

# HISTORY COLORADO

## COLORADO STATE REGISTER OF HISTORIC PROPERTIES NOMINATION FORM

**SECTION I**

---

**Name of Property**

Historic Name Smith-Eslick Cottage Camp

Other Names Eslick's Cottages, Eslick's Camp Cottage, Eslicks' Cabins, Smith-Eslick Cottage Court

**Address of Property**

[ ] address not for publication

Street Address 729 Lake Avenue

City Grand Lake

County Grand

Zip 80447

**Present Owner of Property**

(for multiple ownership, list the names and addresses of each owner on one or more continuation sheets)

Name Grand Lake Area Historical Society

Address P O Box 656

Phone 970-627-9644

City Grand Lake

State CO

Zip 80447-0656

**Owner Consent for Nomination**

(attach signed consent from each owner of property - see attached form)

**Preparer of Nomination**

Name Elin Capps (for property owner), (additional context provided by Lyle Miller, History Colorado)

Date February 24, 2011

Organization Grand Lake Area Historical Society

Address P O Box 656

Phone 970-627-9644

City Grand Lake

State CO

Zip 80447-0656

**FOR OFFICIAL USE:**

Site Number 5GA.4239

2/24/2011 Nomination Received

6/10/2011 Review Board Recommendation

Approval  Denial

6/30/2011

HC Board State Register Listing

Approved  Denied

Listing Criteria  A  B  C  D  E

*Edward A. Fubok*

7/12/2011

Certification of Listing: President, History Colorado

Date

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Smith-Eslick Cottage Camp

**SECTION II**

---

**Local Historic Designation**

Has the property received local historic designation?

no

yes ---  individually designated  designated as part of a historic district

Date designated \_\_\_\_\_

Designated by \_\_\_\_\_ (Name of municipality or county)

**Use of Property**

Historic Overnight tourist lodging

Current Interpretation of early automobile tourism

**Original Owner** Alfred and Georgia Eslick

Source of Information Written transcript of Grace Eslick (Alfred's and Georgia's daughter-in-law)

**Year of Construction** Circa 1911

Source of Information Grace Eslick written notes and Patience Cairns Kemp developed "Walking Tour"

**Architect, Builder, Engineer, Artist or Designer** Designed and built by P. H. Smith, Alfred Eslick and

Clyde Eslick

Source of Information Written transcript of Grace Eslick

**Locational Status**

Original location of structure(s)

Building(s) moved to current location

Date of move September 2009

**SECTION III**

---

**Description and Alterations**

(describe the current and original appearance of the property and any alterations on one or more continuation sheets)

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Smith-Eslick Cottage Camp

**SECTION IV**

**Significance of Property**

**Nomination Criteria**

- A** - property is associated with events that have made a significant contribution to history
- B** - property is connected with persons significant in history
- C** - property has distinctive characteristics of a type, period, method of construction or artisan
- D** - property is of geographic importance
- E** - property contains the possibility of important discoveries related to prehistory or history

**Areas of Significance**

- |   |   |   |
|---|---|---|
| <input type="checkbox"/> Agriculture                        | <input type="checkbox"/> Economics                            | <input type="checkbox"/> Landscape            |
| <input checked="" type="checkbox"/> Architecture            | <input type="checkbox"/> Education                            | Architecture                                  |
| <input type="checkbox"/> Archaeology – prehistoric          | <input type="checkbox"/> Engineering                          | <input type="checkbox"/> Law                  |
| <input type="checkbox"/> Archaeology – historic             | <input checked="" type="checkbox"/> Entertainment/ Recreation | <input type="checkbox"/> Literature           |
| <input type="checkbox"/> Art                                | <input type="checkbox"/> Ethnic Heritage                      | <input type="checkbox"/> Military             |
| <input checked="" type="checkbox"/> Commerce                | <input type="checkbox"/> Exploration/ Settlement              | <input type="checkbox"/> Performing Arts      |
| <input type="checkbox"/> Communications                     | <input type="checkbox"/> Geography/ Community Identity        | <input type="checkbox"/> Politics/ Government |
| <input type="checkbox"/> Community Planning and Development | <input type="checkbox"/> Health/Medicine                      | <input type="checkbox"/> Religion             |
| <input type="checkbox"/> Conservation                       | <input type="checkbox"/> Industry                             | <input type="checkbox"/> Science              |
|   | <input type="checkbox"/> Invention                            | <input type="checkbox"/> Social History       |
|   |   | <input type="checkbox"/> Transportation       |

**Significance Statement**

(explain the significance of the property on one or more continuation sheets)

**Bibliography**

(cite the books, articles, and other sources used in preparing this form on one or more continuation sheets)

**SECTION V**

**Locational Information**

Lot(s) 16 Block 19 Addition \_\_\_\_\_

USGS Topographic Quad Map Grand Lake, Colorado 7.5 minute series

**Verbal Boundary Description of Nominated Property**

(describe the boundaries of the nominated property on a continuation sheet)

**COLORADO STATE REGISTER OF HISTORIC PROPERTIES**

Property Name Smith-Eslick Cottage Camp

**SECTION VI**

**Photograph Log for Black and White Photographs**

(prepare a photograph log on one or more continuation sheets)

**SECTION VII**

**ADDITIONAL MATERIALS TO ACCOMPANY NOMINATION**

**Owner Consent Form**

**Black and White Photographs**

**Color Prints or Digital Images**

**Sketch Map(s)**

**Photocopy of USGS Map Section**

**Optional Materials**

**Use of Nomination Materials**

Upon submission to the Office of Archaeology and Historic Preservation, all nomination forms and supporting materials become public records pursuant to CRS Title 24, and may be accessed, copied, and used for personal or commercial purposes in accordance with state law unless otherwise specifically exempted. The Colorado Historical Society may reproduce, publish, display, perform, prepare derivative works or otherwise use the nomination materials for Society and/or State Register purposes.

**For Office Use Only**

Property Type:  building(s)  district  site  structure  object  area

Architectural Style/Engineering Type: Rustic

Period of Significance: 1911-1965

Level of Significance:  Local  State  National

Multiple Property Submission: \_\_\_\_\_

Acreage less than one

P.M. 6th Township 3N Range 75W Section 5 Quarter Sections SE SW NW NW

UTM Reference: Zone 13 Easting 430 001 Northing 4455 787 NAD27

Property Name Smith-Eslick Cottage Camp

---

## DESCRIPTION and ALTERATIONS

Near the center of Grand Lake, and surrounded by other examples of the town's signature Rocky Mountain Rustic architecture, is the Smith-Eslick Cottage Camp building. The circa-1911 single-story, frame, building sits at the corner of Lake Avenue and Vine Street in Grand Lake, less than a block from Lake Avenue, the current main street of the town. The main façade faces east toward Vine Street. Local residents refer to Lake Avenue as the "old road", which before completion of the Colorado-Big Thompson water project in 1957, was the most direct route through ranches and communities now under Shadow Mountain Reservoir, and was the main road into Grand Lake. Surrounding properties now include small, more common detached tourist cabins built in the Rustic style, the 1907 Grand Lake School (now used as a church), and historic Rustic style private homes and lodges.

The Smith-Eslick Cottage Camp building has four living units for overnight accommodations, with built-in carport adjacent to each unit, all are integrated under a single roof line (see photo #1). The exterior retains the original horizontally and vertically patterned, bark-on, half-round, lodgepole pine log siding, known locally as "barkie" (see photo #2). Original native pine milled rafters, joists, and studs (see photo #8) remain intact and in good condition. Since one of the builders, P. H. Smith, owned a sawmill, it is probable his business milled and supplied the wood used for the Cottage Camp building. Each accommodation unit is 14' x 14.5', and each adjacent carport is 6' x 14.5', making the total size of the building 80' x 14.5', or 1,160 square feet. The walls of the units are 8.5' in height, and a pitched roof is 12' 2" at its highest point (see photo #3).

The Cottage Camp building originally rested on floor joists, which lay directly on the ground; however, at an unknown date, the owner raised the joists under two units to be slightly above ground level. The original glazing is intact with the original screens remaining on some of the windows (see photos #1 and 5). Overhanging eaves extend from the rolled roof, while exposed rafter tails appear below the eaves. Several layers of rolled roofing material exist over wood. The first layer of roofing material is likely laid vertically, but more recent layers are placed horizontally (see photo #1).

### *East Facing Façade*

In its current location, native grasses and plants surround the rectangular plan building. The four accommodation units and adjacent carports exist equally spaced under the side-gabled roof with the southernmost section being an accommodation unit and the northernmost section being an attached carport. Each accommodation unit has an original four-by-four slider window, with each sash measuring 32" x 28" around the outside frame, with a total window opening of 5' 4", centered on the front of each unit. Horizontal, unpeeled, half-round, log siding flanks the window openings. Below and above the windows the unpeeled half-round, log siding is vertical. Original four-panel wooden doors and frame screen doors provide entry to each unit from the south side of the carport close to the exterior (or east) wall (see photo #6). Original entrance doors appear on the northeast corner of each unit, just inside the carport.

### *North-Facing Side*

Horizontal unpeeled, half-round, log siding appears in the gable end on the north side while vertical, unpeeled, half-round, log siding exists on the remaining north side. No fenestration exists on this side.

### *West-Facing Side*

On each unit's back wall, or west side, a four-light window appears in the center of the unit's wall. Two of the units have hopper windows while casement windows exist in the other two. No additional fenestration exists on the west facing side.

Property Name Smith-Eslick Cottage Camp

---

*South-Facing Side*

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

**Interior**

While each accommodation is just large enough for a bed, stove, and minimal furnishings, each also has a small open closet tucked into a corner. Some 1930s electrical wiring and light bulb sockets remain strung through the rafters, but are not functional (see photo #8). Remnants of the original unstained pine plank flooring are visible in the two units at the south end of the building, nearest Lake Avenue. Those units' interior walls also have remnants of rolled and patterned cardboard, which was the only insulation and wall covering in the units (see photo #9). There are no ceilings in those two units, only the simple exposed rafters. The owner added plywood to the walls and ceilings and replaced the pine plank flooring in the 1940s of the two north units (see photo #13).

During its active years, a small cast iron, "miner's" wood box stove provided the heat source for each unit (see photo #11); they vented to holes in the back side of the roof. Adding to the comfort of the guest was a fold-down table hinged to the wall closest to the carport (see photo #12). Currently, the Grand Lake Area Historical Society (GLAHS) has the fold-down tables, stoves, and other furnishings in storage and will return most of these once the building is fully restored. Plumbing was never installed inside the Cottage Camp building, and visitors used a nearby washhouse and outhouse. By 1956 Clyde Eslick converted the washhouse and outhouse to a workshop, which he used until his death. The building remained on the site until the building of new theatre in 2009 required its removal.

**Alterations**

Clyde Eslick refurbished the interiors of the two units at the north building's north end in approximately the late-1930s or early-1940s. He left the exterior siding, windows, and doors unchanged and only replaced the pine plank flooring on the interior. Additionally, he installed plywood on the walls and ceilings (see photo #16). Electricity was late in coming to Grand Lake, and it is possible that Clyde installed the wiring and simple bulb lights in all units at this time.

In 2009, the Rocky Mountain Repertory Theatre owned the land on which the Cottage Camp building sat. Unfortunately, when the Theatre Company decided to build a large new theatre on the land, it required a third party to purchase and move the entire Cottage Camp building or it would demolish it. Although GLAHS engaged in discussions with the then owner of the building regarding leaving the Cottage Camp building intact on its original lot, the Theatre Company's new building's mass and design would have completely encroached onto the Cottage Camp building. Given that the Cottage Camp building is the oldest building of its kind in the region and is a rare testament of the impact of automobile tourism on the area, the GLAHS quickly assembled a plan and fought hard to save the building. The GLAHS's plan included purchasing land approximately 150' across the street from its original site, making an offer to purchase the Cottage Camp building, and relocating the building to its new site in 2009. The GLAHS plan made every effort to ensure the building remained intact and preserved.

GLAHS began raising funds to move the building. However, soon after the GLAHS outright purchased the building along with land for the new site, the Theatre Company advised the GLAHS that time was of the essence, and the Theatre Company needed the building removed very quickly or it would not be preserved. The GLAHS hurriedly raised the almost \$24,000 needed to move the building from donations by over 200 local citizens. A professional moving company moved the building in two sections in September 2009 and added temporary support boards to one carport. Additionally, the

Property Name Smith-Eslick Cottage Camp

---

move required removing a few pieces of the exterior wood from the building to prevent damage in the move, and the GLAHS reinstalled them after the move. GLAHS removed and stored all of the furnishings, interior decorations, and other items necessary to the operation of the Cottage Camp building until restoration is complete. A sketch map attached illustrates the relocation site compared to its original site and is documented in photos #12 - 14. The large new Rocky Mountain Repertory Theatre building, which replaced the Cottage Camp building at the original location, appears in photo #15 and illustrates the mass of the building.

The new location, 729 Lake Avenue, retains the Cottage Camp building's high level of integrity as to setting, association, feeling, workmanship, materials, and design. While the integrity of location was decreased as a result of the move, it was to prevent demolition and the new site is part of land originally owned by the Smith-Eslick families, it remains on the old road into town, and is just across the street from the original site. Several small original, detached Eslick 1900s to 1920s rental cottages sit on adjacent properties, as the Eslick family moved these from across the street as well, but much earlier (circa 1920-1940). The isolated town of Grand Lake has a history of early buildings being moved and moved again as they were grouped together for tourists, or incorporated as a part of newer buildings.

The Cottage Camp building is again oriented (rotated 180 degrees from its original orientation) so the front of the building still faces the old road into town, inviting the visitor to "take a peek" just as it once invited visitors to stay the night. The GLAHS is slowly developing a park-like setting around the Cottage Camp building, comparable to what the building had in its original location. The fundraising efforts are now concentrated on acquiring the adjacent lot to the west so the combined parcel would equal the original 15,000 square feet of land.

Property Name Smith-Eslick Cottage Camp

---

## SIGNIFICANCE STATEMENT

The Smith-Eslick Cottage Camp building is significant under *Criterion A* under **Entertainment and Recreation** for its important role in providing lodging accommodations for motoring tourists to the newly opened Rocky Mountain National Park. The resource is an excellent example of the Grand Lake community's response to early automobile tourism, consistent with the national trend. The Cottage Camp building is the oldest known early mountain Rustic Cottage Camp building with an integrated carport in Colorado. Built circa 1911, just prior to the 1915 opening of Rocky Mountain National Park and the development of more and better roads in the area, the Smith-Eslick Cottage Camp building was the first known Grand Lake building designed to accommodate both the tourists and their automobiles.

Additionally, the Smith-Eslick Cottage Camp building is significant under *Criterion C* as a good example of Rustic style **Architecture** as adapted to a auto camp building. 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 Auto Camp Building is a very early and rare example of a building designed specifically to accommodate tourists and their vehicles. The architectural style referred to locally as the Rocky Mountain Rustic style of architecture is a common style found throughout the Town of Grand Lake. Consistent with the Rustic style, the builder constructed the Cottage Camp building from native materials including lodgepole pine, which was the most available building material at the time from the nearby forests and customary for the area.

Finally, the Smith-Eslick Cottage Camp building is significant under *Criterion A* for **Commerce** for its long association of offering lodging accommodations for the traveling public. With its original location along Grand Avenue, which later became the main road into town, it was designed to make it easily accessible to the automobile tourist. At a time when hotels and stand-alone cabins were the only accommodations offered to Grand Lake area visitors, the Smith-Eslick Cottage Camp was unusual and a precursor of future similar accommodations throughout the United States. The Cottage Camp building opened in circa 1911 and continued operating until circa 1965.

The Smith-Eslick Cottage Camp building is significant at the state level, as it is the only remaining intact Rustic style auto camp building with carports as an integral part of the building design constructed prior to 1920 in Colorado. Although now gone, postcard images of the Faidlays Cabins in Winter Park, reflects a similar building to the Smith-Eslick in scale and layout with carports and walls sheathed in half-log siding. The Heart of the Rockies Cabins in Dillon featured a smaller building with four rental units, three carports, and horizontal half log siding. Many early auto camp buildings have been modified by the enclosure of the carports, addition of decorative elements, or have been demolished to allow for more modern accommodations, or for another use of the property.

While the Office of Archaeology and Historic Preservation's (OAHP's) state inventory list is not all inclusive of such resources, it reflects that to date only one other example of an auto cabin building with a carport has been surveyed and was built prior to 1920. The Dillon Motel (5EP.1446) built in 1919, continues to have four accommodation units each with an attached automobile stall. The stall has a back wall attached to flanking accommodation units, however, the stalls do not have roofs. On the front façade, a beam extends at the top of one accommodation unit to another and acts as an entryway to the automobile stall. The auto cabin building contains a stucco exterior with circa 1930s art deco influences, suggesting it received a renovation during that time. A central court often existed with an office and residence building in the center and the auto cabins and other lodging around the perimeter.



**Property Name** Smith-Eslick Cottage Camp

---

The rarity of extant auto camp buildings contributes to the significance of the Smith-Eslick Cottage Camp building. Relatively few cottage camp buildings similar in scale, style, and era to the Smith-Eslick building are known to exist in Colorado today. According to OAHP's state inventory to date, along with information from recent publications documenting auto camps, four intact auto camp buildings remain with a built-in automobile space still existing from the 1920s or earlier. The others remaining received alterations to windows, doors, exterior materials, and designs since constructed. Of those remaining, the Smith-Eslick building is the only one in the Rustic style built prior to 1920 with its original windows and doors, exterior materials, and plan. The following list provides names of the other few known remaining, the year built, style, and status.

**Auto Camp Buildings with carports**

<b>Building Name</b>	<b>Date</b>	<b>Carport Status</b>	<b>Style</b>	<b>Modifications</b>
Davis Auto Camp (*) Spring and Nevada sts. Hot Sulpher Springs	Circa 1920	Single carport remains between two accommodation units	Late 19 <sup>th</sup> and Early 20 <sup>th</sup> Century American Movements	Recent vinyl windows replaced originals on front façade, possibly newer doors (historic photo reveals at least seven units originally existed – two remain)
Dillon Motel (5EP.1446) 134 Manitou Avenue Manitou Springs	1919	Built without roofs	Original unknown, currently has Art Deco influence	Alterations circa 1930s
Gorman's Cottage Camp (*) Scott St & CR 105 Salida	Circa 1920s	Carports enclosed, unknown date	Original possibly Rustic as one end wall remains in Rustic style, remainder is no style	Windows covered or removed with vertical siding added to cover the accommodation unit Double doors access some carports
Hill Top Motel (*) 3850 S. Broadway Englewood	Circa 1930s	Carports exist, however one now contains garage door from an unknown date	Art Deco influence	Window and door modifications, possibly replacements, circa 1980s; awning added circa 1980s

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

With the original Cottage Camp building intact for its original exterior materials and the majority of its original interior hardware, doors, windows, screens, and building layout, the Smith-Eslick Cottage Camp building has a high level of integrity for its setting, design, materials, workmanship, feeling, and association.

Property Name Smith-Eslick Cottage Camp

---

## HISTORIC CONTEXT

### Grand Lake Tourism

Tourism first became a notable part of the economy of the Grand Lake area following a brief mining boom when Grand Lake supplied prospectors with provisions as well as recreation in the 1870s-1880s. Rustic hotels appeared in the 1880s, giving miners places to stay when they came into town from the mountains while offering recreation and entertainment to them including places to dine, dance, and drink. Excellent fishing and boating opportunities on Colorado's largest natural lake prompted the development of other permanent businesses and Grand Lake's population grew tenfold in the boom years from 1880 to 1883.

When the first Rustic hotels were built in Grand Lake, early tourists took days, weeks, or even months (in the case of departure from some other parts of the United State) to arrive. There has never been direct train transportation to Grand Lake, and before the advent of automobiles, visitors would have to travel by foot, horse, wagon, or at best connect with a stagecoach at the railroad in 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; that is supported by the 1900 Grand Lake population records which listed only 100 year-round residents, and over 1,000 summer residents. In his book about Grand Lake's 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>1</sup> By 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>2</sup> Just then, as automobiles began to be mass-produced to become more available and inexpensive, and drivers were free to move rapidly from site to adventurous site, overnight accommodations near the road had to be developed. The roads coming into Grand Lake from any direction, however, were not an easy trip for cars.

The many mountain passes surrounding Grand Lake have always made travel to the community difficult. A road opened over Rollins Pass in 1873, allowing easier travel from the east, but roads were difficult to build and maintain in mountainous areas. Bringing suitable roads to Grand County, and certainly to remote Grand Lake, was slowed by the short construction season and long winters, the harsh terrain, and funding problems. Berthoud Pass, now U.S. Highway 40, and the primary route to Grand Lake, started as a foot trail, and was not a completed road until 1874. The 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 end in 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 Berthoud Pass was an additional challenge for the motorist. The earliest car designs did not negotiate or handle the ruts, rocks or mud with reports of lost tires and accidents of all sorts common notes in the newspaper. In the April 16, 1920, edition of the *Middle Park Times*, it reported about the construction of the Grand Lake Lodge, "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 roads between Granby and Grand Lake."

---

<sup>1</sup> Michael M. Geary, *A Quick History of Grand Lake, Including Rocky Mountain National Park and the Grand Lake Lodge*, (Ouray: Western Reflections, 1999), p. 72.

<sup>2</sup> *Middle Park Times*, June 28, 1908, p.1.

Property Name Smith-Eslick Cottage Camp

---

Just as mass production of automobiles further intensified the need for better roads, so did the expected opening of Rocky Mountain National Park. The number of automobiles had become so large that in 1913 the State of Colorado began issuing its first license plates. The 1915 dedication of Rocky Mountain National Park drew 2000 people, arriving in horse drawn vehicles and an amazing 300 automobiles. The economy of Grand Lake greatly benefited from the development of a road crossing the Park and the continental divide, connecting the more remote western side of the Park with the eager automobile tourists of Estes Park. The state began work on Fall River Road leading westerly from Estes Park to the continental divide in 1913, and work was done primarily by hand and at first by convict labor. Granby contractor R.W. McQueary started building from the west side in 1917, following the old Lulu City wagon road along the Colorado River, with an estimated completion date of one year.

The deadline was not met, due largely since many local men were engaged in fighting World War I and were not available to build a road.<sup>3</sup> When Fall River Road and its connection to Grand Lake were completed in 1920, and became a National Park Service road, it remained narrow and dangerous, but doubled visits to the park and benefited local businesses. By 1919, "Rocky" was the most visited national park in the country, and thousands of visitors found hotel rooms completely filled in newly accessible Grand Lake. By far, most of the business of Grand Lake continued to be summer season enterprises. Automobiles made it easier for tourists to come in the summer, but were even less efficient at bringing customers in the winter than had been sleighs and wagons. A sleigh continued to provide mail delivery to Grand Lake in the winter of 1925, but the summer business of that same year brought throngs of visitors dressed for adventures in the wild mountain west.

Grand Lake had long provided hotels for visitors, but as tourists became able to drive themselves and demanded a new type of accommodation. This precursor to the motor hotel or motel seemed an inspired solution and the automobile tourist accommodations became a prominent developing need. The editor and publisher of the *Middle Park Times* wrote in the summer of 1917:

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>4</sup>

### Development of the Auto Tourism Lodging Industry

As the automobile tourism industry progressed, so did the names associated with the lodging accommodations. According to I. Willis Russell, from the University of Alabama who was a contributing author to *Among the New Words*, there were two distinct development stages for the auto- tourist lodging revolution.

---

<sup>3</sup> "View Fall River Road." *Middle Park Times*, August 9, 1918, p.1.

<sup>4</sup> *Middle Park Times*, August 10, 1917, p.1.

Property Name Smith-Eslick Cottage Camp

---

Stage 1 – The Auto Camp, Auto Inn, Cottage Camps, and Tourist Park/Camp (terms used as early as circa 1914)  
Prior to Henry Ford's mass production of the Model T in 1908, lodging accommodations were primarily known as hotels and inns. As automobile tourists emerged they soon began parking "haphazardly in a wooded area containing cabins," which Webster's *New International Dictionary* called an auto camp. Its definition included a "camping ground, often provided with tents or cabins, for the accommodation of automobile tourists." The *College Standard* dictionary defined auto camp as "A roadside group of cabins for the accommodation of transients, usually automobilists."<sup>5</sup> The cabins began replacing tent camps.

Soon the cabins began including carports and later garages for the motoring tourist. While it is unknown how long this type of building continued in popularity for new construction, *The Architectural Record* published plans of the cabin and attached carport in its February 1935 edition. The article called them tourist cabins and noted that the cost of construction without plumbing, lights, and cooking units were about \$100 per cabin. It further noted that the adjacent car space easily doubled as an outside sitting and dining area for the guests. By the mid-1930s, the tourist cabins often operated in conjunction with a restaurant, gas station, and main building.

Stage 2 - Motels, Autels, and Autotels, Cottage Court, and Motor Lodge (terms used as early as circa 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. The motels, autels, autotels, cottage courts, and motor lodges offered more amenities to the motoring tourist 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. According to a 1936 *Popular Mechanics* article the cottage court was a less expensive variety of motel. The earliest motel is recorded as the Milestone Mo-Tel in San Luis Obispo, California, started by Arthur S. Heineman in 1925. His idea was to combine the convenience of an auto camp with the luxury of a hotel or inn and included 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.

Other terms that became popular by the late 1930s and early 1940s were auto court, motor court, and motor inn. These were typically several rooms integrated under a single roof. The 1936 *Popular Mechanics* magazine noted that the motor court was a recent development and that "it's not an auto camp.... It's a collection of miniature homes clustered around a central service and administration building."<sup>6</sup> According to the July 5, 1947, edition of the *Saturday Evening Post* an article noted: "We think of the auto court as the modern version of the stagecoach inn."

At the beginning of the twentieth century, the private automobile revolutionized the way in which tourists traveled. Though initially a toy for the wealthy, mass production brought the cost of an automobile down to where much of the population either could afford one or knew someone who could. The personal automobile offered a newfound freedom as a tourist traveled at their own pace and on their own route.

During this period, though, automobile travelers had few choices as to where to spend the night. While most towns had a hotel or two, many automobile tourists hesitated to drag their belongings through a stuffy hotel lobby while wearing clothes soiled from a day of travel on dirt roads. Camping offered a

---

<sup>5</sup> John Algeo, ed. *Fifty Years Among the New Words: A Dictionary of Neologisms, 1941-1991*. Cambridge, Massachusetts: Cambridge University Press, 1991, p. 121.

<sup>6</sup> Ibid.

Property Name Smith-Eslick Cottage Camp

---

convenient alternative that also aligned to the spirit of adventure and self-reliance that defined early automobile travel. Many times 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 water for cooking and washing. To locals, however, this type of activity became a nuisance as the numbers of travelers increased.

To address this problem many towns and cities developed "auto camps" in an effort to direct camping to certain locations and also in hopes that campers might 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 outgrowing the location, the city relocated the camp to Rocky Mountain Park in 1918 where sixty acres were set aside for exclusive use as an auto camp dubbed as "Motor City." Services included electric lights, water hydrants, mail delivery, street sprinkling, and electric cookers for meal preparation. About this time, Denver spent \$200,000 converting Overland Park into one of the largest and most popular auto camps in the country, which opened in 1920. By 1929, there were a few hundred camps of some type scattered in towns throughout Colorado. Local governments owned and managed some camps at no charge, while others were private enterprises charging a fee.

With automobile camping, came some quirky inventions such as the canopy tent that hooked onto a car's roof, complete with a bed that folded out from the running board. Other inventions created as a result of the auto camping are commonplace today and include Thermos bottles, folding chairs and tables, portable cook stoves and other similar items. 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. The 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 that extra acreage lining a major highway was turned into cabin camp ready to accommodate bypassing tourists. A good example is the circa 1921 Dad's Auto Camp was located at the northern edge of La Junta. 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.

As the tourist learned of 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 found literally outside of Overland Park. Though many camps were nothing more than a few cabins set around a central washhouse or office, a new business type centered 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 becoming 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 that 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

Property Name Smith-Eslick Cottage Camp

---

while others such as some along Colfax Avenue in Lakewood or Aurora were packed into tight city lots. Known as "one stops," some establishments offered gasoline stations and restaurants as part of the complex.

To the tourist, the automobile was a prized possession and he or she 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 handier when a roof was installed overhead, resulting in some owners including a carport or garage as part of the building design as a selling point. Though very popular in the 1930s these buildings existed in some of the earlier camps from prior to the 1920s, with an increased occurrence during the 1920s, such as the Davis Camp in Hot Sulphur Springs, the Park View Camp Ground in Walden, or Gorman's Cottage Camp in Salida. While 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, the owner created new units or enlarged existing ones by enclosing the carports or garages. As some camps upgraded into courts this, 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 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 with rental units behind the office (see illustration 1).

As expected, tourist camps, cottage courts and later motels were often located along the highways leading into or out of town. South Santa Fe Drive in Denver hosted some of the first such establishments in Colorado, as did Colfax Avenue. Other early "Motel Rows" appeared along North and South Nevada Street in Colorado Springs, Lake Avenue in Pueblo, and 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 have become the new centers of commerce for many communities. Here, just a short distance away from the highway, new motor hotels, where room entrances are once again found lining interior hallways. Modern "one stops" host multi-island filling 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 or have become weekly rentals and apartments, been converted to other uses, or have been demolished to allow for other uses of the land.

### **Grand Lake's Auto Tourism Industry**

The *Middle Park Times* reported in fall of 1921 that Grand Lake's 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>7</sup> In the fall of 1918, the Eslick boys (Clyde and twin brother Claude) purchased a Ford runabout (see photo #27). Almost immediately, there appeared newspaper accounts of the many extensive automobile trips of the Smith and Eslick families. The newspapers of the time also routinely reported every sale of an automobile, by whom and to what lucky local, and by 1921, there were even

---

<sup>7</sup> *Middle Park Times*, September 9, 1921, p.3.

Property Name Smith-Eslick Cottage Camp

---

used cars for sale, which indicates the level of interest and excitement the folks of Grand County had for cars.

The *Colorado State Business Directory* and the *Cottage Camp Directory* for 1928 lists various cabins, four cottages, and five cottage camps in Grand Lake, but it is unknown if any besides the Smith-Eslick were the cabin/cottage-carport combination integrated under one roof line.. As time went on, additional services were linked with cottages, and in Grand Lake several gas station and/or groceries were attached to camping, detached cottages, or cabins. Summer tourism began offering enough financial reward to allow for a larger year-round population in tiny Grand Lake, which grew from 97 to 190 between 1920 and 1930.

A 1925 state board of health conditions report noted 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. The cottages have many guests during the summer, sometimes 10 or 15 people in a cottage."<sup>8</sup> Cottages, or small cabins, were the next grade up, which offered tourists more comfort and amenities than the auto camps provides and the convenience of carrying suitcases into 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 garages. The *Colorado State Business Directory* for 1923 through 1926 listed only two such facilities in Grand Lake, offering cottages with light housekeeping accommodations for tourists. However, the *Colorado State Business Directory* likely missed some, as the *Official Tourist Information* directory noted the Eslick Cottages in 1928, although the *Colorado State Business Directory* did not include any reference to the Smith or Eslick accommodations until 1937. Other documentation confirms its existence prior to 1920. Rustic-looking, western-style lodges and various dude ranches grew up on both sides of Rocky Mountain National Park to accommodate travelers who still wanted to stay for some length of time, not just overnight, after traveling to the area.

With suitable roads available, the automobile opened the west to adventurers, even those who could not afford luxurious accommodations. The Smith-Eslick Cottage Camp building is typical in its design as compared with others - built to provide comfortable surroundings for the time and, very importantly, keep the traveler close to his valuable automobile parked in the carport just next door. The Cottage Camp building symbolizes how important the advent of the automobile was to the entire country, releasing the average American to leave the city, explore, and learn about 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 work for the remote Grand Lake community. Even long after the business closed, as author Pat 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 the occasional passersby to stop and inquire if a room is available for the night. Americans love their cars. Americans love their motels."<sup>9</sup> On its new location, eventually to be so much like the first, it once again beckons visitors to "take a peek", to learn about early automobile travel in the west, and share their motel memories with their children.

---

<sup>8</sup> I.W. Mendelsohn, Ass't. Sanitary Engineer. "Report on Sanitary Conditions of Grand Lake, Colorado," Denver: Colorado State Board of Health, November 7, 1925.

<sup>9</sup> Patricia Raney, "Eslick Cottage Court: Colorado Meets the Motel," *Rocky Mountain Rustic: Historic Buildings of the Rocky Mountain National Park Area*, (Estes Park: The Rocky Mountain Nature Association, 2004), p. 82.

Property Name Smith-Eslick Cottage Camp

---

### Smith – Eslick Family and the Cottage Camp

It was during the 1880s mining boom that entrepreneur Preston H. Smith (1849-1934) and his wife Mary Ellen Adkins Smith (1852-1889) brought their family to Grand County from Kansas.<sup>10</sup> He came to Colorado to work at a sawmill. Soon he received an appointment to serve as a deputy assessor for Grand County. With the birth of their last child Mary Gertrude in 1889, Mary Ellen died in childbirth. Preston built a sawmill business in Fraser and later settled in Grand Lake, where in 1893 he started a new sawmill business and acquired several local properties. Recognizing the beautiful surroundings and cool summer climate drew visitors, he built the Bellevue Hotel in 1902, about 200' from the lake, right on Grand Avenue making it obvious to visitors. The local newspaper described it as the largest and most commodious of the hotels having sixty rooms. When it burned to the ground in 1912, he built another smaller hotel. The quaint two-story bungalow called Nowata Cottage opened in 1915 and unfortunately burned in 1921. As a skilled craftsman, Smith built many other significant buildings, including the Grand Lake Yacht Club completed in 1912, and the Grand Lake Community House in 1920 (listed on the Colorado State Register of Historic Properties in 1993). A determined and creative entrepreneur, Smith eventually owned over thirty properties, which he built for local citizens, summer visitors, and his growing family.

Smith's successful construction and sawmill enterprise was a family business. He and his children worked hard to make it a success (see photo #24). His second daughter, Georgiana "Georgia", married an English miner named Alfred Eslick in Idaho Springs (see photo #25). Georgia and Alfred, including their first five children Charlie (1890-1913), Mary Elizabeth (Bessie) (1898-1987), Mabel (1900-1918), and twins Claude (1901-1994) and Clyde (1901-1982) moved back to Grand Lake in 1904, and Alfred soon starting working with Preston at the sawmill and hotel. In 1905 the family welcomed their sixth child Clarence and in 1907 their last child, Loren. In 1906, Alfred built a home for his family on land Georgia purchased for \$1 from her father, at Grand Avenue and Vine Street.

Following a thorough search of Grand County records, since the Cottage Camp was one of several buildings built on the Smith-Eslick family land, the builders of the Cottage Camp did not apply for permits or deeds, and the separate buildings themselves cannot be traced through tax records.<sup>11</sup> This was not uncommon in the early days of remote Grand Lake. Grand County assessor records show a plat filing for the property of the original location of the Cottage Camp, Block 12 Lot 6 in Grand Lake, by P.H. Smith on August 15, 1903.

According to Grace Eslick, her future husband Clyde Eslick and father-in-law Alfred Eslick built the Cottage Camp and buildings in 1911 with the guidance of Clyde's grandfather Preston Smith (see photo #14). While that date at first seems absurd, given that Clyde would have been ten years old at the time (see photo #26), Clyde quit school after the fourth grade to work with his grandfather. He learned the entire process from logging and milling the lumber to constructing buildings with it. Grace said about her husband, "Clyde received his education by living it. His grandfather was a contractor and Clyde started his manual training with him at the age of ten."<sup>12</sup> Noted Grand Lake historian Patience Cairns Kemp wrote in her book, *A Brief Historical Guide, Grand Lake, Colo.*, the Cottage Camp was

---

<sup>10</sup> Preston and Mary Smith's children were Mabel (1875-1941 married William Thompson), Georgiana (1876-1956), Florence (1877-1933 married Ralph Steinhart), Genevieve (1880-1932 married Harry Masterson), twins Preston A. (1884-1908) and Henry A. (1884-1918), Edward (1886-1918 married Bessie Burtner), and Mary Gertrude (1889-1893 died of scarlet fever.)

<sup>11</sup> Search conducted by GLHAS member Sharon King, Mountain Lake Properties realty, in Grand Lake, with Cathy Tindle, Grand County Colorado Assessor Department.

<sup>12</sup> Andre Miller with Martin Curry, "Earning the Title of Mr. Grand Lake: It Takes Men Like Clyde Eslick to Build Mountain Towns," *Winter Park Manifest*, Christmas, 1981, p. 25.



Property Name Smith-Eslick Cottage Camp

---

completed in 1915 and was Grand Lake's first motel. This is also the date listed in the series of walking tour publications (see photo #15), Historical Society presentations, and signage produced since 1973, although these may have all relied on Kemp's book published in the early 1970s. Clyde soon joined his uncles working the freight route to Granby, which by then was operated with a Model-T in the summer, so he developed his love of and skill with automobiles early in life.

Georgia and Alfred Eslick along with their children continued operating the lodging business for many years. Georgia also engaged in the laundry business to supplement the family income during the winter months. After Alfred passed away in 1931, Georgia continued the Cottage Camp business on her own with the help of her son and daughter-in-law, Clyde and Grace Eslick. The *Colorado State Business Directory* no longer listed her laundry business by about 1937. An article published in the *Middle Park Times* in 1955, described Alfred as having built up "a desirable and responsible job for himself," starting a shoemaking and laundry business, working as caretaker of summer homes, as a school janitor, and at "his cabin court".<sup>13</sup> Apparently, in 1955 the Smith-Eslick Cottage Camp was being referred to as "cabin court", but it had many other names over the years, including Eslick's Cottages, Eslick's Cottage Camp, Eslick Cottage Court, and Eslick's Cabins. The changing names reflected the evolutionary trends in automobile tourism and the associated lodging accommodations.

Operating the Cottage Camp business was never an easy endeavor. Based on the items the Grand Lake Area Historical Society (GLAHS) removed from the Cottage Camp building reveals a sense of what had to be done to keep the business running all those years between 1911 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 and 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 so much more. One item in particular helps tell the story of early automobile travelers, which is the circa 1930 Durkee-Atwood Safety Frost Shield designed to protect a car window. Children of home owners of the time remember Georgia in the 1940s and until her death in 1956, sitting in the bay window of a bungalow that her youngest son Loren built just before his death in 1934, located then on the corner of the Cottage Camp original property and still extant although it is now dwarfed by the new theater building (see photo #29). She waved as they skipped by and then get back to the business of registering guests. The Eslicks, Alfred and Georgia, Clyde, and Grace worked hard to make all of their lodging accommodations successful and did so without any additional employees.

Georgia Eslick sold the Cottage Camp to her son Clyde and his wife Grace in 1946 (see photo #28), which was by then called the Cottage Court. In 1947, rooms rented for \$1.50 a night, which is how the majority of guests registered, or \$10.00 a week. It 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 in 1956, with their three children and the GLAHS. They told of how Clyde Eslick always made sure there was a stack of firewood outside each unit, which was a good thing as the wife was busy cooking on the wood stove while the kids frolicked on the wide lawn and the husband sat gossiping with friends. The wood stove was also the only source of heat to take the chill off the early morning air. The entire family stayed in one accommodation unit.

As Grand Lake area accommodations evolved further, corporations and entrepreneurs built and opened motels, as largely defined today, just outside of Grand Lake in the 1950s and 1960s with some

---

<sup>13</sup> Idelia D. Baumgarten. "Mrs. Georgia Eslick, Mayflower Descendant, Came to Grand County 72 Years Ago," *Middle Park Times*, 1955.

**Property Name** Smith-Eslick Cottage Camp

---

continuing in business today. During the mid-twentieth century, some owners of the early motor courts or motels converted them to weekly rate apartments, including the Cottage Court, which the owner let for at least some monthly rentals in the 1960s. The Eslicks then closed the business circa 1965 and began traveling and relaxing after their years of hard work. Clyde and Grace had no children to continue their business operations. Grace's sister, Royda May Weber, inherited the property upon Grace's death circa 2005. Rocky Mountain Repertory Theatre purchased the property from Weber and her two sons on September 15, 2007.

Although Grace lived in her home on the original Cottage Court property until her death, the Cottage Camp building sat unused and untouched for many years, which has the benefits of preservation by neglect and fortunately left artifacts and furnishings for future interpretation. Of course, preservation by neglect has its downsides, that of having an intact building in need of restoration. As John Gunn of the Rocky Mountain Nature Association wrote in an e-mail correspondence to the GLAHS, "it boggles the mind to know how many people pass by thinking it's some kind of Rustic-style storage shed, not knowing its unique contribution to Colorado travel."<sup>14</sup>

---

<sup>14</sup> John Gunn, E-mail correspondence to the Grand Lake Area Historical Society (GLAHS) dated 2009, on file at GLAHS, Grand Lake, Colorado.

Property Name Smith-Eslick Cottage Camp

---

**BIBLIOGRAPHY**

Algeo, John, ed. *Fifty Years Among the New Words: A Dictionary of Neologisms, 1941-1991*.  
Cambridge, Massachusetts: Cambridge University Press, 1991.

*The Architectural Record*. February 1935, p. 95-97.

Black, Robert C. III, *Island in the Rockies: the History of Grand County, Colorado, to 1930*, (Granby:  
Grand County Pioneer Society, 1969).

Byers, Frank S., "The History of Berthoud Pass," *Municipal Facts*, January-February, 1923.

Cairns, Mary Lyons, *Grand Lake in the Olden Days*. Denver: The World Press, Inc., 1971.

*Colorado State Business Directory*. Denver: Gazeteer Publishing & Printing Co., 1923 – 1950.

Eslick, Grace. Interview, December, 2000, interviewer unknown. Transcript filed at GLAHS Office.

Geary, Michael M., *A Quick History of Grand Lake, Including Rocky Mountain National Park and the  
Grand Lake Lodge*, (Ouray: Western Reflections, 1999).

*Historical Guide, Grand Lake, Colorado*. Grand Lake: Grand Lake Area Historical Society,  
Circa 1980).

Jakle, John A. "Motel by the Roadside: America's Room for the Night." Bowling Green: Journal of  
Cultural Geography, Bowling Green University Popular Press, Fall/Winter 1980.

Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. *The Motel in America*. Baltimore: Johns  
Hopkins University Press, 1996.

Jessen, Kenneth, *Rocky Mountain National Park: Pictorial History*. Loveland: J.V. Publications, 2008.

Kemp, Patience Cairns. Slide show narration, tapes and manuscript, for presentation at the  
Kauffman House Museum. First written in 1977; revised 1987, 1997. Tapes and Manuscript on file  
at GLAHS office.

Kemp, Patience Cairns, "A Brief Historical Guide, Grand Lake, Colo." and accompanying handwritten  
notes. Circa 1974, self published, filed at the GLAHS office.

Liebs, Chester H., *Main Street to the Miracle Mile: American Roadside Architecture*. Boston: Little,  
Brown and Company, 1985.

Lavington, Nancy. Interview, unknown date, by Elin Capps at the offices of Grand Lake Area Historical  
Society. Transcript filed at GLAHS office.

Lindberg, James, Patricia Raney and Janet Robertson, *Rocky Mountain Rustic: Historic Buildings of  
the Rocky Mountain National Park Area*. Estes Park: The Rocky Mountain Nature Association,  
2004.

Property Name Smith-Eslick Cottage Camp

---

Mendelsohn, I.W. "Report on Sanitary Conditions of Grand Lake, Colorado." Denver: Colorado State Board of Health, November 7, 1925

*Middle Park Times*

June 28, 1908, p.1.

August 10, 1917, p.1.

View Fall River Road." *Middle Park Times*, 9 August 1918, p.1.

April 16, 1920, p.1.

"Opening Berthoud Pass." *Middle Park Times*, 10 June 1921, p.1.

*Middle Park Times*, September 9, 1921, p.3.

Miller, Lyle. "The Hi-Ho, Lucky U, Bugs Bunny, and Sleepy Hollow: A History of Colorado Motels," *Colorado Heritage*, Autumn 1997, pp. 2-21.

"Motel Inn of San Luis Obispo," on the Wikipedia website, accessed April 15, 2011, at:

[http://en.wikipedia.org/wiki/Motel\\_Inn\\_of\\_San\\_Luis\\_Obispo](http://en.wikipedia.org/wiki/Motel_Inn_of_San_Luis_Obispo)

*Official Tourist Information, Rocky Mountain Region*. Denver: Highway Publishing Company, 1929.

Silverthorn, Suzanne, *Rocky Mountain Tour: Estes Park, Rocky Mountain National Park and Grand Lake*, Atglen: Schiffer Publishing Ltd., 2008.

Property Name Smith-Eslick Cottage Camp

**GEOGRAPHICAL DATA**

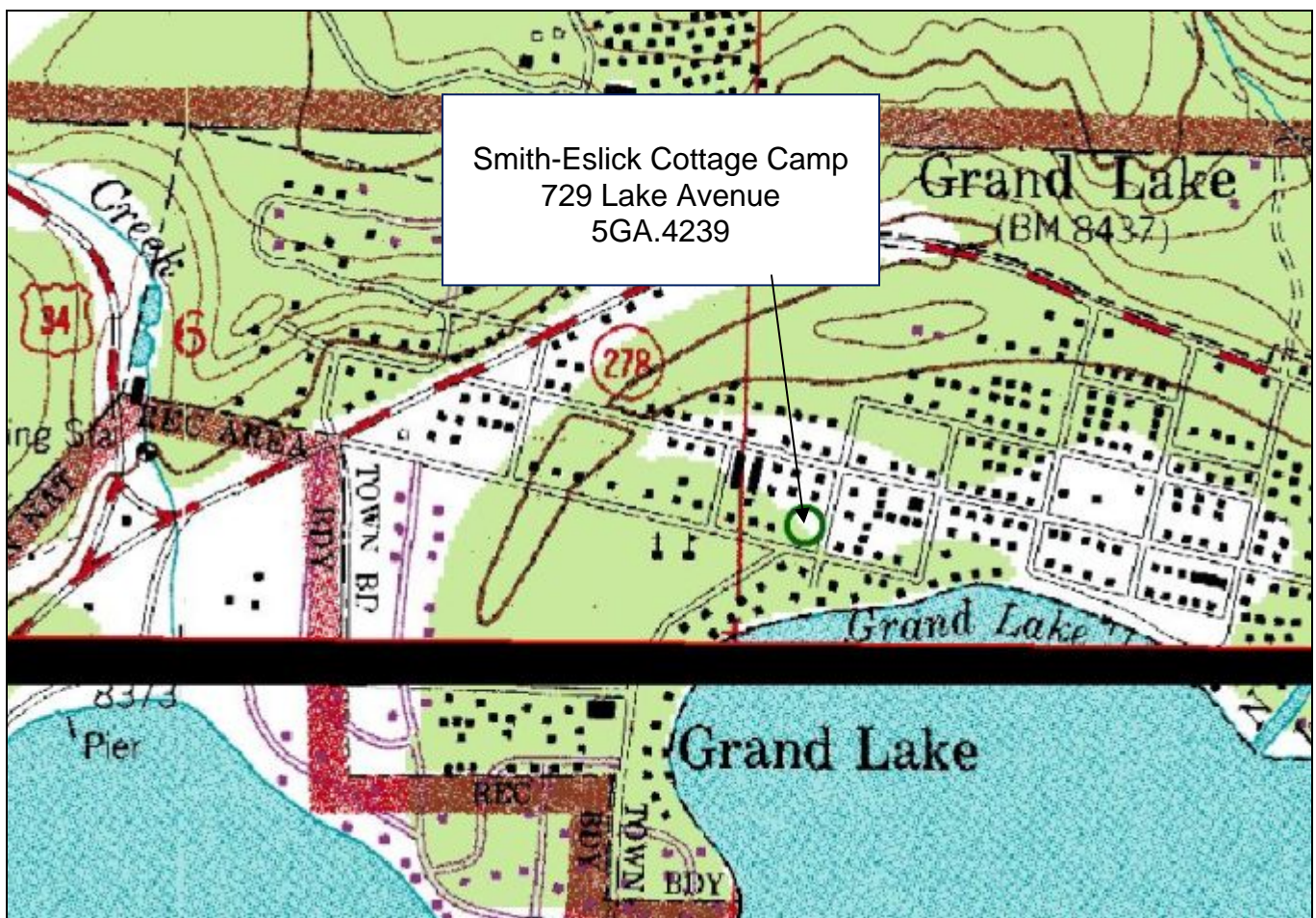
**VERBAL BOUNDARY DESCRIPTION**

Lot 16, Block 19, Town of Grand Lake

Located at the northwest corner of Lake Avenue and Vine Street, Grand Lake, Grand County, Colorado.

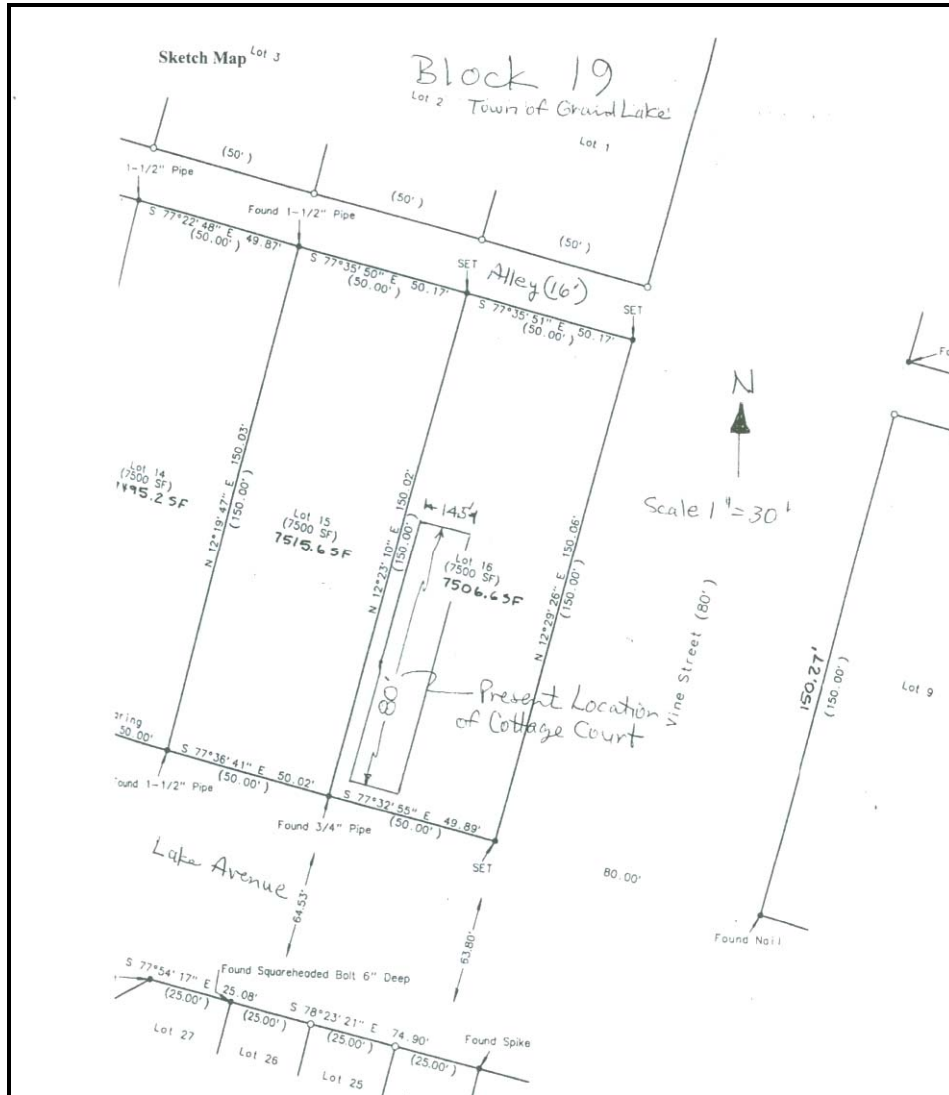
**USGS TOPOGRAPHIC MAP**  
Grand Lake Quadrangle, Colorado  
7.5 Minute Series

**Elevation:** 8390 feet



Property Name Smith-Eslick Cottage Camp

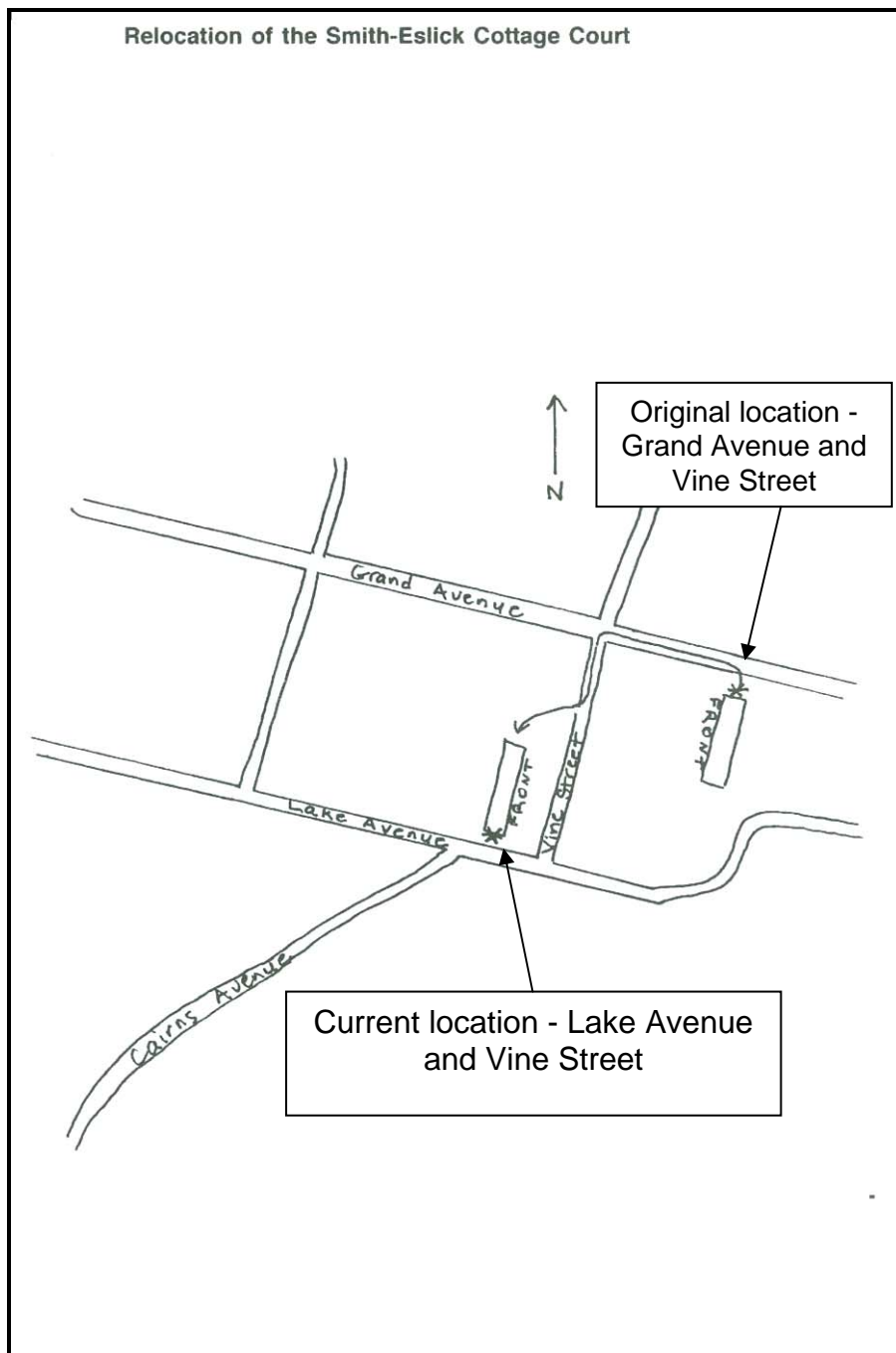
SITE PLAN



Map from Town of Grand Lake, Planning Dept. 2010

Property Name Smith-Eslick Cottage Camp

Map showing original location and relocation



Map drawn by preparer, February 2010



Property Name Smith-Eslick Cottage Court

---

### PHOTOGRAPH LOG

The following information pertains to photograph numbers 1-13 except as noted:

Name of Property: Smith-Eslick Cottage Camp building  
Location: 729 Lake Ave., Grand Lake, CO  
Photographer: Kathy Means ( photos 1, 4, 6-13, 16, 18-20),  
Elin Capps (photos 2, 3, 5, 22 and 23)  
Date of Photos: between November 2010 and January 2011  
Photo Process: silver halide  
Photo Paper: Fuji Crystal Archive

<u>Photo No.</u>	<u>Photographic Information</u>
1	Front view, east facing side, of the Smith-Eslick Cottage Camp building
2	South and east side, showing the patterned "barkie" exterior
3	Pitched roof design, north facing side, Cottage Camp building
4	Back, west facing side of the Cottage Camp building
5	Windows, front of Cottage Camp building
6	Wooden door and screen
7	Native pine interior construction
8	Electrical wiring, light bulb socket
9	Patterned cardboard wall covering, south units
10	Replacement pine plank flooring, north units
11	Miners' woodbox stove
12	Hinged, fold-down table
13	Plywood installed on walls of north unit

### ILLUSTRATION LOG

#### Illustration

<u>No.</u>	<u>Illustration Information</u>
1	Evolution of the American motel as a building type. Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. <i>The Motel in America</i> . Baltimore: Johns Hopkins University Press, 1996, p. 37.
2	Primary variations in motel spatial arrangements. Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. <i>The Motel in America</i> . Baltimore: Johns Hopkins University Press, 1996, p. 37.
3	Various Designations Used in Motel Names. Jakle, John A., Keith A. Sculle, and Jefferson S. Rogers. <i>The Motel in America</i> . Baltimore: Johns Hopkins University Press, 1996, p. 19.



Property Name Smith-Eslick Cottage Court

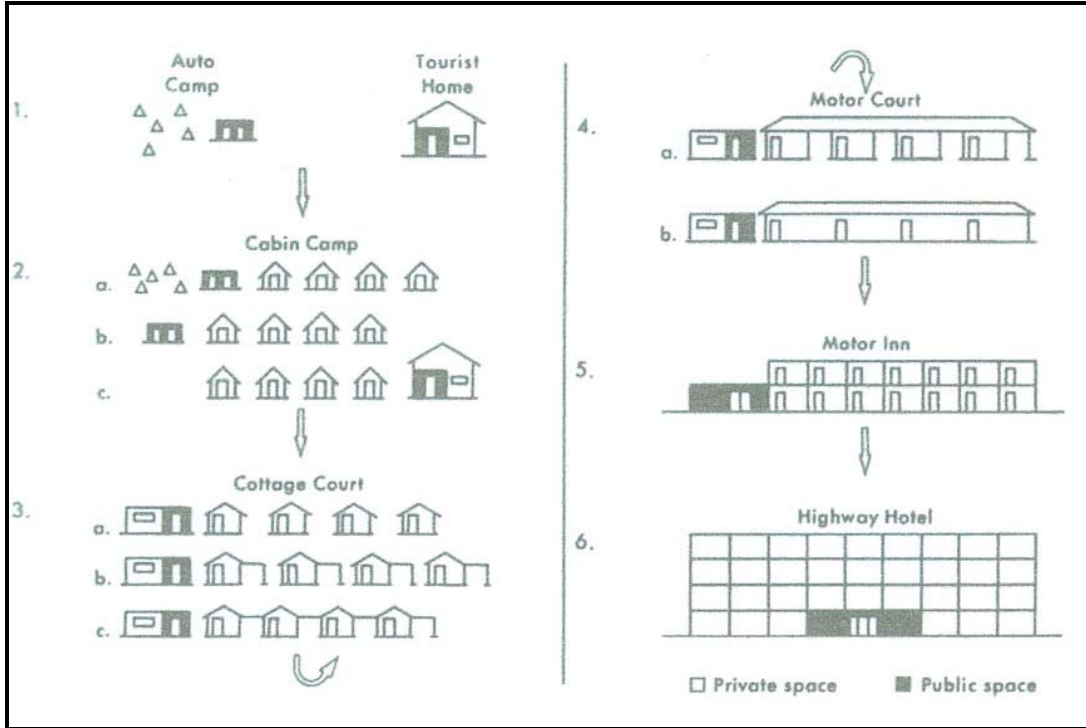
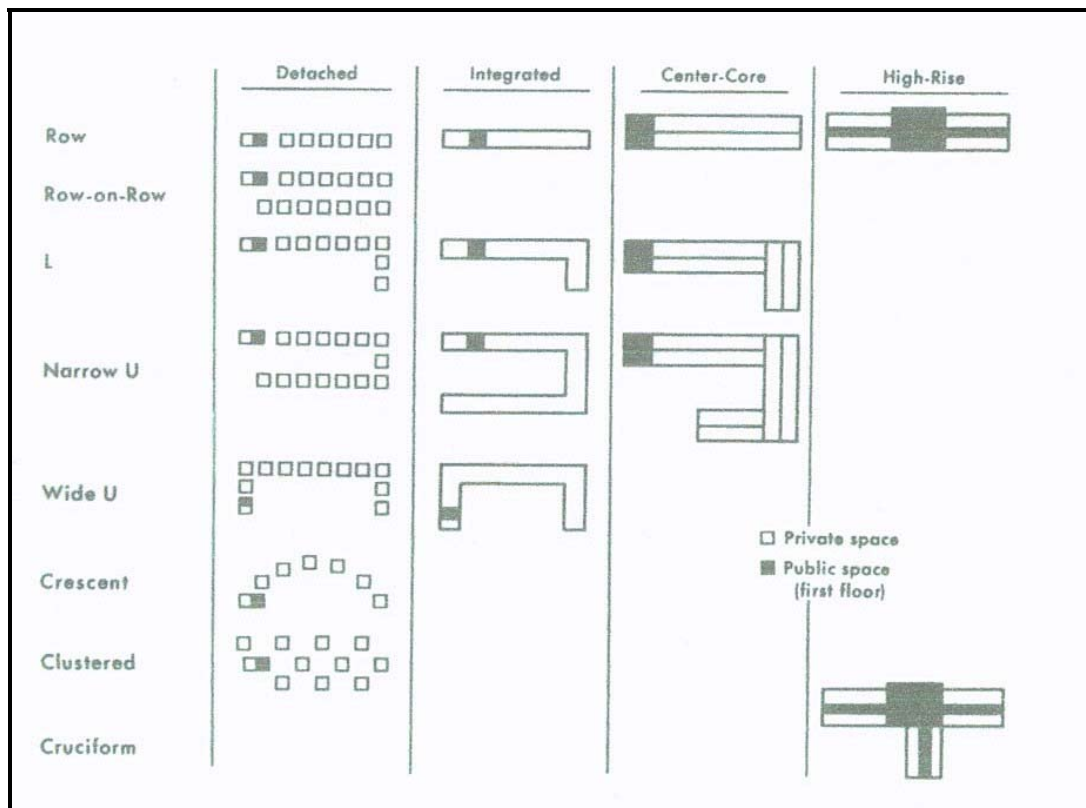


Illustration 1



**Property Name** Smith-Eslick Cottage Court

Illustration 2

Descriptor	Descriptor	Descriptor
1. Auto court	10. Tourist cottages	20. Hotel court
2. Cabins	11. Tourist cabins	21. Motel
3. Cottages	12. Tourist camp	22. Motor inn
4. Court(s)	13. Tour-o-tel	23. Motor hotel
5. Cottage court	14. Homes	24. Motor city
6. Cabin court	15. Motel	25. Tourist town
7. Bungalow court	16. Motor court	26. Travelodge
8. Auto hotel	17. Hotel cottages	27. Trav-o-tel
9. Tourist court	18. Village	28. Plaza court
	19. Motel court	

Illustration 3

From the Federal Hi-Way Guide, *Federal Hi-way Guide to America's Better Motor Courts/Tourists Homes* (St. Paul, Minn., 1950) as published in Jackle, 1996.

**HISTORIC IMAGES** Figures 1-17 are on file at the Grand Lake Area Historical Society, unless otherwise noted, photographers are noted individually when known

**Figure No.** \_\_\_\_\_ **Image Information**

- 1 Preston H. Smith and three daughters (Georgia is on right) from GLAHS newspaper clipping file, date unknown
- 2 Alfred Eslick, date unknown
- 3 Georgia Eslick with her son Clyde, circa 1908
- 4 The Eslick Ford runabout, circa 1918
- 5 Clyde and Grace Eslick, circa 1940
- 6 Georgia Eslick, circa 1950
- 7 Business card: Eslick's Cottage Camp, date unknown
- 8 Business card: Eslick's Camp Cottages, from the *Official Tourist Information, Rocky Mountain Region*, 1929 (from the personal files of Lyle Miller, Lakewood)
- 9 Eslicks Cabins soaps, circa 1930-1940
- 10 Eslicks' Cabins sign, unknown date
- 11 Photo of Cottage Camp building in original setting, summer 2009, Jack Dinkmeyer
- 12 First two units beginning move to new location, September 2009, Kathy Means
- 13 Second two units being moved, September 2009, Kathy Means
- 14 First and second sets of units being joined on new location, September 2009, Kathy Means
- 15 New building on original site of Cottage Camp building, 2010, Jim Capps
- 16 Additional detached Eslick cottages adjacent to new site, September 2009, Elin Capps
- 17 Visitors enjoying the Cottage Camp building in new location, September 2009, Elin Capps

Property Name Smith-Eslick Cottage Court

---

**HISTORIC IMAGES**



Figure 1

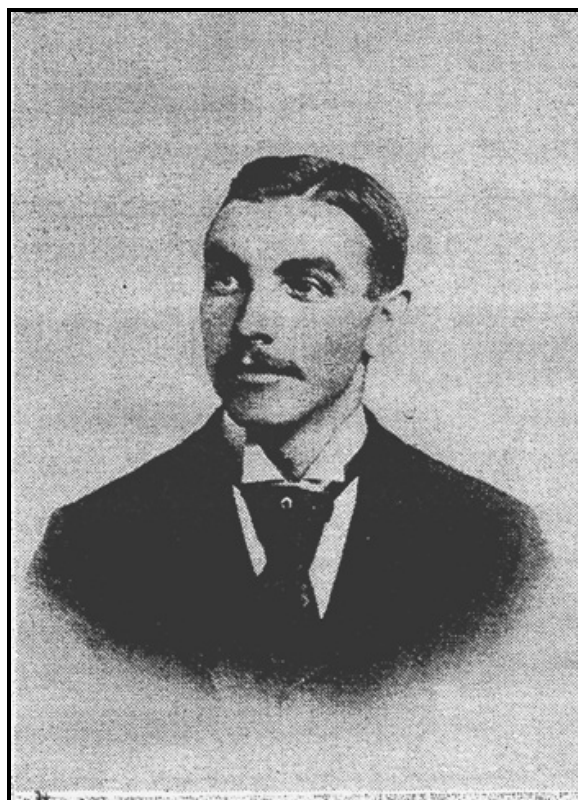


Figure 2

Property Name Smith-Eslick Cottage Court

---



Figure 3



Figure 4



Property Name Smith-Eslick Cottage Court

---



Figure 5



Figure 6

Property Name Smith-Eslick Cottage Court

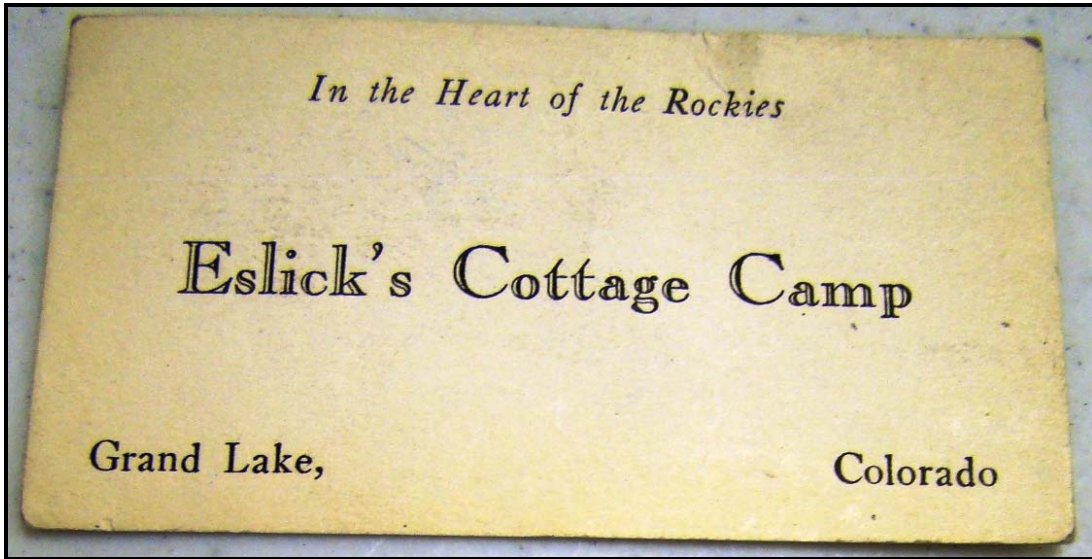


Figure 7

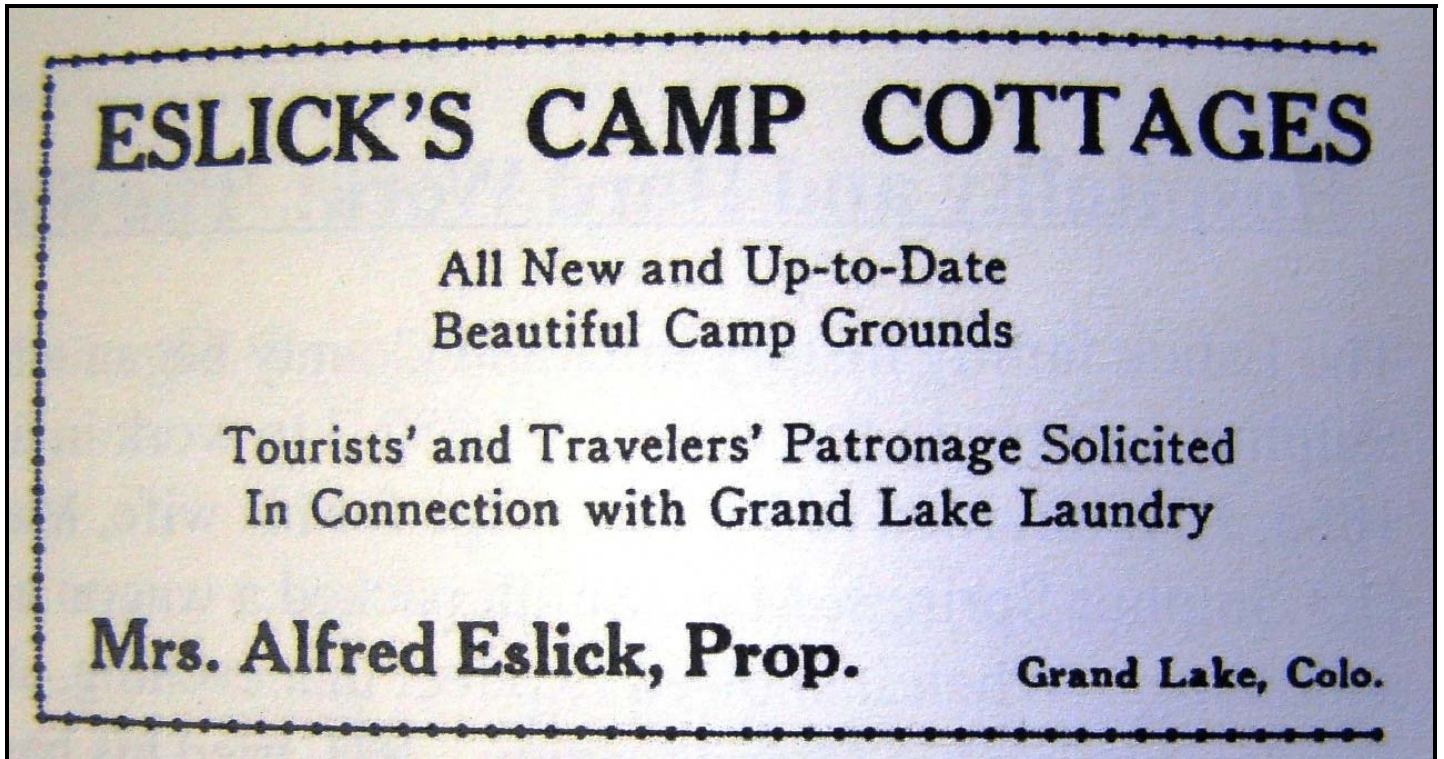


Figure 8



Property Name Smith-Eslick Cottage Court

---



Figure 9



Figure 10

Property Name Smith-Eslick Cottage Court

---

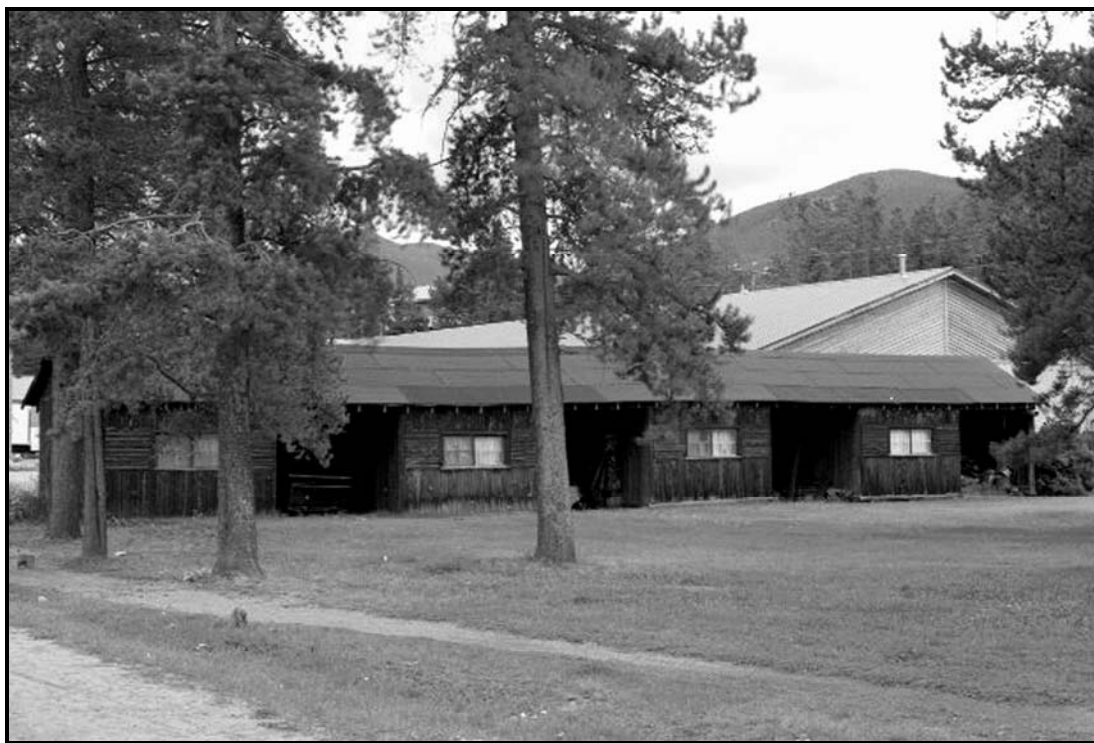


Figure 11



Figure 12



Property Name Smith-Eslick Cottage Court

---



Figure 13



Figure 14

Property Name Smith-Eslick Cottage Court

---



Figure 15



Figure 16

Property Name Smith-Eslick Cottage Court

---



Figure 17