

National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Smith-Eslick Cottage Court

Other names/site number: Eslick's Cottages, Eslick's Camp Cottages, Eslick's Cabins, Smith Eslick Cottage Camp / 5GA.4239

Name of related multiple property listing:

N/A

(Enter "N/A" if property is not part of a multiple property listing)

## 2. Location

Street & number: 729 Lake Avenue

City or town: Grand Lake State: CO County: Grand

Not For Publication:  N/A Vicinity:  N/A

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination     request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets     does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

    national   X   statewide     local

Applicable National Register Criteria:

X    A     B   X   C     D

Haley Kathryn Norton Deputy State Historic Preservation Officer May 20, 2014

Signature of certifying official/Title:

Date

State or Federal agency/bureau or Tribal Government

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In my opinion, the property \_\_\_ meets \_\_\_ does not meet the National Register criteria.

\_\_\_\_\_  
**Signature of commenting official:**

\_\_\_\_\_  
**Date**

\_\_\_\_\_  
**Title :**

\_\_\_\_\_  
**State or Federal agency/bureau  
or Tribal Government**

#### 4. National Park Service Certification

I hereby certify that this property is:

- \_\_\_ entered in the National Register  
\_\_\_ determined eligible for the National Register  
\_\_\_ determined not eligible for the National Register  
\_\_\_ removed from the National Register  
\_\_\_ other (explain:) \_\_\_\_\_

\_\_\_\_\_  
Signature of the Keeper

\_\_\_\_\_  
Date of Action

#### 5. Classification

**Ownership of Property** (Check as many boxes as apply.)

Private:

Public – Local

Public – State

Public – Federal

**Category of Property** (Check only **one** box.)

Building(s)

District

Site

Structure

Object

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**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register \_\_\_\_\_

**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

DOMESTIC/Hotel

\_\_\_\_\_

**Current Functions**

(Enter categories from instructions.)

WORK IN PROGRESS

RECREATION & CULTURE/Museum

\_\_\_\_\_

\_\_\_\_\_

**7. Description**

**Architectural Classification**

(Enter categories from instructions.)

LATE 19<sup>TH</sup> AND EARLY 20<sup>TH</sup> CENTURY AMERICAN MOVEMENTS/

OTHER/ Rustic

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Materials:** (enter categories from instructions.)

Principal exterior materials of the property: WOOD/Log, ASPHALT

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### **Narrative Description**

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### **Summary Paragraph**

Built ca. 1915, the Smith-Eslick Cottage Court (SECC) is a rectangular one-story wood-frame building that exemplifies the Rustic style, known locally as Rocky Mountain Rustic. Designed to provide overnight accommodations for tourists traveling by automobile, the SECC building has four, one-room guest units, each with an adjacent carport, all integrated under a single side-gabled roof. The exterior is clad entirely with bark-on, half-round, lodgepole pine log siding. SECC is near the central business district of Grand Lake, Colorado, a small, remote mountain community that developed largely in response to automobile tourism. Grand Lake sits in the valley of the headwaters of the Colorado River surrounded by spectacular beauty of the Rocky Mountains. The town is at the edge of the largest natural lake in Colorado and borders Rocky Mountain National Park (established in 1915) on the north. Although the building was relocated from only half a block away to prevent its demolition in 2009, it remains in near-original condition and retains many original furnishings, is again on what was Smith-Eslick family property, and is in a setting very similar to its original setting. With majority funding from the Colorado State Historical Fund (SHF), the Cottage Court accommodation units were placed on a permanent foundation in 2015. An interior restoration project will begin in the summer of 2016, also funded in part by a SHF grant. The Cottage Court remains a rare example of an early entrepreneur's response to the advent of automobile tourism in the Grand Lake area and the American West.

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### **Narrative Description**

The SECC building is located at the northwest corner of Vine Street and Lake Avenue in Block 19, Lot 16, near the north shore of Grand Lake in the town of the same name. It stands just south of Grand Avenue, the main street of the town. Lake Avenue and Vine Street are part of what is known among local residents as the "old road" into town; a portion of this road to the south of town was submerged under Shadow Mountain Reservoir by 1949. This location is the second site for the building. As explained further under the subheading "Relocation," in 2009 the building was moved about 150' from its original location near the southeast corner of Grand Avenue and Vine Street by the Grand Lake Area Historical Society (GLAHS) in order to prevent its demolition (Figure 1). In its original location, the building faced west toward Vine Street, the "old road" into Grand Lake (Figure 2), and was one of several buildings designed as tourist accommodations. At the time it needed to be moved, it was the only tourist accommodation left at the original location, the others having been destroyed or moved after 1956 (Figure 3). The SECC building is still oriented north-south, but faces east toward Vine Street, as shown on two sketch maps (Figures 4, 5). It now stands just across the street from the Court's original location. The new site was chosen because it, like the original one, was owned by the same family that built the SECC - the Smith-Eslick family. Still oriented north-south, the Cottage Court now faces east, but again faces the "old road", so visitors see the building's front from the old road as they did in 1915. It is again surrounded by tourist cabins, businesses and private

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homes built in the same local Rustic style (Photos 5-6). Thus, the SECC has been preserved in a very similar setting on a lot as close as possible to its original location.

## **Exterior**

The SECC is a rectangular wood-frame building that exemplifies the historic, Rustic style typical of many buildings in the Grand Lake area. It has four guest units for overnight accommodations with built-in carports adjacent to each unit; all are integrated under a single side-gabled roof. The exterior is clad entirely in bark-on, half-round, lodgepole pine log siding, the logs of which are placed vertically on the walls and horizontally at the gable ends. This siding is known locally as "barkie" (Photo 7). The building originally rested on floor joists that lay on the ground; at an unknown time joists under Units 3 and 4 were raised slightly above grade. Each of the four accommodation units of the Cottage Court building were each placed on a permanent foundation in 2015, with partial funding from the Colorado SHF, to prevent continued deterioration of the base; the area around each foundation has been backfilled, with in-kind sacrificial pine slabs that match the original at each accommodation unit's base to further maintain the original aspect of the entire building (Photo 8). Adjacent carports remain dirt-floored. The roof consists of 1" x 8" pine sheathing boards covered with asphalt roofing material. The overhanging eaves have exposed rafter tails (Photo 8). Overall, the building measures 88'-6" long and 14'-4" wide (Photos 1-4) and contains 1,268 square feet; each unit is 12'-5" wide and each carport is 9'-7" wide (Figure 4). The walls of the units are 8'-6" in height, and the pitched roof is 12'-2" at the ridgeline.

### East-facing side

Numbered 1 through 4 from left (south) to right (north), the four housing units and adjacent carports to the right of each unit are equally spaced under the side-gabled roof. The exterior is clad in vertical siding, except for a band defined by horizontal siding with a pair of four-by-four wood slider windows in the center of each unit's east (front)-facing side (Photo 8). The windows retain original glazing and screens, with the exception of Unit 4, which is missing a screen. Each window sash measures 32" x 28" around the outside frame, with a total window opening of 5'-4" x 28". Original four-panel, wood doors and frame screen doors provide entry to each unit from just inside each carport (Photo 9).

### West-facing side

The west (rear)-facing side has a single four-light window in the center of each unit (Photo 10). Units 1 and 2 have awning windows and Units 3 and 4 have casement windows; all open inward. No additional fenestration exists on the west-facing side.

### North-facing side

Horizontal unpeeled, half-round log siding appears in the gable end on the north side whereas vertical unpeeled, half-round log siding exists on the remaining north side. No fenestration exists on this side (Photo 2).

### South-facing side

The south-facing side mirrors the north in its horizontal and vertical half-round log siding without any fenestration (Photo 4).

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## Interior

Original native-pine milled rafters, joists, and studs remain intact and in good condition. Units 1 and 2 have exposed rafters with visible electrical wiring and single light bulb sockets, ca.1935, that are not presently functional (Photo 11). These units have remnants of the original, unstained pine-plank flooring, but replacement was necessary due to wood rot. The wall coverings in both of these units are plain construction cardboard decorated with blue and green stippling (Photo 12).

The original property owner, P. H. Smith, owned a sawmill; thus, it is probable his business milled and supplied the wood used in the SECC building. The Eslicks later added plywood to the wall, solid fiberboard to the ceilings, and made simple plywood doors for previously open corner closets. Nails on the end of the shelf above the table and closest to the wood stove were presumably used to hang and dry wet clothes in each unit.

Each unit had the following furnishings: a bed; a cast-iron, wood stove vented through the roof; a single wood chair; a fold-down wood table hinged to the south wall adjoining the carport; and wall shelving of varying amounts and sizes (Figure 6). Oil cloth covers the shelving above the drop-down table in Unit 2. Not unlike motels of today, a notice on the wall of the carport for this unit advises guests to: "Please notify by noon if staying over." Similarly, another original note on an interior wall requests that guests "not put garbage or cans in the wood box and instead use cans in the yard for that purpose."

At present, GLAHS has placed the fold-down tables, stoves, and other furnishings in storage until the building is fully restored. Plumbing was never installed inside the SECC building; guests used a nearby washhouse and outhouse, which no longer exist.

## Historic Setting

The SECC is a prominent surviving component of the Smith-Eslick Cottage Camp, which once occupied Block 12, Lots 6, 7, and 8 on Grand Avenue. When referring to the property and buildings today, Cottage "Court" is the 4-unit building, and Cottage "Camp" is the entire original Smith-Eslick property with accompanying buildings. The use of the term "cottage court" is further discussed in "Narrative Statement of Significance," Section 8. A sketch map (Figure 2) of the original camp produced through the recollections of five long-time local residents shows that the SECC building shared the site with its associated washhouse and privy, the Eslick home, and an additional motor court building attached to a small corner building intended as a residence/store. A 1950s aerial photograph (Figure 7) shows the original location of the SECC, across from a livery and gas station and surrounded by other tourist and family cabins as well as mature trees. The site bordered the town's main street, Grand Avenue, on the left, Vine Street near the bottom, and an alleyway on the right. Vine Street, merging onto Grand Avenue, was in earlier times the last portion of the road that brought travelers from the southeast along the Colorado River, through valley ranches, homesteads and trees, into the higher Grand Lake area. Most portions of the road are now gone, covered by Granby and Shadow Mountain Reservoirs of the Colorado-Big Thompson Project. The several blocks of the original road into town that are extant in Grand Lake are referred to locally as the "old road".

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By 1991, as seen in Figure 8, the SECC was the only tourist accommodation building left at the original site. The Eslick home and one outbuilding being used for tools and materials storage, both along the alleyway shown in Figure 2, were still in use, but the SECC alone physically preserves the unique and significant contributions made by the early automobile industry being the only auto-court building in both Grand Lake and the area.

## **Relocation**

The relocation of the SECC became necessary after the Rocky Mountain Repertory Theater (RMRT) purchased the Smith-Eslick Cottage Court property in 2007 to build a new theater occupying all three lots (Figure 9, Photo 16). After extensive discussions and exploration of options, the GLAHS made a decision that the SECC building had to be purchased and moved, to prevent it from being demolished by the RMRT. Because the building was an important reminder of the major role automobile tourism played in development of the Grand Lake community, GLAHS quickly devised a plan to save the building. This involved the purchase of a new site, relocation/ restoration of the building, and preservation of its furnishings. As previously noted, the relationship of the two sites is illustrated in Figure 1. GLAHS was able to raise almost \$24,000 in donations from over 200 local citizens. A professional moving company moved the building in two sections on two different days: Units 1 and 2 on September 10, 2009 and Units 3 and 4 followed five days later.

Although the integrity of location was diminished somewhat by the move, the more important objective of avoiding demolition was realized. Several additional small, detached cabins built in the 1900s to 1930s sit on lots adjacent to the present Cottage Court site (Photo 17), two of which are being refurbished as tourist cabins by a private owner. These were originally constructed and located on the same lots as the original SECC location, Block 12, Lots 7 and 8. Between 1920 and 1935 the Eslick family moved these cabins across the street to Block 19, Lots 14 and 15, on land they owned at the time. Early Grand Lake has a history of moving buildings as needs changed. At the new site, the GLAHS is developing a park-like setting in front of the SECC building to recreate the feeling of its original setting. The original site was accessed via dirt driveways, and the new site is accessed off a dirt road alleyway (Photo 18). To preserve the original rustic character of the setting, there will be no paved parking or pedestrian paths. External lighting will be kept to a minimum. The single line serving an electrical light in each accommodation unit, added in ca. 1935 when the Town received electricity, will be restored. Because the Town of Grand Lake and Mountain Parks Electric, Inc. insist that all electrical power lines be buried, a facsimile 1935-style electrical pole will be installed, and an inoperable wire attached to the building's roof line so visitors can understand how it was rigged originally. No other utilities that did not exist historically will be added.

The SECC is once again surrounded by Rustic style buildings, including a schoolhouse built by the citizenry in 1936 to replace earlier and much smaller facilities (Photo 19), as well as numerous original lakeside cabins (Photo 20). When planning the necessary relocation, it was thought extremely important that the SECC be again situated to "invite in" and capture the eyes of automobile tourists as it once did at the original location. The SECC is still oriented north-south, but now faces east, having been turned as it was relocated so that it once again faces the "old road" into town and remains (as it did historically) a very short walk from Grand Lake's main street, Grand Avenue. Sadly, the mature trees that once stood around the new location were destroyed by a recent beetle infestation, but will be replaced over time. Until very recently,

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the SECC faced a group of detached, privately-owned, Rustic tourist cabins just east of the SECC and across Vine Street. These were purchased, and removed or destroyed in 2014 by the Rocky Mountain Repertory Theatre.

Site access and circulation on the Cottage Court's original location was from Vine Street (Figure 10). When the SECC had to be moved, the GLAHS considered 22 available properties with widely varying conditions. When restored, the SECC will be the central feature in a Cottage Camp interpretive site, but will not be operated as a tourist accommodation, and will not need continuous direct automobile access. Representative automobiles will be displayed. The Cottage Court's new location was chosen specifically for its close proximity to the original site and the main area of town as well as its history of ownership by the Smith-Eslick family. When relocated, access directly from Vine Street was prohibited because the last remaining portion of an historic water supply system, the Cairns #3 Ditch, is located on the town right-of-way directly in front of the SECC along Vine Street and outside the nomination boundary. Automobile access to the site is off Vine Street, via the alleyway, the same road bordering the original location, and leads directly to parking. Pedestrian access, along handicapped accessible paths, will be from the parking area, from several places off Vine Street, and from at least one place off Lake Street (Figure 11).

### **Alterations**

In the mid-1930s P.H. Smith's grandson and then owner Clyde Eslick added plywood to the walls, solid fiberboard to the ceilings, simple plywood to enclose open closets in a corner, and replaced the pine board flooring in Units 3 and 4. He also added electric wall sockets to both units and a light switch on the wall beside the door of Unit 4 (Photo 13). These are considered historic upgrades and maintenance and were motivated by business needs.

Prior deteriorated roofing was removed in October 2012 and replaced with an ice and water shield membrane and 90-lb asphalt rolled roofing, similar to what had been used on the roof in the past. Much of the original unstained pine-plank flooring in accommodation Units 1 and 2 had rotted, and was replaced in-kind when the building was placed on a permanent foundation in its current location in 2015. All work was done under the supervision of the SHF and in accordance with the Secretary of the Interior's standards for the treatment of historic properties.

### **Integrity**

As discussed earlier, the building's integrity of location was compromised when it was relocated in 2009 to prevent its imminent demolition. The Cottage Court in its original location was once surrounded by other buildings that together comprised the tourist accommodations offered by the Smith and Eslick families at that location. Other buildings were moved to the family property across Vine Street from the original location between 1920 and 1958. These unmaintained small buildings are west of the new location of the Cottage Court, as shown in Photo 17. The Cottage Court operated as a business into the mid-1960s, although the accommodation units were by that time primarily rented for long-term stays by seasonal workers. When the Eslicks completely closed down their rental accommodations at the original site, the Cottage Court became a storage facility for the family, a sort of detached attic. Thus, the building was at least minimally maintained, ensuring its survival as a remarkable, well-preserved example from the advent of automobile tourism in the American West.



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In its new location, the Cottage Court is just across the street from its original site, is again on Smith-Eslick family property, is again on and facing the "old road" into town as it had been in its original location, and is again surrounded by Rustic-style cabins and other Rustic-style buildings. At the new site, every effort is taken to replicate the Court's original setting: park-like expanse of lawn with trees, vehicle access via dirt roadway, and absence of paved parking or pedestrian paths. External lighting will be kept to a minimum. The single line serving an electrical light in each accommodation unit, added ca. 1935 when the town received electricity, will be reinstalled with a nonfunctional electrical line for visual effect. Therefore, the cottage units continue to have a good degree of integrity of setting.

The SECC building possesses a high degree of integrity design, materials, and workmanship. The design of the building has become very rare, with the other few known examples in the state either demolished or heavily altered. Although permanent concrete foundations were placed under each unit in 2015, it was done to prevent further deterioration and in accordance with the Secretary of the Interior's Standards. The SECC building design and the layout of each unit is as built. The building retains its original exterior half-round, lodgepole pine log siding, windows, screens, and doors. The intact attached carports feature dirt floors as they did originally. Original interior pine plank floors are intact with minor portions replaced in-kind. Historic light fixtures, wall coverings, shelving, hardware, and built-in fold-down tables and many furnishings remain.<sup>12</sup>

Although it no longer serves as a tourist accommodation venue, it does maintain integrity of association with transportation related to early twentieth-century tourist accommodations history. SECC continues to offer good integrity of feeling as visitors pass the building from the "old road" and it strongly conveys the sense of a small and early accommodation for automobile tourists.

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<sup>1</sup> The furnishings and fold-down tables are in temporary storage until the interior restoration project (SHF funded) is complete.

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### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

#### Criteria Considerations

(Mark "x" in all the boxes that apply.)

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

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**Areas of Significance**

(Enter categories from instructions.)

ARCHITECTURE  
COMMERCE  
ENTERTAINMENT/RECREATION

**Period of Significance**

ca. 1915 - 1965  
\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

ca. 1915  
ca. 1935  
\_\_\_\_\_

**Significant Person**

(Complete only if Criterion B is marked above.)

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**

Smith, P.H.  
Eslick, Alfred  
Eslick, Clyde

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**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

The Smith-Eslick Cottage Court (SECC) building is significant under Criterion C for Architecture as an excellent and rare example of one of Colorado's earliest auto-tourist accommodations constructed in the Rustic style. The lodgepole pine construction, vertical, unpeeled half-round, lodgepole siding with complimentary horizontal, unpeeled, half-round, lodgepole siding, gabled roof, exposed rafter tails, and multi-paned windows are the character-defining features of the Rustic style found on the Cottage Camp building. Designed with carports placed directly between lodging units all sharing one roof, the Smith-Eslick Cottage Court auto camp building is a very early and rare example of a building designed specifically to accommodate tourists and their vehicles.

The SECC is also significant under Criterion A for Commerce and Entertainment / Recreation on a state-wide basis for its role in the evolution of automobile tourism in the early-twentieth century. Grand Lake had long welcomed visitors before 1915, but offered hotels that catered to generally wealthy individuals who planned long stays to make the trip worthwhile, as getting to the remote mountain locale entailed long days of travel by some sort of horse-drawn conveyance. With the advent of automobiles that shortened the trip, visitors were able to travel from Denver to Grand Lake, what had once been a three-day excursion, in only one day. Suddenly, there was a need for accommodations designed for overnight or short-term stays, as the tourist could enjoy the beautiful countryside, lakes, shops, Rocky Mountain National Park, and other entertainments in a day or two and then continue traveling. The Smith-Eslick Cottage Court was the first known such accommodation providing housing for the traveler with an attached carport for an automobile in the town of Grand Lake and surrounding areas.

The period of significance begins ca. 1915, the year of construction, and continues until 1965, the year the Eslick family closed the SECC business. It is significant at the state-wide level as explained below under the section titled: Comparables for Evaluating State-Level of Significance.

The building was relocated in 2009 to prevent demolition of the building. Because the significance of the building is derived from its Rustic architecture and its rarity for this type of resource in Colorado, as the only known Rustic style auto-camp building retaining its original design, materials, and workmanship, it meets the requirements of Criteria Consideration B.

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**Narrative Statement of Significance** (Provide at least **one** paragraph for each area of significance.)

**Criterion C – Architecture**

The ca. 1915 SECC auto-court building is architecturally significant of an auto-cottage-court building in the Rustic style, known locally as the Rocky Mountain Rustic style, a style commonly found throughout the Town of Grand Lake. Consistent with the Rustic style, the Eslick family constructed the Cottage Camp building from native materials including lodgepole pine, which

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was the most available building material at the time from the nearby forests and customary for the area. Character-defining features of the Rustic style found in the SECC building are the vertical and horizontal unpeeled half-round lodgepole siding, exposed rafter tails, modest gable roof, and multi-pane windows.

### **Criterion A- Commerce, Entertainment and Recreation**

The advent of automobile travel forever changed the economy of the Town of Grand Lake and its region. Businesses of all kinds had to reinvent themselves to provide services for the automobile traveler. The Smith-Eslick Cottage Court was constructed in response to the auto-tourist's need for an accommodation that would provide some comfort for travelers, and some safety for their precious automobiles. It was the first such accommodation in Grand Lake, and was situated in a park-like setting close to a beautiful lake for swimming, boating, fishing, along with the mountain scenery and outdoor activities of the Rocky Mountain National Park area. It was located, then and now, close to the shops, restaurants, and other entertainments along the town's main street.

Built ca.1915, the Smith-Eslick Cottage Court (SECC) is important as an early and rare surviving example of an overnight guest accommodation linked with the popularity of automobile tourism in the early twentieth century. There has never been a train to Grand Lake, and prior to the advent of the automobile, rural Americans who relied on horseback could not travel beyond twenty miles in a day and were unlikely to see much of the country beyond that range.<sup>3</sup> That changed radically after 1908 when Henry Ford began mass-production of the Model T. This was a vehicle within the financial reach of middle-class Americans that freed them from their geographical limitations and gave them a sense of independence and the ability to explore remote destinations.

At first, travel was limited by poor road conditions and a lack of roadside accommodations. Soon auto camps began to spring up in towns, but amenities were few. Travelers needed to have their own tents and other essentials. In time, more comfort was provided by hosts, as individual cottages and connected units were built with washrooms and outhouses nearby. The evolution of early types of auto-tourist accommodations is illustrated in Figure 12.<sup>4</sup> Travelers loved these facilities because they still gave the feeling of camping outdoors, but provided some privacy and protection from the elements.<sup>5</sup>

A 1956 photograph (Figure 13) shows the small building, intended as a store and registration office, which was moved off the original location sometime between autumn of 1956 and 1958. Also shown is what appears to be a three-unit cottage court-type building built perpendicular, but not attached, to the SECC on the north side of the property, facing a grassy expanse

<sup>3</sup> William Jeanes, "Celebrating America's 125-year Love Affair with Cars," *Saturday Evening Post*, (May/June 2011): 30-34.

<sup>4</sup> John A. Jakle, "Motel by the Roadside: America's Room for the Night," *Journal of Cultural Geography* (Fall/Winter 1980): 38.

<sup>5</sup> "The Route 66 Primer: a Brief History," last modified January 28, 2007, <http://www.theroadwanderer.net/route66.htm>.; Jakle, 41.

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bounded by the SECC and this second three-unit building. Other than photographs, no other known documentation mentions the construction or eventual fate of this attached building.

The Eslick family, owners of the SECC, often changed the name of their business to follow tourist trends, calling their business at various times the Eslick's Cabins, Eslick's Cottage Camp, Eslick's Cottages, and Eslick Cottage Court (Photos 14-15). Jakle explains, "After 1930 the word 'court' crept into the language descriptive of motels. Cabins and cottages were increasingly arranged geometrically centered on open spaces or courts."<sup>4</sup> It is possible that the configuration of the original site was such that both the Cottage Court, and the additional three-unit building, also built with an integrated roof, may have been situated to give the site a "court" facing a large grassy center expanse, as indicated in Figure 2.

The name "Smith-Eslick Cottage Court" has been used by the citizens of Grand Lake at least since the last years of it operating as a business. The SECC appeared in early efforts to interpret the Rustic architecture and history of Grand Lake in a "Guide to Grand Lake," a slide show, and audio-tape soundtrack developed by Grand Lake historian Patience Cairns Kemp in 1974 shortly after the forming of the Grand Lake Area Historical Society. Shortly thereafter, the term "Cottage Court" was used in the first GLAHS-published "walking tour," a mimeographed and folded sheet printed in 1976, and again in many subsequent varieties of these tours (Photo 21).

The SECC was a response of one Grand Lake entrepreneurial family to early automobile tourism. Though its operation ceased in the mid-1960s, it remains a testament to the beginnings of an eventual robust motel industry that is a significant part of auto travel in the United States today. It is an excellent example of an early form of tourist lodging that incorporated four simple, single guest rooms, each connected to a private, covered parking space, with the rustic appearance of a western building. Those early entrepreneurs who recognized a local and national trend of auto tourism and established themselves in the business of housing travelers played an important role in the history of Grand Lake and the nation. The SECC is a prime example of an early response to this tourism trend, a brief, but important period in American transportation history.

Although Native Americans, miners, homesteaders, and ranchers were drawn to the area at various times until 1915, it was tourism that assured the long-term life of the town. At first, tourists came in small numbers by stagecoach over Berthoud Pass or later from the train station in Granby, sixteen miles away. However, it was the advent of the personal automobile, particularly the Model T in 1908, and the establishment of Rocky Mountain National Park in 1915 that supported the life of Grand Lake then as well as now. As automobile sales escalated and roads to Grand Lake and through the National Park were completed, the opportunity to travel independently through these beautiful natural settings was an appealing adventure. The fact that the simple SECC has been preserved in its near-original condition provides an opportunity to reflect on how far the automobile tourism industry has "traveled" in the last one hundred years in the United States.

### **Comparables for Evaluating State-Level of Significance**

The SECC in its near-original condition is a rarity in the state of Colorado, where automobile tourism is a major industry. This is reflected by both the Colorado Office of Archaeology and Historic Preservation (OAHP) database, and information from Lyle Miller, Colorado author and

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historian of roadside architecture. Although not all-inclusive of such resources, the OAHP database lists only one other example of an auto-court building continuing to have covered carports today: the Dillon's Park Motel - Dillon Motel in Manitou Springs (5EP.1446; Figure 23). GLAHS and Miller have cited two additional resources continuing to have their original covered carports: the Wride Cottage Camp – Henry's Tourist Court in Loveland (Figure 22) and the Davis Auto Camp in Hot Sulpher Springs (Photo 22).

The table on the following page reflects the three known auto court buildings in Colorado as comparables to the SECC, provides the current carport status, and the alterations. Also included in the table is the Jake Tune Auto Camp and Tourist Cottages in Nederland (5BL.7723; Figure 21), which does not have a full auto stall attached to each accommodation unit. Instead each stall was joined to adjacent guest units with a small three-sided storage area at the back of each stall, where guests could have parked their car. The storage area extended beyond the back of the units, but overall measures roughly 10' x 6', which allowed partial coverage of an automobile or a place to sit outside near the car. These storage areas have since been enclosed and converted to be part of the guest space.

Although there are other auto-court buildings in Colorado, (those that have been documented and are in OAHP's database or are known by Miller, but not inventoried for OAHP's database) they have had renovations to enclose the auto-stall for additional guest space or never had an auto-stall. Renovating the auto-court buildings into "modern" motels with more space began at least by 1970s. Most recently this included the ca. 1930s Hill-Top Motel at 3850 S. Broadway in Englewood. It continued to have most of its original auto-stalls until 2013 when a national restaurant chain purchased it, completely renovated it, and enclosed all of the auto-stalls. It is now called the 4 U Motel.<sup>6</sup> Other auto-court buildings have been completely demolished so that the owner may sell the land for other purposes. This was the case for the 1920s Gorman's Cottage Camp at Scott Street and County Road 105 in Salida. The building was demolished ca. 2015 and as shown in the table, appears to be the goal for Dillon's Park Motel - Dillon Motel.

Considering the current status of the other known auto-court/camp buildings included in the table, there remains only two other such resources known to exist in Colorado that were originally constructed with covered carports incorporated into the design and with the carports still intact: the Davis Auto Camp and Wride Auto Camp. Neither is in the Rustic style nor has the high level of integrity that the SECC retains, leaving the SECC as the only known Rustic-style auto-court/camp building with a covered carport remaining in the state.

The rarity of extant auto-camp buildings contributes to the significance of the Smith-Eslick Cottage Court building. As indicated by Miller, there are relatively few auto-court buildings similar in scale, style, and era to the Smith-Eslick building known to exist in Colorado today.<sup>7</sup> The others known to exist received alterations to windows, doors, exterior materials, and designs since constructed. Therefore, the SECC is significant at a state-wide level.

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<sup>6</sup> The Hill Top Motel is not in the OAHP database, but is a known auto-court building by Lyle Miller, historian of roadside architecture and author, Lakewood, Colorado.

<sup>7</sup> Lyle Miller. Telephone conversation with Elin Capps, February 2016. Transcript on file with GLAHS.

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**Colorado inventory of auto-court/camp buildings with carports intact, May 2016**

Building Name/ Status	Date	Style	Carport Status	Modifications
<p><b>Davis Auto Camp (*)</b>  Spring and Nevava sts.  Hot Sulpher Springs</p> <p><i>Current used for storage  (photo 22)</i></p>	ca. 1920	Late 19 <sup>th</sup> and Early 20 <sup>th</sup> Century American Movements	Originally had seven accommodation units, each with an attached covered auto stall. Only one auto stall/ carport remains between the two remaining units	Recent vinyl windows replaced originals on front, possibly newer doors.
<p><b>Wride Cottage Camp – Henry’s Tourist Court (*)</b>  117 S. Lincoln Avenue  Loveland</p> <p><i>Now used for storage  (figure 22)</i></p>	ca. 1937	Late 19 <sup>th</sup> and Early 20 <sup>th</sup> Century American Movements	Originally five accommodation units with attached covered auto stalls/ carport between. Only total two stalls remain open, three have been enclosed.	Window and door alterations ca. 1970s.
<p><b>Jake Tune Tourist Cottages/Auto Court</b>  (5BL.7723)  550 W. 3<sup>rd</sup> St.  Nederland</p> <p><i>(figure 21)</i></p>	1938	Late 19 <sup>th</sup> and Early 20 <sup>th</sup> Century American Movements	Carports originally built without roofs, only a projecting roof toward the back of each unit connecting to the next unit providing a “make-shift” porch and storage area for the unit.	Storage areas now enclosed for additional guest space. Clad in wood shingles, which appear to be original.
<p><b>Dillon’s Park Motel – Dillon Motel</b>  (5EP.1446)  134 Manitou Avenue  Manitou Springs</p> <p><i>Currently for sale with MLS note that “focus of this property is to demo the 12 cottages and redevelop the property for another use.”<sup>8</sup>  (figure 23)</i></p>	ca. 1939-1947	Art Deco influence	Twelve units with all twelve carports intact; however, carports were originally built without roofs and contained only a wood beam, at the front of the carport, connecting the units.	Alterations ca. 1950s which added roofs to the carports and a rear wall. Alterations ca. 1970s to the interior décor, and steel exterior doors added ca. 2010.

\*Known to exist, but has not been inventoried with a site form for OAHP’s database or site files.

<sup>8</sup> Coldwell Banker, on-line commercial properties listing as of February 18, 2016, MLS # 1491867 at: [https://www.coldwellbankerhomes.com/co/manitou-springs/134-manitou-avenue/pid\\_10639539/](https://www.coldwellbankerhomes.com/co/manitou-springs/134-manitou-avenue/pid_10639539/)



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### **Development of the Auto Tourism Lodging Industry**

*(the following context is primarily from the Colorado State Register Nomination for the Smith-Eslick Cottage Camp by Elin Capps with additional context by Lyle Miller, February 24, 2011, listed in the State Register June 30, 2011)*

As mentioned above, lodging accommodations evolved as the automobile tourism industry progressed, eventually culminating in the present-day motel building type. According to I. Willis Russell, contributing author to *Fifty Years among the New Words*, there were two distinct developmental stages for the auto-tourist lodging revolution.<sup>95</sup>

#### Stage 1 – The Auto Camp, Auto Inn, Cottage Camp, and Tourist Park/Camp (terms used as early as ca. 1914)

Prior to Henry Ford's mass production of the Model T beginning in 1908, overnight accommodations were primarily known as hotels and inns. However, as automobile tourists started to travel, they began parking "haphazardly in a wooded area" and using tents for shelter. In time, cabins began replacing tents. The *Dictionary of Neologisms* defines an auto camp as "a roadside group of cabins for the accommodation of transients, usually automobilists." In time, cabins began including carports. It is not known how long this type of building continued in popularity as new construction. However, plans for a cabin with an attached carport were published in 1935 in *The Architectural Record*.<sup>10</sup> This article called them tourist cabins and noted that the cost of construction without plumbing, lights, and cooking units was about \$100 per cabin. It further stated that the adjacent car space easily doubled as an outside sitting and dining area for guests. By the mid-1930s, the tourist cabins often operated in conjunction with a restaurant and gas station.

#### Stage 2 - Motel, Autel, Autotel, Cottage Court, and Motor Lodge (terms used as early as ca. 1925)

In the mid-to-late 1920s and early 1930s, a new type of tourist accommodation emerged to cater to a different class of motorists. Motels, autels, autotels, cottage courts, and motor lodges offered more amenities than the auto camps. Often a central building, which in some cases was a hotel, housed the proprietor while other buildings surrounded it in a court fashion. While other locales were just developing auto camping, the Eslicks – Clyde and his father Alfred, both mentored by Clyde's grandfather P.H. Smith – were building the SECC in Grand Lake. It appears that the configuration of the original site was such that both the Cottage Court, and another similar building also built with an integrated roof, may have been situated to give the site a "court" facing a large grassy center expanse, as indicated in Figure 2.

The earliest motel recorded was the Milestone Mo-Tel in San Luis Obispo, California, started by Arthur S. Heineman in 1925.<sup>11</sup> His idea was to combine the convenience of an auto camp with the luxury of a hotel or inn by including an indoor bathroom with a shower. While two brothers attempted to copyright the term "motel" in 1930 when they opened their business, by the time they appeared before a judge, the word had become a common noun and thus did not receive exclusive use.

<sup>9</sup> I. Willis Russell in *Fifty Years among the New Words: A Dictionary of Neologisms, 1941-1991*, John Algeo, ed., (Cambridge, MA: Cambridge University Press, 1991).

<sup>10</sup> *The Architectural Record*. (February 1935): 95-7.

<sup>11</sup> "Early Motels", last modified January 3, 2016, <http://wikipedia.org/wiki/Motel>

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Other terms that became popular by the late 1930s and early 1940s were auto court, motor court, and motor inn. These were typically several guest rooms integrated under a single roof. A 1936 *Popular Mechanics* magazine noted that the motor court was a recent development and "it's not an auto camp.... it's a collection of miniature homes clustered around a central service and administration building."<sup>12</sup> In the July 5, 1947 issue of the *Saturday Evening Post*, this statement was made: "We think of the auto court as the modern version of the stagecoach inn."

### **Keeping Pace with the Demands of Auto Tourism**

*(the following context is a direct quotation from Lyle Miller's article "The Hi-Ho, Lucky U, Bugs Bunny and Sleepy Hollow: A History of Colorado Motels" from Colorado Heritage (Autumn 1997):2-21 and is also in the Colorado State Register Nomination for the Smith-Eslick Cottage Camp by Elin Capps with additional context by Lyle Miller, February 24, 2011, listed in the State Register June 30, 2011)*

In the beginning of the twentieth century, the private automobile revolutionized the way in which tourists traveled. Though initially it was a toy for the wealthy, mass production brought the cost down so that much of the population could either afford one or knew someone who could. The personal automobile offered a new-found freedom as tourists traveled at their own pace and on their own route. During this early period, however, automobile travelers had relatively few choices for a place to spend the night. While most towns had a hotel or two, many automobile tourists hesitated to drag their belongings through a hotel lobby while wearing clothes soiled from a day of travel on dirt roads. Camping offered a convenient alternative that also aligned with a spirit of adventure and self-reliance that defined early automobile travel. Often "home" for the night was where the car stopped rolling, as travelers discovered that a farmer's field or the local schoolyard provided flat ground to pitch a tent and possibly a water supply for cooking and washing. To locals, however, this type of activity became a nuisance as numbers of travelers increased.

To address this problem many towns and cities encouraged development of "auto camps" in an effort to direct camping to certain locations and encourage campers to spend money in their community. As early as 1914, Denver allowed travelers to camp in City Park. The camp was arranged in lots that travelers reserved by the day or week. Electric lights and water connections were also provided. Soon demand for space was too great, and the city relocated the camp to Rocky Mountain Park [in Denver] in 1918. Sixty acres were set aside for exclusive use as an auto camp, dubbed "Motor City." Services included electric lights, water hydrants, mail delivery, street sprinkling, and electric cookers for meal preparation. In 1920 the city spent \$200,000 establishing Overland Park, which became one of the largest and most popular auto camps in the United States. By 1929, there were a few hundred camps of various types scattered in towns throughout Colorado. Local governments owned and managed some camps at no charge, while others were private enterprises charging a fee.

A market for camping supplies developed along with automobile tourism. Inventors designed a canopy tent that hooked onto a car's roof, complete with a bed that folded out from the running board. Other examples familiar today were Thermos bottles, folding chairs

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<sup>12</sup> Russell. *Fifty Years Among the New Words*.

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and tables, and portable cook stoves. By 1920, private businesses were providing not only camping places, but showers, privies, fuel, wood, and other services.

For the convenience of guests, many camps began constructing small shelters, tent houses, or cabins. A camp in Genesee Park outside of Denver offered tent cabins with wood floors and partial wood sides, while others provided small one-room cabins with adjoining carports. Private property owners discovered that with a bit of work and a small financial investment, extra acreage lining a major highway could be turned into a cabin camp ready to accommodate bypassing tourists. A good example was the ca.1921 Dad's Auto Camp located at the northern edge of La Junta, Colorado. An enterprising private property owner, whose large acreage bordered U. S. Highway 50, opened Dad's and offered auto camping under his mature trees while his home doubled as the office. As his business grew, he constructed lodging units with carports by the 1930s [Dad's is no longer extant].

When tourists realized the benefits of these establishments, the crude auto camp lost favor to the more welcoming cabin camp. One reason Overland Park in Denver finally closed by 1930 was the concentration of private camps offering closed-in accommodations. Though many camps were nothing more than a few cabins set around a central washhouse or office, a new business type focused on the automobile traveler was taking shape. Some of these were auto and trailer camps with cabins added, while others were new establishments built from scratch.

As the automobile traveler became more sophisticated, so did their accommodations. Many camps were equipped with laundry facilities, showers, telephones, and beds already made up, lessening the need for travelers to bring their own bedding. "Cottage" was a term that began to describe units that were more substantial. The auto tourist found bathrooms included in some units as well as storage closets, a kitchenette with dishes and a table, tiled floors, and pictures on the wall. The thought was if a spartan cabin might bring one dollar a night, a cottage might bring two. With several cottages set around a central office and public area, the configuration became known as the cottage court. Some cottage courts, such as those along Colorado Avenue west of Colorado Springs were spread out, while others along Colfax Avenue in Lakewood or Aurora were packed into tight city lots. Known as "one stops," some businesses offered gasoline stations and restaurants as part of their complex.

To the tourist, the automobile was a prized possession, and owners rested more comfortably knowing the car was nearby. The area beside the cottage provided an ideal place to park the car. These areas became even more popular when a roof was installed, resulting in some owners including a carport or garage in the building design as a selling point. These buildings existed in some camps prior to the 1920s, and increased in number during the next two decades. The Davis Camp in Hot Sulphur Springs, the Park View Camp Ground in Walden, and Gorman's Cottage Camp in Salida were examples. Although covered parking was good for the tourist, additional rental space was good for the tourist court owner. By putting up a few walls and cutting in windows and doors, new units were created or existing ones enlarged by enclosing carports or garages. As some camps upgraded into courts, central washhouses were phased out and a private bathroom occupied the former carport or garage.

Single-story buildings containing all rooms integrated under one roof became a more efficient way to build. Under this plan, all units shared the same foundation, water and sewer

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connections, and heating plant. These became the basis for the motor court. Not all courts were U-shaped; some were an L-shape, or had buildings parallel to one another, yet configured for expansion by the placement of additional buildings. Between 1930 and 1940 the term motel became more common and was usually associated with this building type, many times with the office up front and rental units behind the office.

As expected, tourist camps, cottage courts and later motels were often located along the highways leading into or out of towns. Among the first of these in Colorado were on South Santa Fe Drive and on Colfax in Denver. Other early "Motel Rows" appeared along North and South Nevada Street in Colorado Springs, on Lake Avenue in Pueblo, and along North Avenue in Grand Junction. The Interstate highway system, developed in the 1950s and 60s, not only reconfigured where and how motorists traveled, but where they stopped as well. Interstate exits became the new centers of commerce for many communities. Here a choice of several motor hotels with room entrances off of a central hallway, plus many other amenities were, and still are, offered to the tourist. Modern "one stops" include multi-island gas stations set in front of stores selling everything from candy to tee shirts, while franchise fast food outlets provide food on the run. Meanwhile, the older in-town motels struggle to survive. They have become weekly rentals and apartments, been converted to other uses, or demolished with sale of the land. Although focus has been on the development of auto tourism lodging in Colorado, a state in which this is a major industry, similar patterns undoubtedly occurred throughout the United States.

### **Grand Lake Tourism (The Early Years)**

Miners were the first "tourists" as they came into the Town of Grand Lake from nearby mountains needing provisions and entertainment. The mining boom period was brief and occurred in the 1870s - 1880s, when a few rustic hotels were built. Some miners did settle in the area, and participated in the development of Grand Lake's tourism economy. The first permanent citizen, Joseph Wescott, came to the area in 1867, and by 1870 had developed a rustic resort with cabins, rafts, canoes, and small sail boats on the west shore of Grand Lake. Excellent fishing and boating opportunities prompted the development of other permanent businesses. A toll road opened over Berthoud Pass in 1874, offering better, but still difficult travel from the Denver area, and making it possible for stagecoaches to use the route. The first lakeshore summer cottages and cabins were built in 1877, and by the time the mining boom collapsed in the late 1880s, Denver residents had begun building large lakeside rustic retreats.<sup>13</sup> In Grand County as a whole, ranching, a postal system, and a weekly newspaper had some effect on growth. Deficiencies in the County were the uncertainties of ranching, the stagnation of mining, and the inadequacy of transportation. Little money was spent on roads, since railroads were anticipated; however, for Grand Lake, the eventual rail line came no closer than Granby, sixteen miles to the south.<sup>14</sup>

When the first few hotels were built in Grand Lake, early tourists took days, weeks, or even months to arrive, depending on their departure point. Before the advent of automobiles, visitors had to travel by foot, horse, wagon, or at best, connect with a stagecoach at the rail stations in

<sup>13</sup> Mary Lyons Cairns, *Grand Lake in the Olden Days and A Grand County Time Line*. GLAHS Archives.

<sup>14</sup> Robert C. Black, III. *Island in the Rockies, The History of Grand County, Colorado to 1930*, (Granby, CO: Grand County Pioneer Society, 2<sup>nd</sup> ed., 1977): 157, 245-7.

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Georgetown or later in Granby. Efforts were made to build the grandest hotels possible to provide board and room for visitors who would plan long stays after such a hard journey. Even with the arduous trip, Grand Lake tourism began to bloom, and land purchases for summer homes began to increase. The 1900 Grand Lake population records list only 100 year-round residents, and over 1,000 summer residents. In his book about Grand Lake history, Michael Geary noted that the addition of P.H. Smith's Bellevue Hotel in 1902 "helped confirm that tourism held the key to Grand Lake's economic future."<sup>15</sup> By the summer of 1908, the *Middle Park Times* reported, "many tourists are daily arriving at Grand Lake now. Grand Lake is one of the most popular resorts in the state."<sup>16</sup> As automobiles began to be mass-produced, and tourists were free to move from place to place at will, overnight accommodations near the road were in demand.

### **Challenges of Mountain Roads**

*(the following context is primarily from the Colorado State Register Nomination for the Smith-Eslick Cottage Camp by Elin Capps with additional context by Lyle Miller, February 24, 2011, listed in the State Register June 30, 2011)*

The roads coming into Grand Lake from any direction in the early days were not an easy trip for cars. The many surrounding mountain passes made travel to the community difficult. A road opened over Rollins Pass in 1873, allowing easier travel from the east, but roads were hard to build and maintain in such mountainous areas. Bringing suitable roads to Grand County and certainly to remote Grand Lake, was slowed by the short construction season, long winters, the harsh terrain, and funding problems. Berthoud Pass, over what is now U.S. Highway 40, and the primary route to Grand Lake today, started as a foot trail and was not a completed dirt road until 1874. This most direct, year-round connection with the Front Range, even today, was constructed a little at a time from its 1861 beginning in Empire to its then-end at Cozens in present-day Fraser.

Once established, it was closed in winter through the 1920s and suffered washouts in the spring. One particularly telling *Middle Park Times* newspaper article from June 10, 1921, reported: "Nearly 50 men from various parts of the county turned out last Sunday and opened Berthoud Pass. The workers were able to go as far as High Bridge in cars and all the work was done on two miles of road between there and the top of the pass." The road going on to Grand Lake from there was an additional challenge for the motorist. The earliest car designs did not negotiate or handle ruts, rocks and mud. Reports of lost tires and accidents of all sorts were common in the newspaper. In the April 16, 1920 edition of the *Middle Park Times*, a report about the construction of Grand Lake Lodge stated: "Many of the workmen on the new Hotel at Grand Lake have been laid off on account of lack of material due to railroad tie up and the breaking up of the road between Granby and Grand Lake."

<sup>15</sup> Michael M. Geary, *A Quick History of Grand Lake, Including Rocky Mountain National Park and the Grand Lake Lodge*. (Ouray, CO: Western Reflections.1999): 72.

<sup>16</sup> *Middle Park Times*. 28 June 1908,p.1

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### **The Impact of Rocky Mountain National Park and Its Access Roads**

*(the following five paragraphs are primarily from the Colorado State Register Nomination for the Smith-Eslick Cottage Camp, February 24, 2011 by Elin Capps with additional context by Lyle Miller, listed in the State Register June 30, 2011)*

Just as mass production of automobiles further intensified the need for better roads, so did the opening of RMNP. The number of automobiles had become so large that in 1913 the State of Colorado began issuing its first license plates. On January 26, 1915 President Woodrow Wilson signed the Rocky Mountain National Park Act designating 229,062 acres as the country's tenth National Park.<sup>17</sup> The 1915 dedication drew 2000 people, arriving in horse-drawn vehicles and an amazing 300 automobiles.

The realization that the economy of Grand Lake would greatly benefit from the development of a road crossing the Park and the Continental Divide, connecting the more remote western Grand Lake side with the more accessible Estes Park eastern side, prompted the construction of Fall River Road in 1913. The work, financed by the State of Colorado, began on the eastern side and was performed primarily by hand and at first with convict labor. The estimated completion date was one year. In 1915 Grand County hired Granby contractor, R.W. McQueary, to start building a road on the western side from Grand Lake north to Squeaky Bob Wheeler's Hotel de Hard Scrabble, following the old Colorado River wagon road to the mining town of Lulu City. McQueary had noticed how Estes Park guides brought horseback riders over the Ute Indian Trail to stay and/or eat at Squeaky Bob's, well-known for its delectable cuisine. Thus, he suggested continuing the road on to the top of the Continental Divide to meet Fall River Road construction coming from the east. In Denver, McQueary gained support from the governor and *The Denver Post*, and subsequently from Enos Mills, the Estes Park naturalist who led the effort to establish RMNP.

Grand Lake had been able to provide hotels and some short-term accommodations for modest numbers of visitors for some time. However, with improved Park access and the ability of auto tourists to drive themselves, the community at first found itself ill-equipped to meet the needs of these travelers. Thousands of visitors found hotel rooms completely filled in newly accessible Grand Lake. The *Middle Park Times* described the situation in the summer of 1917 as follows:

The Automobile traffic in Middle Park this year has been the heaviest it has ever known. We used to think that if a hundred cars came over the pass in one day that it was out of the ordinary, but now if a thousand cars come over we don't think anything of it. Notwithstanding the heavy traffic the roads at the present time are all in fine shape, in fact the best they have been for a long time. It was prophesied at the first of the season that there would not be a very heavy tourist trade this summer on account of the war, but the war does not seem to have affected it and there has been more tourists here this summer than there ever has been before.<sup>18</sup>

The completion of the road was delayed in part because many local men were engaged in fighting in World War I and labor was not readily available to build a road.<sup>19</sup> Fall River Road with

<sup>17</sup> Suzanne Silverthorn, *Rocky Mountain Tour: Estes Park, Rocky Mountain National Park and Grand Lake*. (Atglen, CO: Schiffer Publishing Ltd. 2008): 72.

<sup>18</sup> *Middle Park Times*, 10 August 1917, p. 1.

<sup>19</sup> *Middle Park Times*, 9 August 1918, p. 1.

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its connection to Grand Lake was finally completed in 1920 and became a National Park Service road. It was one of the first automobile roads over the Continental Divide in the United States. However, it was not without perils, as described by author Kenneth Jessen:

Fall River Road was built primarily by hand. The result was something that looked more like a mining road rather than one geared for tourists. It was extremely narrow with few places to pass and included 16 switchbacks, some very exposed. Other switchbacks were so tight that the average car had to back up several times to get around. Grades reached 16 percent, and most of the road was posted at 12 miles per hour.<sup>20</sup>

Despite the perils, Fall River Road doubled visits to the Park and greatly benefited local businesses. Soon, "Rocky" was the most visited national park in the country (Figure 14). By 1920 visitors to RMNP exceeded 240,000, more than Yellowstone, Yellowstone, Yosemite, and Grand Canyon combined. The Park was within easy reach of Denver and other communities along the Front Range of the Rocky Mountains.<sup>21</sup>

Recognition of a business opportunity by offering overnight housing to short-term visitors and their automobiles spurred the development of an industry that supported and continues to support the economy of Grand Lake to the present day.

Not long after the opening of Fall River Road, the National Park Service, formed in 1916, recognized its limitations and began planning a new road through RMNP with easier gradients and gentler curves. This led to the creation of the highest continuous highway in the United States and among the most spectacular. Much of the route followed an old Ute Indian Trail with elevations reaching over 12,000'. The centerline for the road was marked in 1927, and work began from the Estes Park side in 1929. Work was finished to Grand Lake in 1932. Paving started in 1938 and was completed in 1949. Of all the beauty of the landscape and the chance to see wildlife in its natural habitat, reaching an elevation of 12,183' traveling Trail Ridge Road is what tourists most remember.<sup>22</sup> The ideal positioning of the town of Grand Lake at the west entrance to an unforgettable trip through RMNP had a profound impact on tourism and lifestyles in the community, which continues to the present. A 1932 RMNP circular publicized the Circle Tour of Roe Emery's Rocky Mountain Transportation Company, which connected Denver, Estes Park, and Grand Lake through the Park, as a never-to-be-forgotten experience (Figure 15). Grand Lake was described as "the sapphire gem on the western edge of the National Park and one of the largest and most beautifully situated lakes in the State."<sup>23</sup> A 1950s view of downtown Grand Lake looking up Grand Avenue reveals the beauty of the town's setting (Figure 16).

<sup>20</sup> Kenneth Jessen, *Rocky Mountain National Park Pictorial History*. (Loveland, CO: J.V. Publications, 2008): 95.

<sup>21</sup> Lee and Jane Whitely. *The Playground Trail, The National Park-to-Park Highway to and through the National Parks of the West in 1920*. (Boulder, CO: Johnson Printing, 2003): 56.

<sup>22</sup> Jessen, 111-112.

<sup>23</sup> GLAHS archive file #2009-181-19.

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### **Demand Brings Growth to Auto Tourism in Grand Lake**

*(the following context is primarily from the Colorado State Register Nomination for the Smith-Eslick Cottage Camp, February 24, 2011, by Elin Capps with additional context by Lyle Miller, listed in the State Register June 30, 2011.)*

The *Middle Park Times* reported in the fall of 1921 that the Grand Lake Community House Association was planning to install a municipal camping ground, "to be ready for use at the beginning of the tourist season next year."<sup>24</sup> The newspapers of the time also routinely reported every sale of an automobile, by whom and to what lucky local, and by 1921 even used cars were listed for sale. This reflects the level of interest in automobiles among Grand County residents of the time.

The Cottage Camp portion of the *Colorado State Business Directory for 1928* lists various cabins, four cottages, and five cottage camps in Grand Lake. It is not known if any of these were similar in design to the SECC. As time went on, additional services were linked with accommodations, i.e. several gas stations and/or groceries attached to camping areas, detached cottages, or cabins. The year-round population of Grand Lake grew in parallel with the success of summer auto tourism; it increased from 97 to 190 between 1920 and 1930. A 1925 Colorado Board of Health "Conditions Report" noted that Grand Lake had about sixty-five buildings, including five hotels, and "there is also a public auto camping ground accommodating about 20 cars, and a private auto camp ground accommodating about 5 cars. Cottages have many guests during the summer, sometimes 10 or 15 people in a cottage."<sup>25</sup>

Cottages or small cabins were the next grade up, which offered tourists more comfort and amenities than the auto camps and the convenience of an already prepared room. Typically, the first tourist cottages built in Colorado consisted of a large bedroom with a sink and counter in a corner and a privy to the rear. As tourists expected more conveniences, many cottage owners added a small bathroom and kitchen space; however, most did not have covered spaces for cars. The *Colorado State Business Directory* for 1923 through 1926 listed only two such facilities in Grand Lake; these offered cottages with light housekeeping accommodations. However, this Directory may have omitted some. The *Official Tourist Information Directory* mentioned the Eslick Cottages in 1928, and yet the *Colorado State Business Directory* did not include any reference to the business until 1937. Auto travelers needing accommodations for longer stays sought out western-style lodges or dude ranches, which were available on both sides of RMNP.

With suitable roads available, the automobile opened the West to adventurers, even those who could not afford luxurious accommodations. The SECC building is typical in its design when compared with others; it was built to provide comfortable surroundings for the time and keep the traveler close to his valuable automobile parked in the adjoining carport. The building symbolizes how important the advent of the automobile was to the entire country, releasing the average American from a city environment in order to explore and experience the beauty of the vast mountain west. It represents the valiant efforts of early entrepreneurs, who suffered illnesses, deaths, and countless other setbacks, to make a new automobile tourist-based economy

<sup>24</sup> *Middle Park Times*, 9 September 1921, p.3.

<sup>25</sup> W. Mendelsohn, Assistant Sanitary Engineer, *Report on Sanitary Conditions of Grand Lake, Colorado*. (Denver: Colorado State Board of Health, 1925).



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successful in the remote community of Grand Lake. Even long after the business closed, as author Patricia Raney explains, "The motel rooms and carports sit vacant, most serving as storage space. But the Eslick Cottage Court's rustic exterior and car-friendly construction still compel occasional passersby to stop and inquire if a room is available for the night."<sup>26</sup>

## **Construction and Operation of the Smith-Eslick Cottage Court**

### *Smith/Eslick Family Background*

The SECC was built by Alfred Eslick and his son Clyde with guidance from P.H. Smith, his father-in-law. Preston H. Smith (1849-1935) (Figure 17) was the oldest of ten children born to Preston W. Smith and his wife, Frances. Between ca.1845 and 1865 the Smiths farmed in Rock County, Wisconsin. By 1875 the Preston W. Smith family had moved further west to farm in Hays, Ellis County, Kansas, and P.H. married Mary Ellen Adkins in that year. Of their seven children, Georgianna (Georgia) was their second child, born in 1876 in Hays. At this time P.H. was learning sawmilling, a skill that he later put to good use. In 1882 during the mining boom, the family moved on to Breckenridge, Colorado, then to Hot Sulfur Springs and finally to Grand Lake in 1900.

In 1894, Georgia (1876-1956) married Alfred Eslick (1869-1931) (Figures 18, 19). Born in Cornwall, England, in 1869, Eslick immigrated to the United States in 1889 and became a miner in Idaho Springs, Clear Creek County, Colorado. He was one of a significant number of men from England employed in Colorado mines during the time. Alfred met Georgia Smith when she was working as a waitress in Idaho Springs. Following their marriage, they bore six children, including son Clyde in 1901.

### *The Smith/Eslick Family in Grand Lake*

P.H. Smith owned a sawmill/lumber company and became a successful businessman. Recognizing that the beautiful surroundings and cool summer climate was drawing visitors, he took advantage of the opportunities and built the 60-room Bellevue Hotel in 1902. He was also the contractor for the 1912 Grand Lake Yacht Club (5GA.822) designed by Denver architect Aaron Gove. The Bellevue completely burned in 1912; he built the smaller Nowata Cottage on the site in 1915 and in 1920 built the Grand Lake Community House (5GA.1743, State Register listed in 1993). In 1921 the Nowata Cottage was completely destroyed by fire. Undaunted, he went on to build and/or invest in over thirty properties. As a public servant, he was Deputy Assessor for Grand County, a member of the School Board and Justice of the Peace. P.H. died in San Diego County, California in 1935.

P.H. Smith acquired Lots 6, 7, and 8 in Block 12, the original site of the SECC, in 1903. At that time the County Commissioners acted as land agents for the U.S. Government with Colorado offices in Central City. In 1904 Alfred fell ill with miner's consumption, and he moved his family to Grand Lake. There Alfred was a shoemaker, a school janitor, a winter caretaker for homeowners in Grand Lake and did odd jobs for his father-in-law. Georgia had a laundry

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<sup>26</sup> Jim Lindberg, Patricia Raney, and Janet Robertson. "Eslick Cottage Court: Colorado Meets the Motel," in *Rocky Mountain Rustic: Historic Buildings of the Rocky Mountain National Park Area*. (Estes Park: Rocky Mountain Nature Association, 2004): 82.

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business to supplement the family income. In 1906 she was given the south 50' of lots 7 and 8 by her father and there Alfred built a log house for their family (See Figure 2 for location). Although there is no public record documenting a date of construction of the SECC, it is believed to have been built ca.1915, the same year that RMNP opened. Grand Lake was not incorporated as a town until 1944, and building codes, permits, or business licenses were not required until 1972. The ca.1915 date was established by the GLAHS based on the best credible sources available, as follows:

1. James Cairns established the first store in what would become the Town of Grand Lake during the gold-rush days in 1881.<sup>27</sup> Mary Lyons Cairns, James Cairns' wife, came from another early Grand Lake family. Mary founded the Grand Lake Area Historical Society and was a long-time Board member. In 1971 she also wrote a history of Grand Lake titled, *Grand Lake in the Olden Days*, and was revered in the community as an authority on its history. Her daughter, Patience Cairns Kemp (1909-1997), played an active role in interpreting and preserving the history of Grand Lake. In particular, she wrote a guide to historical Grand Lake. Among the buildings listed was the SECC, marked as number 15 in the Guide, with a construction date of 1915. Clyde Eslick served on the GLAHS "Historic Spots" Committee that assigned numbers and provided data for the buildings listed in the Guide.<sup>28</sup>
2. In the 2004 *Walking Tour of Historic Grand Lake*, the SECC was listed as Site #12 with a construction date of 1912 to 1915.<sup>29</sup>
3. Corinne W. Lively, an accountant in the Grand County Finance Department and GLAHS volunteer, searched all taxable property values (land and improvements) for the P.H. Smith family between 1905 and 1925. Results showed a 257 percent increase in value from 1912 to 1913, and a 132 percent increase from 1914 to 1915. Although all lots were presented as one property in the tax records of the time, there were no other increases in assessed value of this magnitude for P.H. Smith in the period 1905 through 1925.
4. The story of the SECC is told in a chapter titled, "Eslick Cottage Court, Colorado Meets the Motel," in the popular 2004 book, *Rocky Mountain Rustic* (cited above). This chapter written by, Grand Lake historian Patricia Raney, mentions P.H. Smith's loss of two hotels and his futuristic decision to abandon the traditional hotel business and design a lodging facility catering to the growing numbers of automobile tourists. Raney continues, "Around 1915, Smith and son-in-law Eslick built what they called a "cottage court." It was the first motel in Grand Lake."<sup>30</sup>

## Growth and Operation of the SECC

In 1916 P.H. Smith placed the north 50' of Lots 7 and 8 in the name of his wife, Mary A. By 1927 Georgia owned all of Lots 7 and 8, and in 1934 she acquired Lot 6, the site of the SECC. She

<sup>27</sup> Corrine Lively and Patty Madison, *A Walking Tour of Historic Grand Lake*, GLAHS, 2004

<sup>28</sup> *A Brief Historical Guide*, Grand Lake, Colorado, with accompanying hand-written notes, self-published ~1974, filed in the GLAHS Archives.

<sup>29</sup> Lively and Madison, 23.

<sup>30</sup> Lindberg, Raney, and Robertson, 81.

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and husband, Alfred, had been managing the SECC since its construction. The building in its original location is shown in Figures 2, 3, 7, 8, and 10. Georgia maintained her laundry business to supplement their income during the winter months. After Alfred died of complications from miner's consumption in 1931, Georgia continued the Cottage Court business on her own with the help of her son and daughter-in-law, Clyde and Grace Eslick (Figure 20). The *Colorado State Business Directory* no longer listed her laundry business after 1937.

Managing the SECC operation was never an easy endeavor. Nonetheless, the Eslicks worked hard to make the business successful and did so without any additional employees. Based on the number of items the GLAHS removed from the building to prepare it for moving, one gains a sense of what was necessary to keep the business running in the years between 1915 and 1965. The items included washtubs, trunks, a sewing machine, axes, vacuum cleaners, battery-operated radios, huge stacks of laundered linens, window repair items, coat hooks and hangers, glass and ceramic dishware, decorative items, blankets, aprons, candle holders, light bulbs, inventory records, guest registries beginning in 1934, mothball canisters, coffee pots, cutting boards, paint brushes, pillows, and much more.

In 1946, Georgia sold the Cottage Court to Grace and Clyde Eslick. Clyde (1901-1982) had married Grace Strobel (1911-2005) in 1938. She was a school teacher and librarian in Missouri and a Grand Lake summer visitor. Clyde quit school after the fourth grade and began working with his grandfather in sawmilling and construction. He assumed winter caretaking of summer homes from his father in addition to helping his mother operate the SECC. Clyde served on the first town Board of Trustees, was president of the Water and Sanitation District, a Grand County Marshall, and a volunteer firefighter.<sup>31</sup>

Clyde and Grace managed the business from 1947 until the mid-1960s. In 1947, rooms rented for \$1.50 a night or \$10 a week. The business continued operating for overnight or short stay accommodations for automobile tourists into the 1950s. One couple, Don and Betty Drake, recently shared their memories of staying in the Cottage Court with their three children in 1956. They told how Clyde Eslick always made sure there was a stack of firewood outside their unit, which Betty Drake could easily obtain for the wood stove, where she cooked the family's meals. While the children played on the wide lawn, Don sat talking with new friends. The whole family stayed in one accommodation unit.

Children of neighboring homeowners of the time remember seeing Georgia in the 1940s, until her death at age 80 in 1956, sitting in the bay window of a cabin that her youngest son, Loren, built just before his death in 1934. She always waved to them as they passed by. This "Bay Window Cottage" was located on the northeast corner of the original property in Block 12 at Grand and Vine Streets; it is clearly visible in a "street scene" photograph taken in the 1950s (Figure 7). It is also included in the Sketch Map (Figure 2). This building was moved across Vine Street and now sits in its present location in Block 19.

During the mid-twentieth century, some owners of early motor courts converted them to weekly-rate apartments. This was the case with the SECC, which the Eslicks rented by the week or month in the 1960s. They had no children to continue the business, so they finally

<sup>31</sup> Patricia Raney, "Grace Eslick Epitomizes Grand Lake," *Sky-Hi News/Daily Tribune*, (22 February 22 2001):5.

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closed it in 1965. Over the next fifty years, the SECC building sat unused, untouched and mostly ignored. Clyde passed away in 1982 and Grace died in 2005. After Grace's death, her sister, Royda May Weber inherited the property. The RMRT purchased the property from Weber and her two sons on September 15, 2007.

### **Current and Future Plans for the SECC**

Interior restoration of the SECC building is the next step of the GLAHS preservation plans, beginning in the summer of 2016. GLAHS received a Colorado State Historical Fund (SHF) grant award to help fund the interior restoration of the building. GLAHS conducts fundraising to cover the additional costs. The restoration project will be in-kind and will protect the Rustic design, materials, and workmanship of the original-condition building providing a high-degree of integrity in respect to the original design and materials. The SECC is a deceptively humble building, made completely with materials locally available in 1915. Its original half-log siding, rolled roofing, pine floors, simple windows and small-sized accommodation units heated by wood stoves belie the importance of the building as a unique symbol of the community's response to the advent of automobile tourism. Even with the necessary relocation of the building, likely a similar feeling is evoked as it was when built. Its simple Rustic design and construction evoke an earlier time when RMNP was opening and when travel in the American West by automobile was exciting and quicker than previous modes of travel, but still quite hazardous. It was a time when a local family with a great idea could be the first to build simple accommodations for weary automobile travelers and their automobiles, all under one roof. It was a time when even travelers with modest finances could afford to travel and stay overnight in covered accommodations in a beautiful landscape. The SECC's integrity was altered when it had to be moved to prevent its demolition, but location was all that changed. The SECC building, its design, materials, workmanship, feeling, and importance in the Grand Lake area's history remain.

The SECC still retains artifacts and furnishings that will aid in the future interpretation of the Smith-Eslick legacy. Most importantly, the restoration planned for the building itself will give GLAHS the opportunity to tell the compelling story of Grand Lake's oldest known motel to visitors of all ages. The SECC was placed on the Colorado State Register of Historic Properties on June 30, 2011, and the state nomination was used as a principal resource in the preparation of this nomination.

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**Previous documentation on file (NPS):**

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

**Primary location of additional data:**

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: Grand Lake Area Historical Society

**Historic Resources Survey Number (if assigned):** 5GA.4239

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### 10. Geographical Data

**Acreege of Property** less than 1 acre

#### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 13 | Easting: 430001 | Northing: 4455787 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

#### Verbal Boundary Description (Describe the boundaries of the property.)

Lot 16, Block 19, in the original plat of the Town of Grand Lake, located in the southeast quarter of the southwest quarter of the northwest quarter of the northwest quarter of section 5, township 3 north, range 75 west of the 6<sup>th</sup> principal meridian, located at the northwest corner of Lake Avenue and Vine Streets, Grand Lake, Grand County, Colorado, commonly known as 729 Lake Street.

#### Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the Smith-Eslick Cottage Court and grounds immediately surrounding it, with the exception of the eastern 10' and southern 10' bound by the historical "old road" into Grand Lake, which is the location of the Cairns #3 Ditch, which is expressly excluded from the nomination boundary.

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### 9. Form Prepared By

name/title: Jane Stotts and Beth Sullebarger (for property owner)  
organization: Grand Lake Area Historical Society  
street & number: P.O. Box 656  
city or town: Grand Lake state: CO zip code: 80447-0656  
e-mail: glhistory@rkymtnhi.com  
telephone: (970) 627-8324  
date: January 29, 2016 | revised February 18, 2016

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5. Sketch map of building size and orientation at new location
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22. Wride Cottage Camp-Henry's Tourist Court, street view July 2015, Copyright Google Earth 2016, <http://www.google.com/maps/views>
23. Dillon's Park Motel – Dillon Motel, street view September 2015, Copyright Google Earth 2016, <http://www.google.com/maps/views>

## Current Photographs

Name of Property: Smith-Eslick Cottage Court

City or Vicinity: Grand Lake

County: Grand State: CO

Description of Photograph(s) and number, include description of view indicating direction of camera:

- 1 of 22: East (front) and north-facing sides, looking southwest  
Photographer: Elin Capps Date Photographed: September 2015
- 2 of 22: North-facing side, looking south  
Photographer: Elin Capps Date Photographed: June 2015
- 3 of 22: West (rear) and south-facing sides, looking northeast – Protective plastic visible

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- Photographer: Elin Capps Date Photographed: October 2015  
4 of 22: South-facing side, looking north  
Photographer: Elin Capps Date Photographed: June 2015  
5 of 22: Neighbors, looking south across Lake Street  
Photographer: Elin Capps Date Photographed: September 2015  
6 of 22: Neighbors, looking southeast  
Photographer: Elin Capps Date Photographed: October 2015  
7 of 22: Bark-on, half-round, lodgepole pine "barkie" siding, east-facing side, looking west  
Photographer: Elin Capps Date Photographed: September 2015  
8 of 22: In-kind pine slabs at foundation base, exposed rafter tails, sliding glass window, east-facing side, looking west  
Photographer: Elin Capps Date Photographed: September 2015  
9 of 22: Four-panel wood door and frame screen door, east-facing side, looking southwest  
Photographer: Elin Capps Date Photographed: September 2014  
10 of 22: Single four-light window, west-facing side, looking east  
Photographer: Elin Capps Date Photographed: November 2012  
11 of 22: Interior, electric wiring and light, looking west  
Photographer: Kathy Means Date Photographed: September 2009  
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Photographer: Kathy Means Date Photographed: June 2011  
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Photographer: Kathy Means Date Photographed: February 2012  
14 of 22: Eslick business card, ca. 1923  
Photographer: Kathy Means Date Photographed: September 2009  
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16 of 22: SECC, with Rocky Mountain Repertory Theatre building in background, looking northeast  
Photographer: Elin Capps Date Photographed: September, 2015  
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Photographer: Elin Capps Date Photographed: September 2015  
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Photographer: Elin Capps Date Photographed: February 2016

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**Historic Photographs, on file with the GLAHS collection, unless otherwise noted**

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- Figure 8: Photograph of Cottage Court at original location  
Photographer: Jack Dinkmeyer Date Photographed: 1991
- Figure 13: Photo of three-unit cottage court-type building on Smith-Eslick property  
Photographer: unknown Date photographed: 1956
- Figure 14: Farview Curve in Rocky Mountain National Park  
Photo of a postcard, ca. 1920s, in GLAHS collection  
Photographer: Kathy Means Date Photographed: 2009
- Figure 15: Sightseers on the Circle Tour  
Photograph of a portion of a publicity brochure in GLAHS collection: "Colorado: Rocky Mountain National Park, Rocky Mountain Motor Company Operating the Rocky Mountain Parks Transportation Company" Denver, Colorado, 1926  
Photographer: Kathy Means Date Photographed: 2009
- Figure 16: Long view of SECC and Grand Avenue looking east toward Grand Lake and mountains, aerial photograph  
Photographer: unknown Date Photographed: 1950s
- Figure 17: Photo of Preston H. Smith  
Photographer: unknown Date Photographed: 1900
- Figure 18: Photo of Alfred Eslick  
Photograph of a small newspaper photo, only known existing image  
Photographer: Kathy Means Date Photographed: 2009
- Figure 19: Photo of Georgia Eslick with son Clyde  
Photographer: unknown Date Photographed: 1909
- Figure 20: Clyde and Grace Eslick  
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- Figure 21: Jake Tune Tourist Cottages-Auto Court Nederland (5BL.7723),  
Photographer: Carole Cardon Date Photographed: May 31, 1999 On file with OAHF, Denver, Colorado

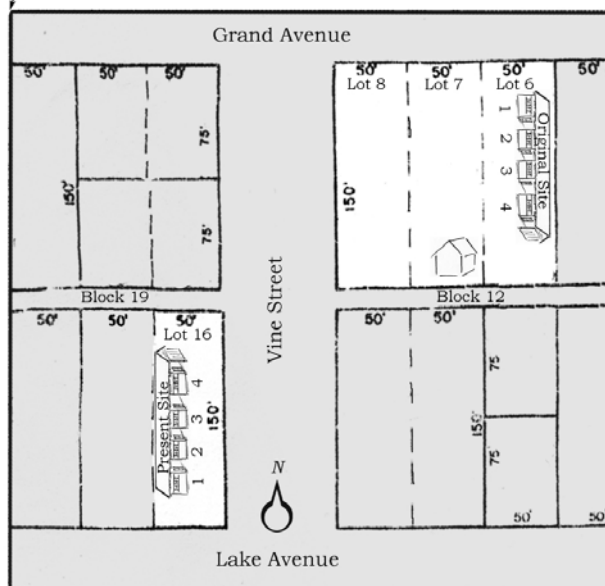
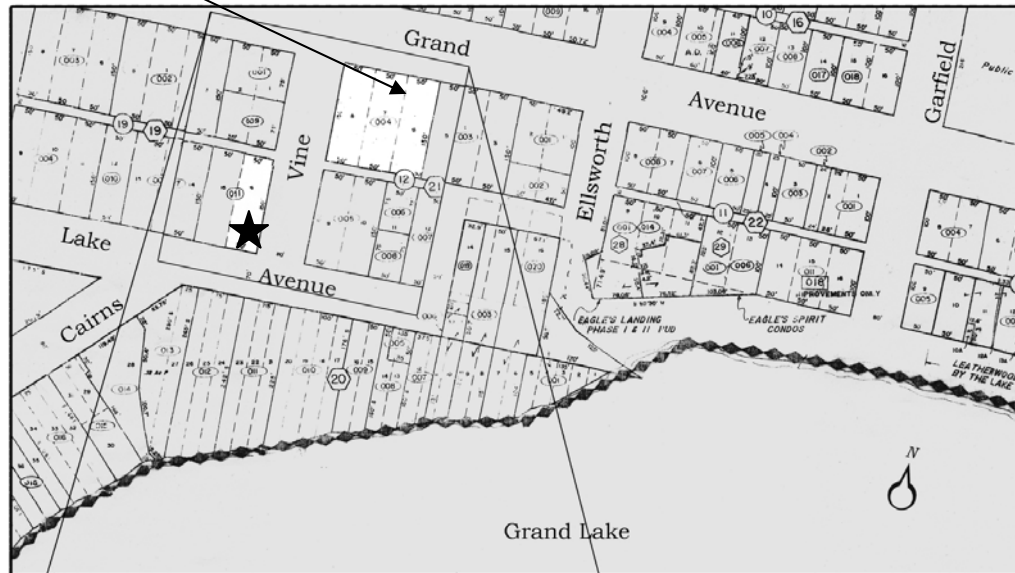
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# SMITH-ESLICK PROPERTY

Grand Lake, Colorado

Original site, now the  
Repertory Theater



Original Eslick Residence

Eslick Cottage Camp  
1 2 3 4

★ Current location of SECC

Source: Grand County Plat Map 1193-05-2 May 1980 updated April 1999, Township 3 North, Range 75 West NW 1/4 Section 5. Map adapted by Corinne Lively August 2012.

Figure 1. Map showing relocation from original site on Grand Avenue to new site on Vine Street at Lake Avenue.

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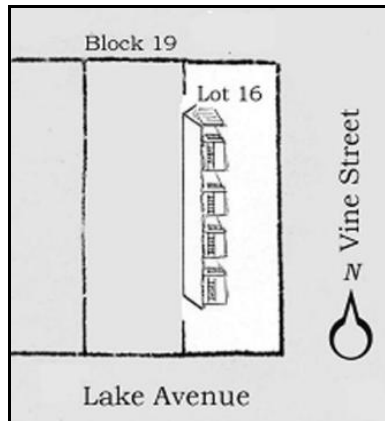


Figure 2. Sketch map of building, relocated orientation

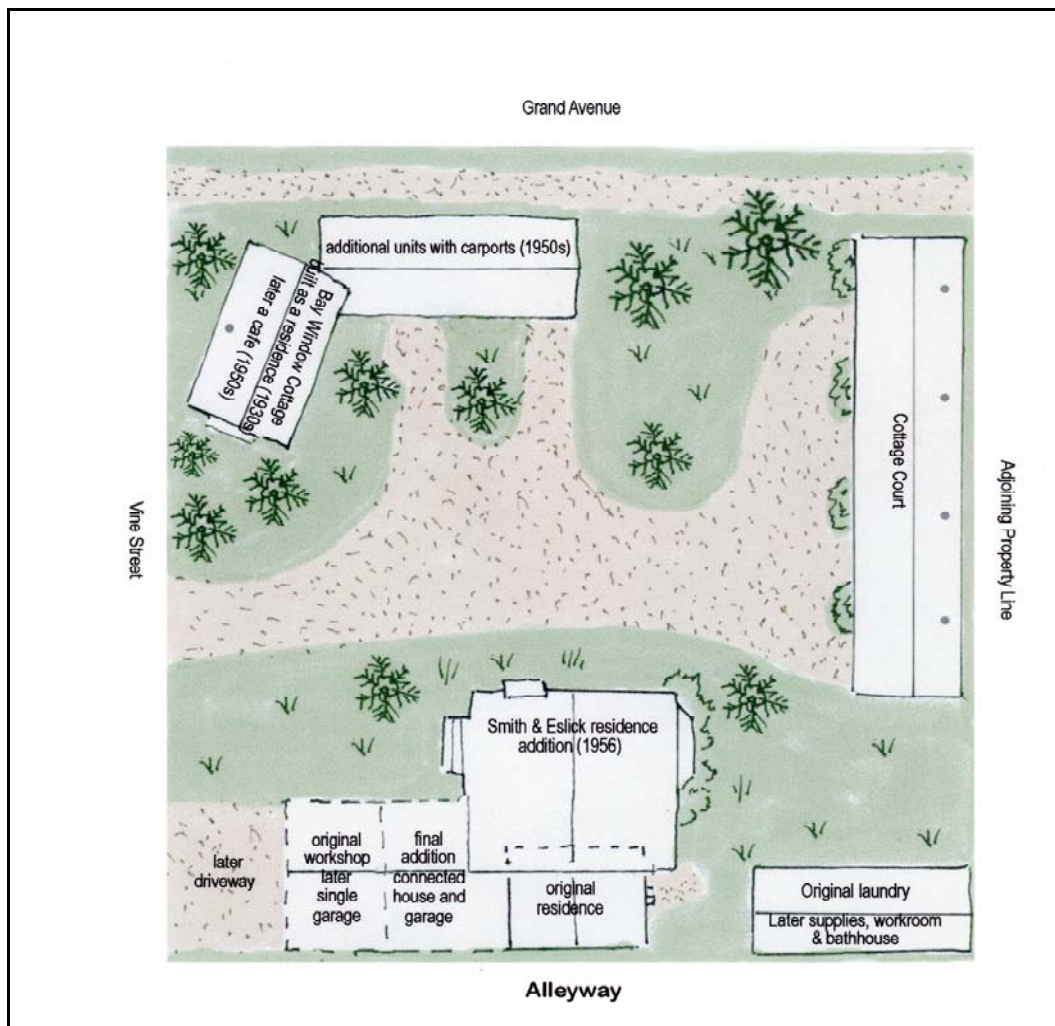


Figure 3. Sketch map of original site, c. 1950s

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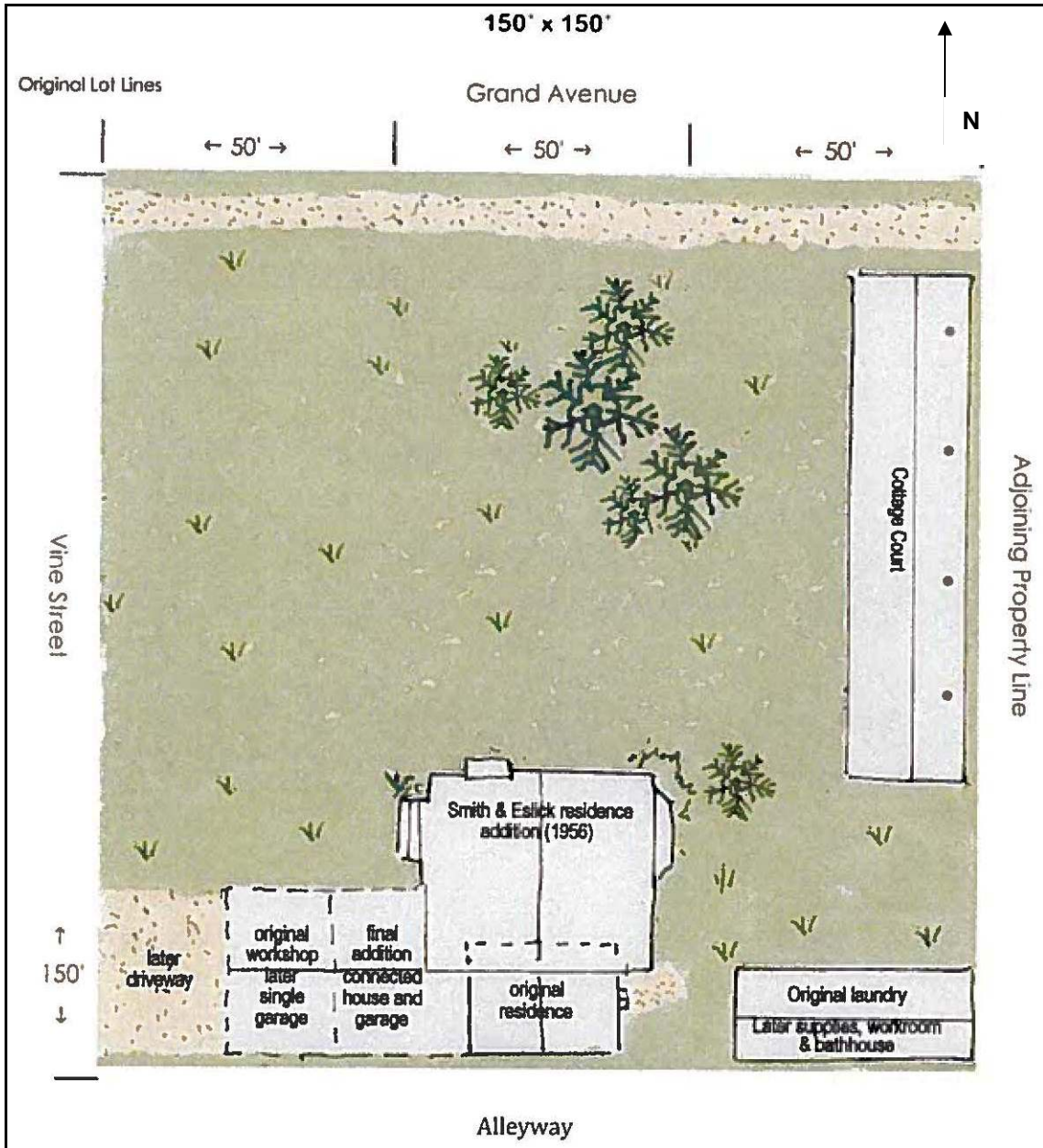


Figure 4. Sketch map of original site in 2009, just prior to building relocation

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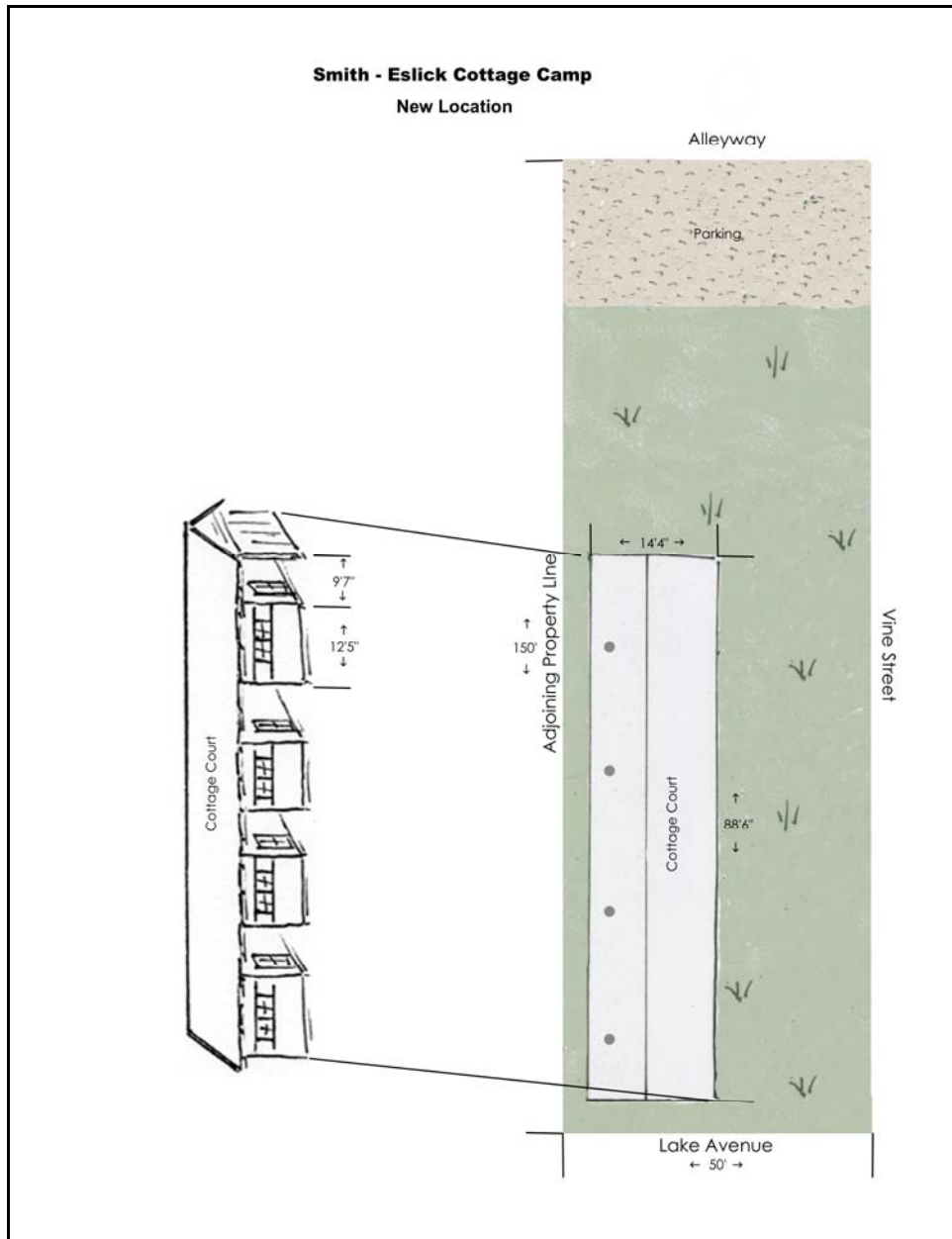


Figure 5. Sketch map of building size and orientation at new location



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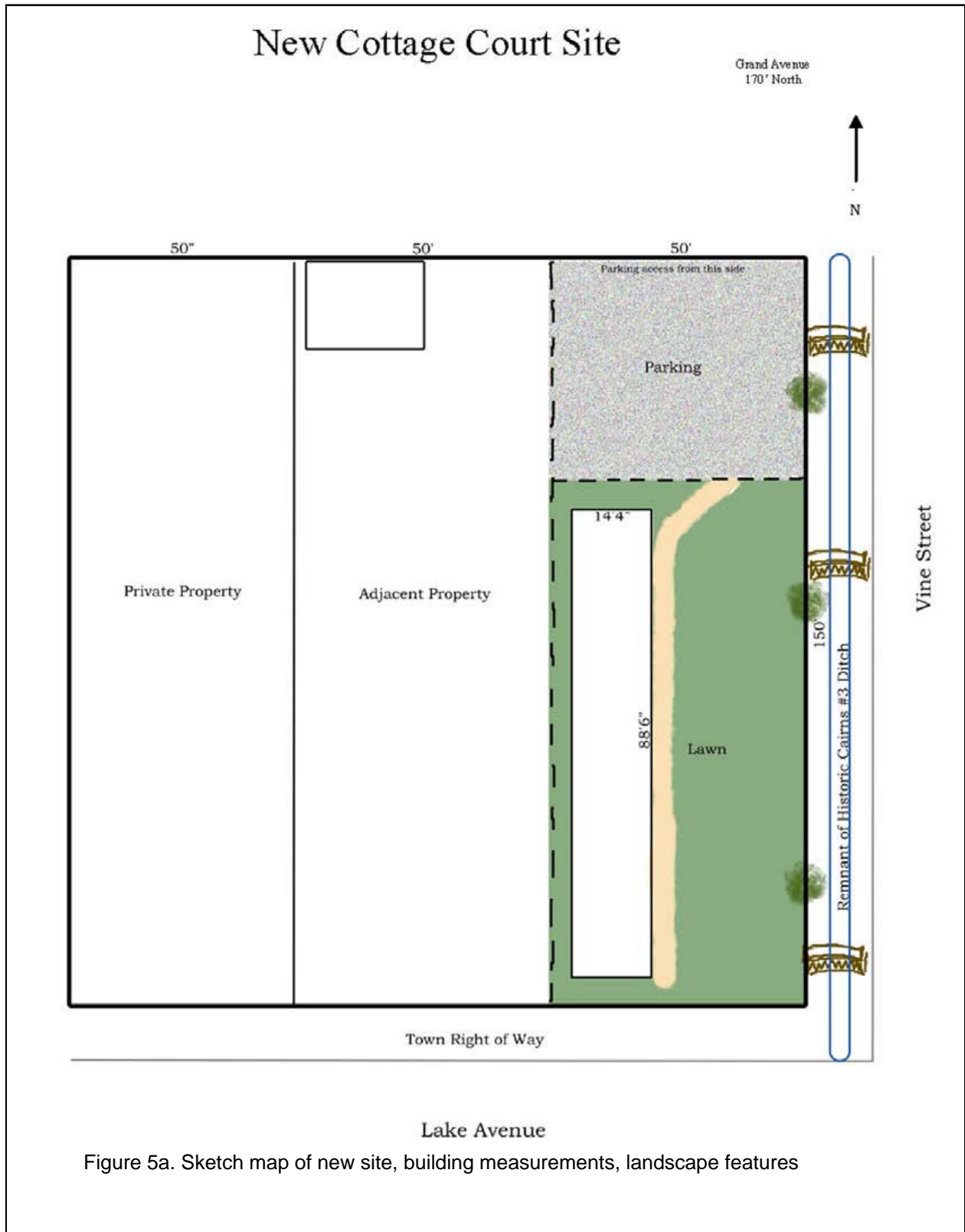


Figure 5a. Sketch map of new site, building measurements, landscape features



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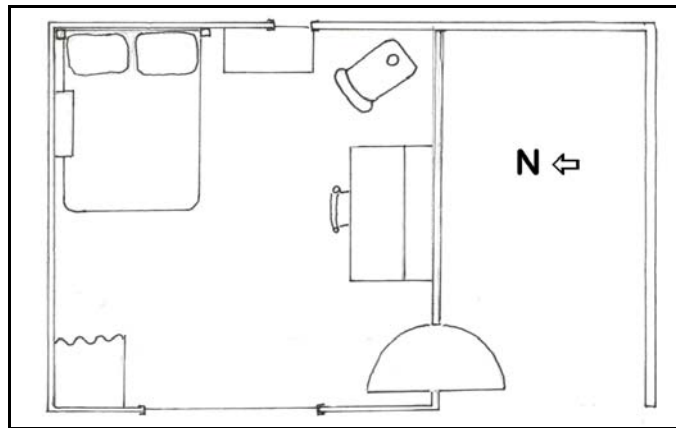


Figure 6. Typical interior plan, originally and currently

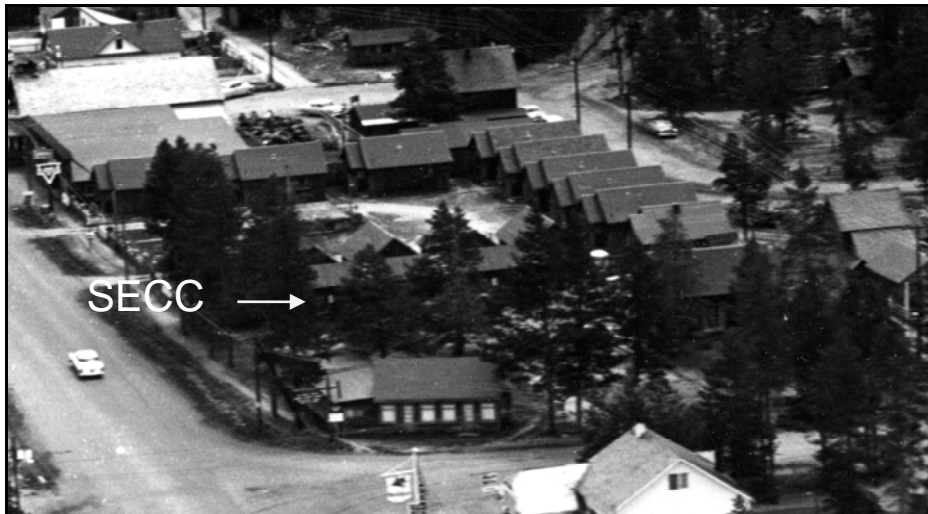


Figure 7. Aerial view of SECC property, 1950s, camera facing southeast



Figure 8. Photo of Cottage Court at original location, ca. 1991

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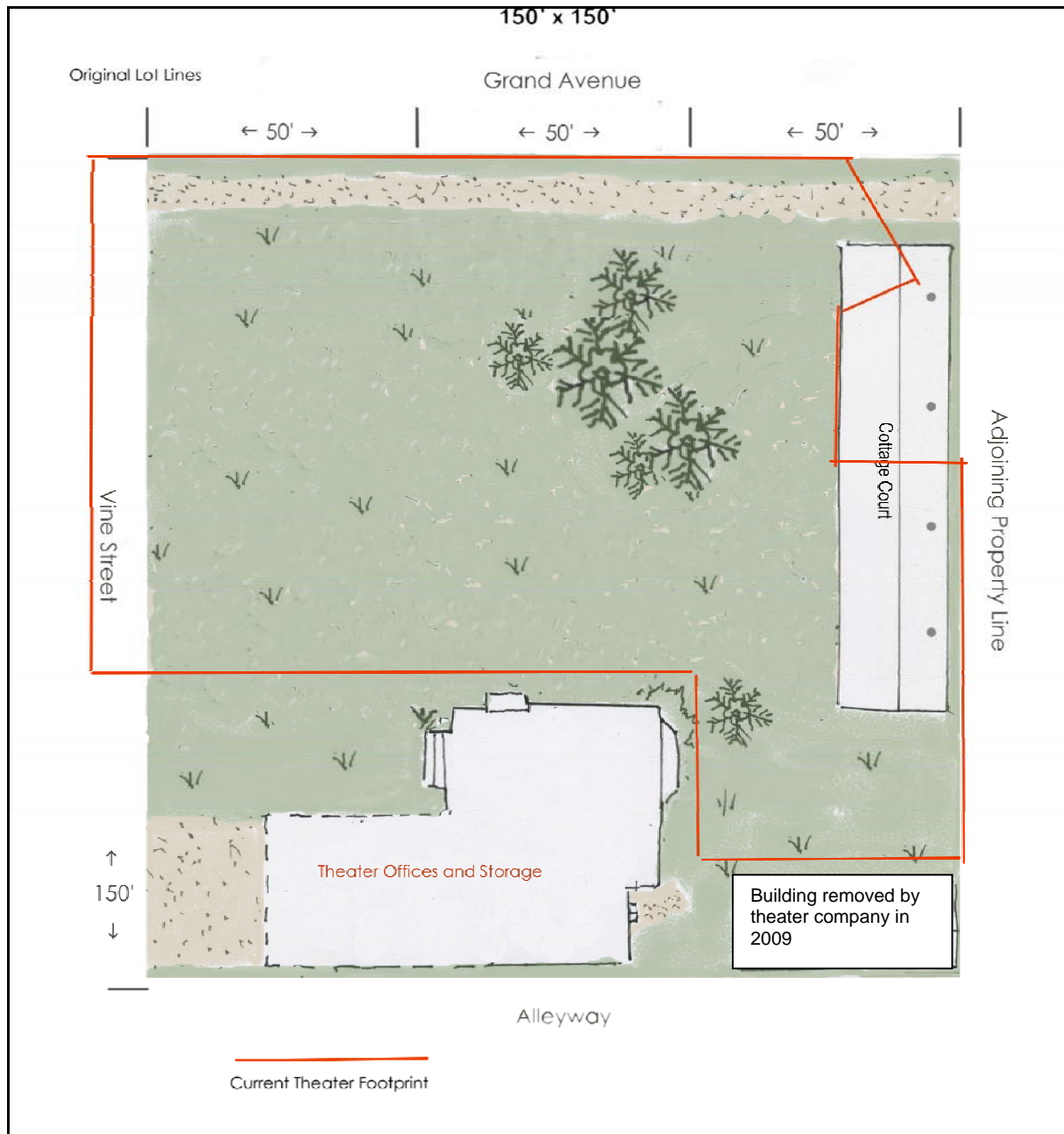


Figure 9. Sketch map of current building footprint at Cottage Court's original location

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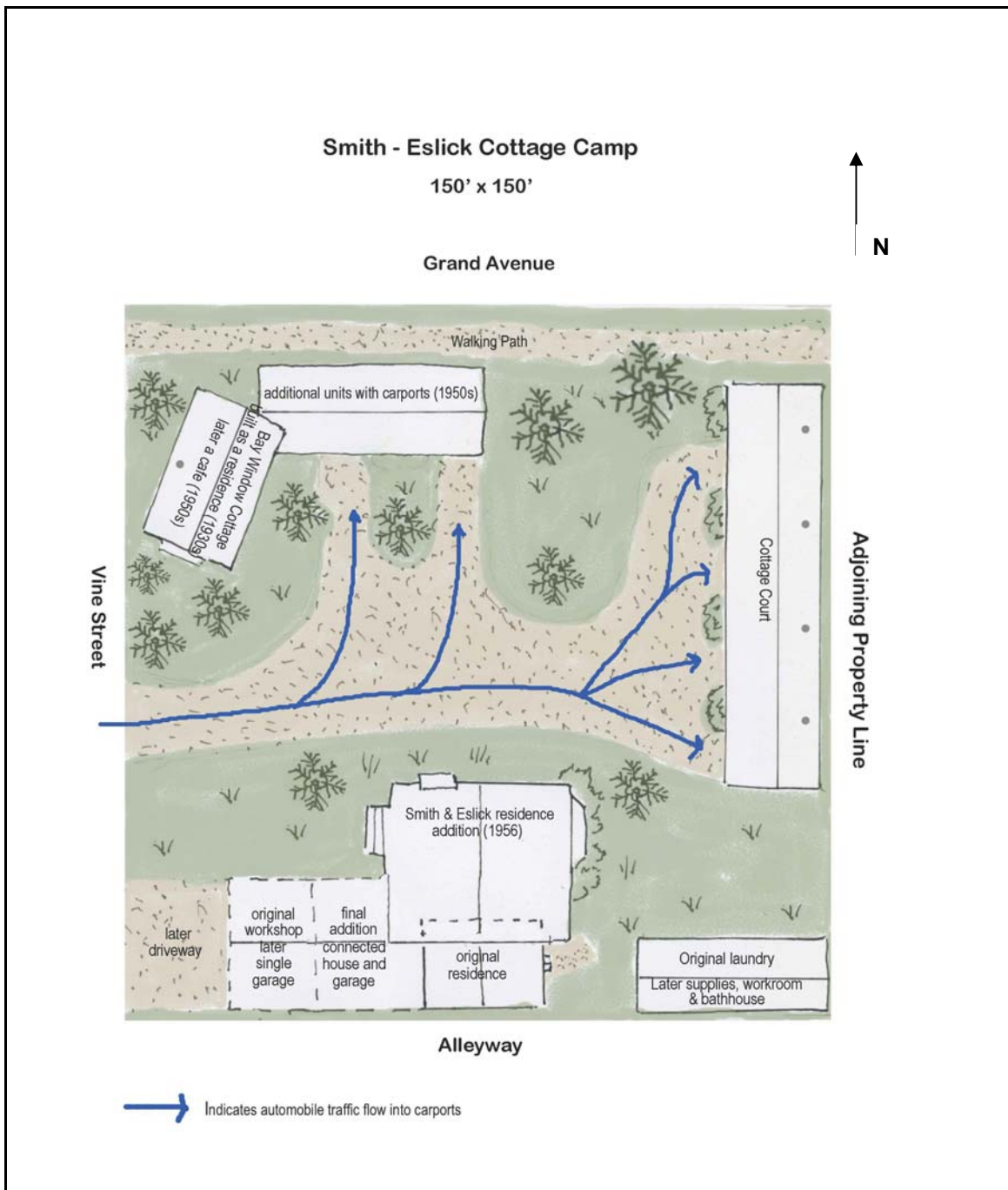


Figure 10. Sketch map indicating circulation at original SECC site

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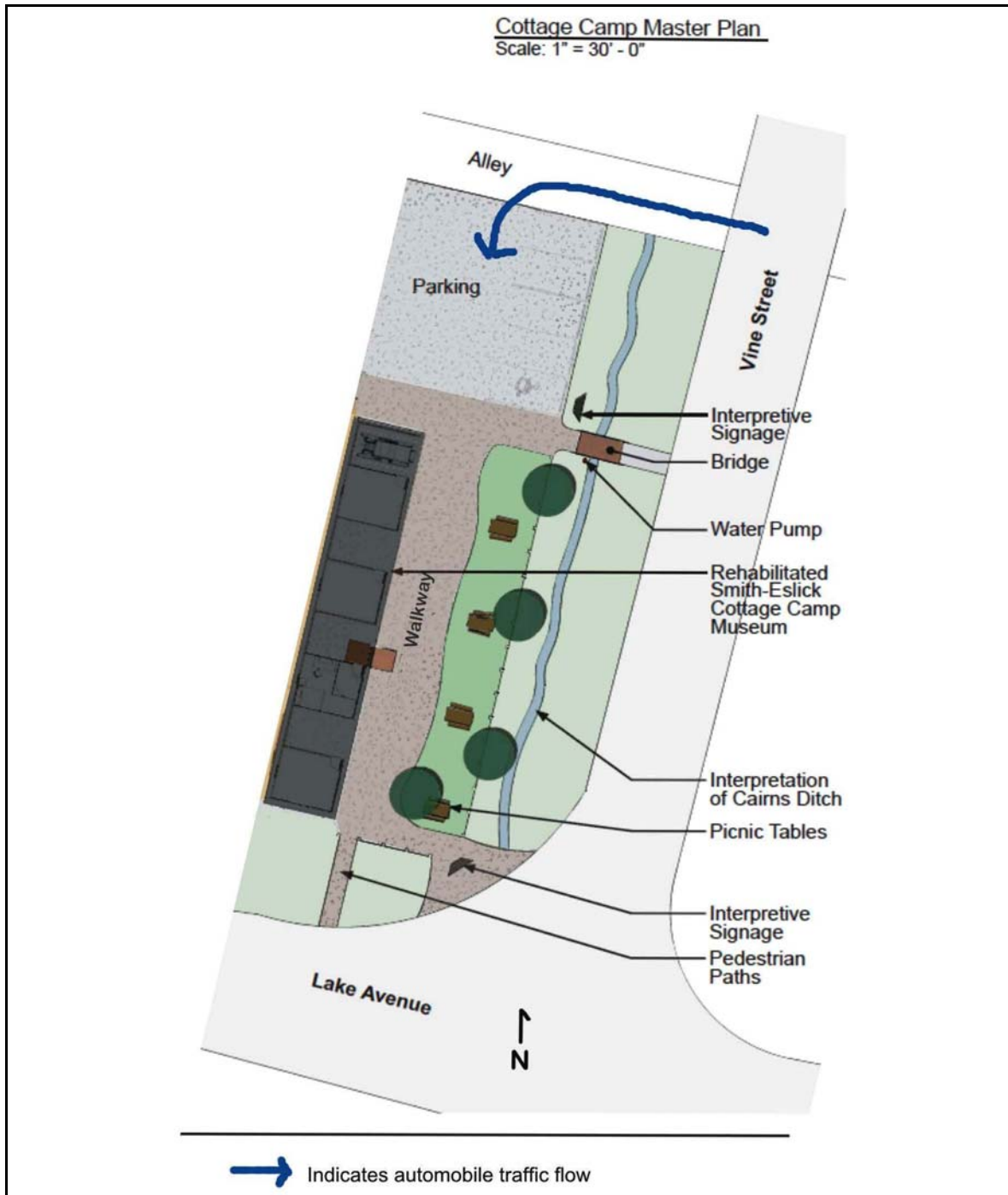


Figure 11. Sketch map indicating circulation at present SECC site



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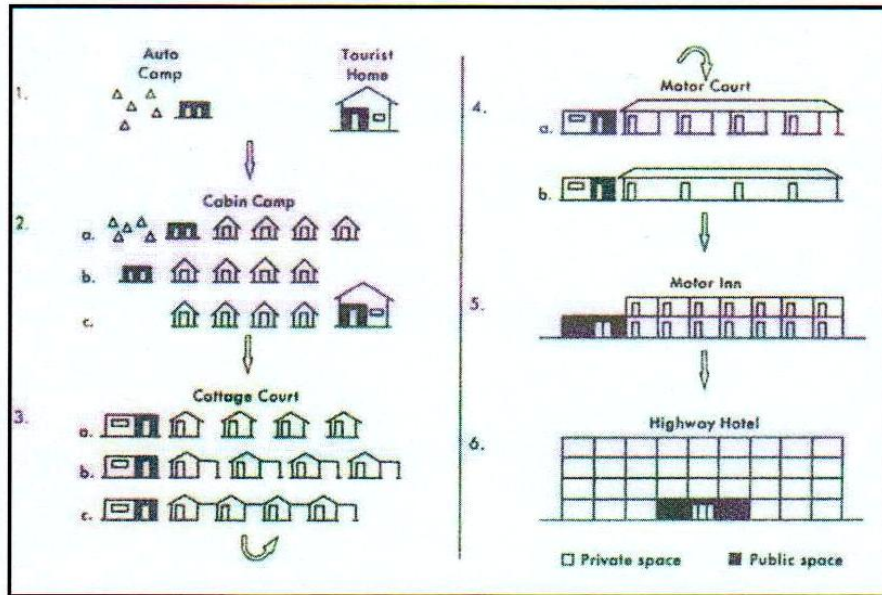


Figure 12. Graphic showing evolution of early motel types



Figure 13. Photo of three-unit cottage court-type building under construction on Smith-Eslick property, Fall 1956

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Figure 14. Farview Curve in Rocky Mountain National Park

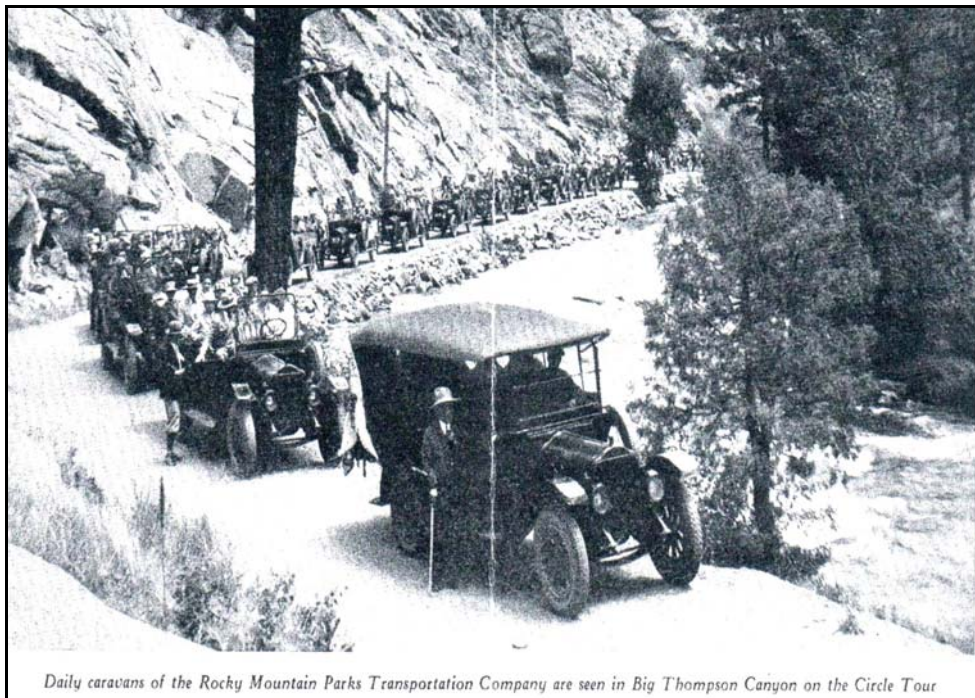


Figure 15: Sightseers on the Circle Tour, unknown date



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Figure 16. Long view of SECC and Grand Avenue looking east toward Grand Lake and mountains  
unknown date



Figure 17. Photo of Preston H. Smith  
unknown date



Figure 18. Photo of Alfred Eslick  
unknown date

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Figure 19. Photo of Georgia Eslick with son Clyde, ca. 1909



Figure 20. Clyde and Grace Eslick, ca. 1940s



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Figure 21: Jake Tune Tourist Cottages-Auto Court, Nederland (5BL.7723), rear view of cottages and enclosed storage areas/auto stalls, camera facing north. May 31, 1999. On file with OAHP, Denver, Colorado

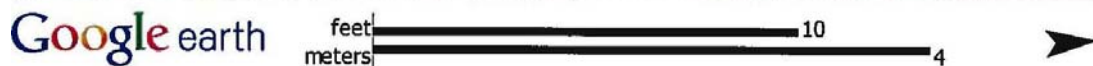


Figure 22: Wride Cottage Camp-Henry's Tourist Court, street view July 2015, Copyright Google Earth 2016, <http://www.google.com/maps/views>

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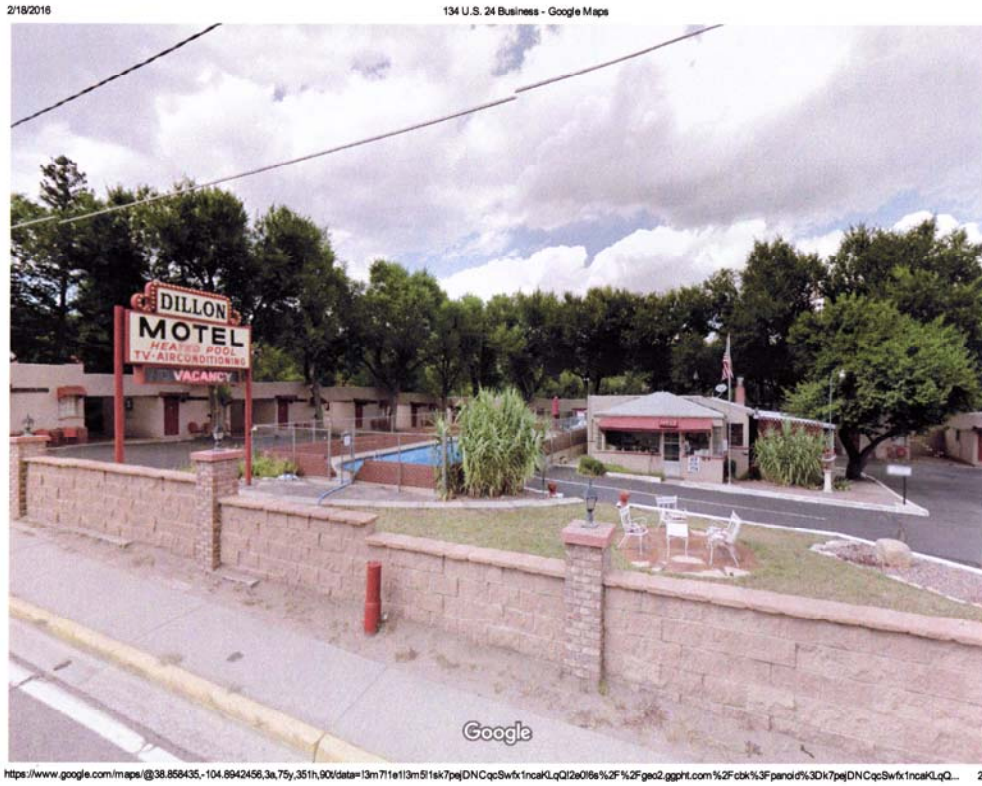


Figure 23: Dillon's Park Motel – Dillon Motel, street view September 2015, Copyright Google Earth 2016, <http://www.google.com/maps/views>