Charlevoix Sentinel – Charlevoix, MI)

1899 – July, “Up at Lindsay Park the golfers are in the midst of their tournament and caddies are as thick as fleas on a yellow dog. The event is the first of a series to take place on the Charlevoix links this summer.”
(Charlevoix Sentinel – July 19, 1899 – Charlevoix, MI)

1899 – August, “THE GOLF LINKS”
“An Extension of Limits That Will Make the Charlevoix Course the Best in Michigan”

“Last Friday, through the Harsha and Buttars real estate agency, by its trustee, John P. Wilson, acquired little to about 100 acres of land adjoining the original links of Lindsay Park, and secured a lease of the race tract property. It is the intention to purchase the latter this fall, which will give the club about 125 acres outside of Lindsay Park.

The property secured embraces the following parcels:

R.N. Faulkner, 40 acres - \$1500
A.D. Cruickshank, 14 acres - 3000
John Burns, 6 acres – 500
Ava Smith, 10 acres - 700
Wardrop, 2 acres – 160
S.M. Moore, 26 acres – 650

Total consideration --- \$6510.00

This extension will give the club the regulation “18 hole” links, and a course of fully five miles. The work of improvement will be extensive and will begin at once. On the Faulkner strip is a beautiful grove, which will be cleaned up and made an attractive park for use of the club.

Without question this accession will give the Charlevoix golfers the finest and most extensive links in the state, and one of the best in the country. Already the Charlevoix club has in its membership the most noted golfers in Chicago, and many golf enthusiasts from other cities are numbered in its membership.

The club is composed of members who will stop at no necessary cost to render its links famous in golfdom, and Charlevoix is destined to be the summer golf mecca in the country. The grounds

excel in every requisite. They constitute a level picturesque tract, devoid of obstructions, and closely contiguous to the Inn and the Chicago Club House.”
(Charlevoix Sentinel – August 23, 1899 – Charlevoix, MI)

1899 – October 11, “Twelve or fifteen teams and a gang of men are making rapid strides on the new addition to the Lindsay Park Golf Links.”
(Charlevoix Sentinel – Charlevoix, MI)

1899 - “Eighteen miles below Little Traverse Bay lies Charlevoix, surnamed “The Beautiful.” And the golf-links are the most extensive of the Northern lake region. The course lies on the terrace high above the shining expanse of Pine Lake, extending along the bluff over the large level plateau lying between “The Inn,” the Chicago Club, and the outlying houses of the village, a tract of land consisting of several hundred acres. The ground is flat, sandy, but well-turfed and dotted with picturesque avenues and groups of trees. There are no artificial bunkers, the greater part of the course affords opportunities for long clean drives. The chief hazards are groups of trees and a number of board walks which cross some of the drives. While the general setting of the Charlevoix links does not equal that of We-que-ton-sing or Harbor Point, the course has some views of Pine Lake which are of striking beauty, and the long drives down sun-illuminated lawns between groves of oaks and maple are unequalled in themselves.

Eighteen holes have been laid out, but nine only are in use this summer, the others having but this year been put into grass. The distances around the entire course is over three miles. The nine holes now in use are as follows:

1, 330 yards; 2, 290 yards; 3, 265 yards; 4, 260 yards; 5, 225 yards; 6, 225 yards; 7, 160 yards; 8, 260 yards; 9 375 yards. Total, 2390 yards.

The links are maintained by the hotel management, and are practically open to any visitor to the resort, either for the season or for a limited number of days by punch ticket. The majority of the players are Chicago people either spending their short vacation here or belonging to the permanent cottage set. Of the latter there are many, so that the personnel of the links does not change much during the season. The number of players here is greater than upon any other of the northern links, and golf enthusiasm runs much higher. There is also at Charlevoix a much larger number of women golfers, the majority of whom play well. The hourly train communication with Little Traverse Bay brings over many golfers from Petoskey and Bayview, and tournaments and return matches with Harbor Point and We-que-ton-sing are of frequent occurrence. The best record is 37.

(Links of the Northern Lakes – reported February, 1900 - Aldred Scott Warthin)

1900 – January, Lindsay Park Golf Links, Charlevoix, MI “Golf Grounds Purchased” over 100 acres from 10 sellers. This purchase started the 18 hole course as it was in the twenties.

(Chicago Club Centennial Records -1981)

1901 – Charlevoix – Charlevoix Golf Club – “On Lake Michigan. Organized 1898. Annual dues: Family, \$10; individual, \$5; ten-day ticket, \$2.50. A summer resort, having a good nine-hole course. Distances: 1. 330; 2. 290; 3. 265; 4. 260; 5. 225; 6. 225; 7. 160; 8. 260; 9. 375; total, 2390 yards. The course is maintained by the hotel management.”
(Harper’s Official Golf Guide – 1901)

1901 – April, “The Charlevoix Golf Club, which means, practically the Chicago Summer Resort Company, for some time having been trying to secure the race tract “40” to add to the domain of the golfer. Last Monday, at “town meetin’”, it was voted to accept the proposition of \$35 per acre, and the town is \$1575 ahead in matter of cash, and short an excellent site for a fair ground and race tract. But we will have the satisfaction of knowing that Charlevoix will have the biggest and best golf links in the state, and one of the best in the country. If there are any more forties lying around up that way it will be well to pin them down because the people have absorbed the spirit of expansion and won’t stop short of Mt. McSauba and the railroad tracts.”
(Charlevoix Sentinel – April, 1901 – Charlevoix, MI)

(Belvedere Golf Club)

1925 – August, “PLANS PERFECTED FOR GOLF CLUB”
“Organization Completed At Saturday’s Meeting”
“Capitalism Set at \$75,000 With a Membership Limited to One Hundred”

“The first preliminary meeting of the Belvedere Golf Club was held at the Belvedere Casino Saturday forenoon at 10:30 a.m. The object was to formulate plans of organization, preparation of by-laws and election of officers.

Mr. Remier was appointed temporary chairman and I.S. Holden temporary secretary of the meeting. Some twenty prospective members were present. The first order of business was the organization of what will be known as the Belvedere Golf Club Realty Co., which would own the property of the golf club and also which should be a stock company not for profit. Money subscribed for the property will be held as preferred stock and will be used to construct the necessary buildings and preparation of grounds, to be leased to what will be known as the Belvedere Golf Club. A board of directors of the holding company were named as follows: J. W. Ferguson, Geo Shwab, Logan Thompson, W. B. Stewart, R.V. Clark, J. H. Koch and A. B. Scarborough. This board was clothed with authority to close land deals and contract for ground construction.

The formation of the Belvedere Golf Club followed, with board of directors as follows: R.V. Clark, Ray Johnson, W.B. Stewart, Logan Thompson and A. B. Scarborough.

Par value of the Realty company was placed at \$100, the company to be capitalized at \$75,000, divided into 750 shares. Membership will be limited to 100 members.

Matters relative to the formation of by-laws were left to a committee of three, to be submitted at a later meeting for approval. A more general outline of the organization will also be submitted at this time.

The proposed golf club will be located south of the city on the Marion Center road, the land to be purchased lying south of the old cement plant right of way, and will consist of land purchased from Mrs. H. M. Blackwood, M. B. Hooker, D. H. Alexander and Frank Supernaw. The club will start with a nine hole course, this to be immediately enlarged to a regulation eighteen hole course. Work of putting the course together will start at once.”

(Charlevoix Courier – August 12, 1925 – Charlevoix, MI)

1925 – August, The Belvedere Golf Club organizes as the Belvedere Golf Realty Co. on August 10, 1925. Lavern A. Miller Landscape Service is hired to carry out the plans of William Watson. The Belvedere Golf Realty Co. has \$71,092.50 to invest towards the project.

Lavern A. Miller’s Contract:

“Their contract is on a cost basis with 15% to be added to actual cost, with a further proviso that the total to the Belvedere Golf Realty Co. shall not exceed the sum of \$71,092.50. This amount includes \$1000.00 for topographical maps.”

(Belvedere Golf Club Original Contract papers)

1925 – September, “ Frank Lawton started work on the Belvedere golf link Monday morning. (Sept. 14 & 15, 1925)”

(Charlevoix Courier – September 16, 1925 – Charlevoix, MI)

1925 –November, “MAKING HEADWAY ON NEW COURSE”

“Wet Weather Delaying Work To Some Extent”

“Eighteen Holes Cover a Distance of 3,601 Yards – New Clubhouse Has Commanding View”

“Work on the new south side golf course, sponsored and financed by the Belvedere Realty Golf company is progressing rapidly. About 50 men, 15 teams and a couple of Fordson tractors are busy engaged in breaking up the ground and getting it into shape for seeding. Inclement weather of late has handicapped the work to some extent and necessitated the transfer of operations to the second nine holes before the first nine was completed.

The first nine holes will lie on the west side of what is known as the county road, between here and Ellsworth, and take in the former Wakefield farm, and some other adjoining property. The second nine will be on the east side of the road and takes in the former Blackwood and Hooker

properties. Work is under the supervision of the Lavern Miller Landscape Services of Sterling Ill., following out plans and specifications prepared by William Watson, golf course designer, and Mr. Miller, the latter being in active supervision of the construction.

The entire distance over the course is 3,601 yards, the shortest hole being 136 yards and the longest about 500. No duplicate holes will be encountered by players and many natural and artificial hazards will be encountered to test the mettle of the golfer. Four of the first nine holes cross Wakefield creek and the layout is uphill and down making an interesting diversity of typography over the entire eighteen holes. Wood patches have been left uncut and the players will walk through pretty groves of trees on their way from one tee to another.

The pumping station will have a capacity 300,000 gallons in sixteen hours and will feed a sprinkler system that is designed to cover the entire course, greens, fairways, tees and all.

The clubhouse will be situated on the highest point of the association's land, which is on the extreme south side, west of the main road. This location commands a beautiful view of Pine Lake and Lake Michigan, as well as the surrounding farm country and a view of the city of Charlevoix. The building will be a beautiful modern structure, embodying everything that will tend to add to the comfort and convenience of the players. Logan Thompson, a director of the Golf Realty company, in company with the architect from the firm handling the plans of the new club house, will be here in the near future and work will be rushed to completion on the structure. The caretaker's quarter will be in the old Wakefield house.

On both sides of the country road a strip has been reserved and plotted out into lots which will be sold for building sites. Although neither of the nine holes are very near completion, plans call for the use of the first by July 1, 1926, and the second one month later. Owing to the wetness of the weather and the low lying round on the first nine holes, the work has been shifted to the second nine and, with a few weeks more of good weather this fall there is no question but what the course will be ready for use by the allotted time."

(Charlevoix Courier – November 4, 1925 – Charlevoix, MI)

1926 – April, "A communication was received by Archie Livingston, local representative of the Belvedere Golf Realty Co., stating that Lavern A. Miller of Miller Landscaping Service, Sterling Ill., who is the architect and landscape expert in charge of the new Belvedere golf course, will leave Sterling, April 30th, by aeroplane on a trip to inspect various projects now under way by the company in the Michigan, one of which is the Belvedere golf course. The communication stated that Mr. Miller would arrive in Charlevoix between the first and seventh of May."

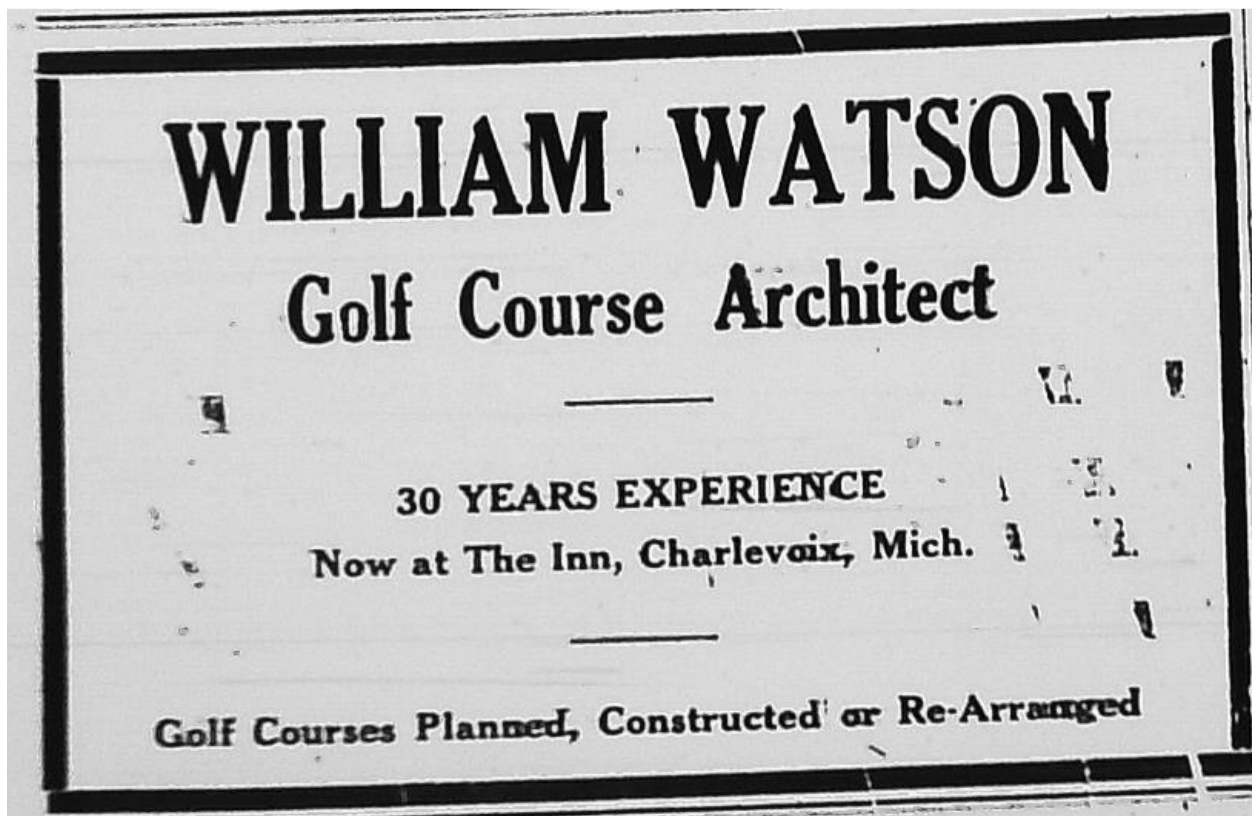
(Charlevoix Courier – April 28, 1926 – Charlevoix, MI)

1926 – May, "Wm. Watson, instructor at the Charlevoix Golf Club, arrived in the city Monday from California, where he spends the winters."

(Charlevoix Courier – May 5, 1926 – Charlevoix, MI)

1926 – May, “Lavern E. Miller, who has charge of the landscape work on the grounds of the Belvedere Club golf course, is here to continue work under his supervision. The trip from his home office, Sterling, Ill., was by airplane accompanied by a pilot in charge of the machine which settled on the landing field Wednesday afternoon.”

“Mr. William Watson is spending a few days here inspecting the work under way at the Chicago Golf Club and Belvedere Golf Club courses. He came from Los Angeles, California, arriving here Sunday and will return to the west coast as soon as his inspection work is complete, with the expectation of returning to Charlevoix early in June, in time for the summer season.”
(Charlevoix Sentinel – May 6, 1926 – Charlevoix, MI)



1926 – August - September, William Watson takes up residence at The INN and is in Charlevoix to explain & display his Belvedere Golf Club design to the Belvedere Membership. (Advisements in the Charlevoix Sentinel August 12, 1926 – September 9, 1926 Charlevoix, MI And in the Charlevoix Courier August 4 - 25)

1926, September, “SATURDAY TRYOUT”

“Golfers are Enthusiastic Over Belvedere Golf Course”

“Members of the Belvedere Golf Club were given an opportunity for the first time to try out the New Belvedere golf course and from expressions made by those who enjoyed the privilege extended it is apparent that the new 18-hole course measures fully up to expectations and when

fully completed as it soon will be, the same will be a source of unending pleasure to both the promoters of the club and its enthusiastic patrons.”

“One of the players, a follower of the game from St. Louis, Mo., was most pronounced and expressive relative to the grounds, layout of the entire course, stating that the same was wholly meritorious and fully equal to the best in the vicinity of St. Louis while equal complimentary remarks poured forth from all other players making the round of the course.”

“There is a distinct charm in the new course from every point and at all angles and it is questionable whether or not there is another golf course in Michigan that equals in point of beauty, broad perspective, contour and satisfactory surroundings as does the Belvedere golf course. The grounds are already famous and with its formal opening in the early season of 1927 the grounds will be the mecca for golf enthusiasts throughout the entire resort region.”
(Charlevoix Sentinel – September 2, 1926 - Charlevoix, MI)