

United States Department of the Interior
National Park Service

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Nominations
NATIONAL REGISTER OF HISTORIC PLACES
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NATIONAL REGISTER OF HISTORIC PLACES
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Pre-Per

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. 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. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name: Gale, Lena N., Cabin
other names/site number: Good Medicine Cabin

2. Location

street & number 726 Cedar Street not for publication N/A
city or town Zephyr Cove vicinity N/A
state Nevada code NV county Douglas code 005 zip code 89448

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 nationally statewide X locally. (See continuation sheet for additional comments.)

Ronald M. Jones, SHPO 3-20-01
Signature of certifying official/Title Date

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register
 See continuation sheet.
- determined eligible for the
National Register
- See continuation sheet.
- determined not eligible for the
National Register
- removed from the National Register

 other (explain):

Avaah D. Pope 6/18/01
Signature of 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

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 0

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

6. Function or Use

Historic Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: single dwelling

Current Functions (Enter categories from instructions)

Cat: DOMESTIC Sub: single dwelling

7. Description

Architectural Classification (Enter categories from instructions)

OTHER/rustic

Materials (Enter categories from instructions)

foundation STONE: granite

roof ASPHALT

walls WOOD: log

other STONE: granite

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.) See continuation sheets.

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.) Not applicable.

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)

ENTERTAINMENT/RECREATION
ARCHITECTURE

Period of Significance 1940

Significant Dates 1940

Significant Person (Complete if Criterion B is marked above) N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.) See continuation sheets.

9. Major Bibliographical References

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

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 # _____

Primary location of additional data

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

Name of repository: _____

10. Geographical Data

Acreage of Property .07 acre

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	<u>11</u>	<u>244640</u>	<u>4321080</u>	3	_____	_____
2	___	_____	_____	4	_____	_____

___ See continuation sheet.

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.) See continuation sheets.

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.) See continuation sheets.

11. Form Prepared By

name/title Michael A. "Bert" Bedeau
organization State Historic Preservation Office date 2/15/01
street & number 100 N. Stewart Street telephone 775-847-0281
city or town Carson City state NV zip code 89701

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A USGS map (7.5 or 15 minute series) indicating the property's location.
A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

name Scott Fisher
street & number P.O. Box 11496 telephone 775-588-6326
city or town Zephyr Cove state NV zip code 89448

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

7. Description

The Lena N. Gale Cabin is located at 726 Cedar Street in Zephyr Cove, Douglas County, Nevada. The cabin was constructed in 1940, in the First Zephyr Cove subdivision one block to the east of the east shore of Lake Tahoe. Set among tall Ponderosa and Sugar pines, the building is a rectangular, side-gable structure with gable ends facing north and south. The Lena N. Gale Cabin is an excellent example of Rustic Style architecture favored for recreational dwellings during the first half of the 20th century.

Resting on a foundation of rough ashlar local granite, this one story structure features peeled pine-log walls with projecting saddle-notched corners. The gable roof is steeply pitched, clad with brown composition shingles and encloses a loft. Exposed log rafter tails may be seen on the east and west elevations while the north and south gable ends feature a plain flat-board soffit and frieze.

All windows in the building are either single or double casements and feature simple flat-board surrounds and decorative window box planters with heart-shaped cut-out decorations. The east or street elevation features two windows: a double casement with nine lights in each casement located to the south, and a single casement of six lights located to the north. The north elevation features a full-width log porch with a log railing on the upper level. This porch has been constructed around a large sugar pine that rises through its center. Identical six-light single casement windows are located at either end of the first level of the north elevation. There is also a vertical-board Dutch door located next to the easternmost of these windows. A regular vertical-board door is located in the north gable end and leads from the porch roof to the loft. The west elevation has a full-width open-board deck. From north to south this elevation features: a six-light casement window, a vertical-board door, a double casement window of nine lights each, and another vertical-board door with a wooden three-quarter screen door. A gable-roofed dormer with a six-light single casement is centrally-located on the western slope of the roof. The south elevation is dominated by a massive rough ashlar granite chimney similar in appearance to the foundation. This chimney begins at ground level and rises above the south gable peak. The chimney is flanked by a single four light casement window on either side.

The interior of the Lena N. Gale Cabin consists of a full-height living area located to the south and a loft to the north. A kitchen, dining area, and bath are located beneath the loft with sleeping accommodations above. The interior is finished in half-log and pine-board siding and features a massive stone hearth to the south and an intricate pine-log stair providing access from the main floor to the loft.

8. Significance

The Lena N. Gale Cabin is a one-story-with-loft log dwelling located at 726 Cedar Street in Zephyr Cove, Douglas County, Nevada. The cabin was constructed in 1940, in the First Zephyr Cove subdivision one block to the east of the east shore of Lake Tahoe. Set among tall Ponderosa and Sugar pines, the building is a rectangular, side-gable structure with gable ends facing north and south. The Lena N. Gale Cabin is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion A.

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

The building typifies the development of middle class summer recreation opportunities at Lake Tahoe during the mid-20th century. It is also eligible for listing under Criterion C as an excellent local example of the Rustic Style of architecture favored for mountain recreational dwellings during the first half of the 20th century.

Criterion A: Historical Context

Man's intervention on Lake Tahoe has taken place in three areas of endeavor: transportation, logging, and recreation. Transportation was the first, because it related to immigration. However, while the immigration routes around the lake were lower in elevation and shorter in distance, they were more difficult because they required two mountain crossings. Wagon trains coming west via these routes had to cross the Carson Range on the east side of the lake, then scale the Sierra on the west side. So other routes were more commonly used.

When immigration into California largely ceased as gold fever gave way to the Nevada silver boom, the immigration became emigration and roads from California to Nevada's Comstock took on greater importance. Of the several roads constructed during these early years, it was the Placerville Toll Road, often called the Bonanza Road that had the most influence on the present-day settlement pattern of Lake Tahoe. The Bonanza Road was not a single road, but a system of toll roads that together formed a turnpike between Placerville, Genoa, Carson City, and the Comstock cities. This road constituted the primary route from California to the Comstock, and was the predecessor to the three main highways in Lake Tahoe: US Highway 50, California Highway 89, and Nevada Highway 19.

During the 1860s, ranching, dairying, and lumbering increased in the area. The Bonanza Road and the several other routes provided the transportation for goods to and from the mines. Soon inns that had served teamsters and miners began to accommodate seasonal visitors. Among the first to use the area for escape from the summer heat and the bustle of urban life were miners from Virginia City, Gold Hill, and Silver City. In 1864, the Bailey Hotel was built in Tahoe City. The Grand Central followed not long afterward. The hotels were also patronized by men from the Nevada lumber camps who returned with glowing tales of the fishing and hunting at the lake. This was the beginning of the resort industry in Lake Tahoe.

It was not only the loggers who spoke glowingly of the virtues of Lake Tahoe as a resort area. Mark Twain and Thomas Starr King both added their sentiments in the public arena. Starr King, the noted San Francisco preacher, spoke of the lake in one of his sermons: "It is precisely as if we were looking upon an immense floor of Lapis Lazuli set within a ring of flaming emeralds."¹

Logging operations around the lake primarily supplied lumber for the Comstock cities and mines. The Glenbrook logging operation, owned by the Bliss family, was the largest and most famous. In fact it became a point of interest for students of lumbering, businessmen, and sightseers. The sightseers particularly enjoyed

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

the trips on the company's narrow gauge railroad. Although it was primarily a lumber train without passenger accommodations, the spectacular views made up for the discomfort of riding on top of a load of timber.² Loggers and their families from Glenbrook also took the train on weekends to have picnics in the area.³

When lumbering declined for the Bliss operation, one of the sons cleared away the traces of the mills and built a "handsome and commodious modern hotel on the most scenic point," and turned the Glenbrook Inn into a popular lake-side resort.⁴ By 1871, vacationers to Tahoe could take the train from the Bay Area to Truckee and arrive by stage at the Grand Central Hotel in Tahoe City. In 1872, the steamer *Governor Stanford* met the travelers at the wharf in Tahoe City to transport them to other points on the lake. During the 1870s and 1880s, the steamer also provided recreation. Tourists could take all-day sightseeing trips around the lake, entertained by the ship's orchestra for dinner and dancing.⁵

The principal productive period of the Comstock ended in the 1880s, and by that time the resort industry was becoming increasingly important. "The Southern Pacific Railroad, formerly the Central Pacific, brought tourists to Truckee and then by stagecoach (later by train) to Tahoe City, where they could travel by steamer to other lake side sites."⁶ The basic land-use pattern in the post-Comstock years (after 1890) was a "mixture of commercial resort business, agricultural production supplying food for the resorts and estates, the seasonal use of pasture lands for beef cattle, the growth of many large private holdings or estates, and the residual holdings of the old Comstock Era lumber companies."⁷ With the waning of the Comstock and its need for resources supplied by the Tahoe Basin, the lake front became the focus of true seasonal resort development. While during the 1880s, over-water spur tracks and sawmills cluttered the water's edge, by the 1890s, these gave way to an array of hotels and casinos, and over-water club houses and other fashionable structures dotted the shoreline.

This development was no doubt aided by the studies and writings about Lake Tahoe of John Le Conte, in 1883-1884. Le Conte was a professor at the State University at Berkeley (now the University of California, Berkeley), and he made physical studies of the area as well as aesthetic observations. In flowery 19th-century language, Le Conte prophetically wrote of the lake:

The shores of Lake Tahoe afford the most beautiful sites for summer residences. When the states of California and Nevada become more populous, the delicious summer climate of this elevated region, the exquisite beauty of the surrounding scenery, and the admirable facilities afforded for fishing and other aquatic sports, will dot the shores of this mountain Lake with cottages of those who are able to combine health with pleasure.⁸

While the beauty of lake beckoned, transportation provided the key to tourism. Whereas until the 1870s the lake had been the exclusive domain of tugboats and cordwood barges, it became inundated with dozens of

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

steamers and launches, passenger vessels and pleasure craft in the 1880s and 1890s. The iron-hulled *Meteor*, once the fastest tugboat on the lake, was decked out and pressed into service, while others like *Governor Stanford*, *Lily Van*, *Mamie*, and the luxurious 85-foot *Tallac* continued to ferry guests around. Launched in 1896, the 165-foot, 200-passenger, steel-hulled steamer *Tahoe* captured the hearts of the Lake Tahoe community. The 'Queen of the Lake,' as the *Tahoe* was so fondly called, ruled Lake Tahoe waters for 44 years, proudly showing its passengers around, and ferrying to various points on the lake—including Glenbrook, Brockway, Tahoe Tavern, McKinney's and Tallac; for during the 1890s these were the places of prominence at the lake.

On shore, well-heeled crowds flocked to 'Lucky' Baldwin's Tallac Hotel to sample opulence and the finest cuisine in the continent, and to revel in the widest selection of recreational activities on the lake, ranging from fishing, back-packing, hunting and promenading, to swimming, horse-back riding, tennis and racquet-ball. Guests were taken on excursion trips aboard the *Mamie* a top-of-the-line pleasure craft with a flotilla of twenty-five fishing boats. Guides were provided for most fishing, hunting and hiking trips, while at the hotel, illegal gambling flourished.⁹

The pace and spirit of the "Gay 90s" continued through the turn-of-the-century, and the decades that followed. Summer-home developments that had been fashionable since the 1880s, now mushroomed into full-fledged summer-home colonies. Winter vacationing at the lake first began in 1908. Horse-drawn sleighs provided transportation from the railroad town of Truckee, California to the Tahoe Tavern (also built by the Bliss family) just south of Tahoe City, while the steamer *Tahoe* made the cross-lake connection to the south shore. The Tahoe Tavern was by then the most patronized resort at the lake, catering to the affluent San Francisco set.¹⁰

When George Wharton James wrote his famous book about Lake Tahoe, *Lake of the Sky*, in 1914, he listed twenty resorts around the lake. These included the three major resorts of Glenbrook, with the Glenbrook Inn, the Tallac House, and Tahoe City with the Grand Central Hotel and later the Tahoe Tavern. The resorts were like small villages, largely self-sufficient and providing their own food, as did the larger estates.¹¹

The first and best-known 20th-century railroad in the Tahoe-Truckee area was the narrow gauge Lake Tahoe Railway and Transportation Company. The LTR&TC's miniature line ran between Truckee and Tahoe City. The railroad was constructed by the Bliss family of the Glenbrook lumber interests. They utilized excess material from various lumber railroads in the area, abandoned because of depletion of timber. The new line, which opened on May 1, 1900, was a tourist railroad from the outset, although it also hauled some freight—mostly forest products. It operated only during the tourist season, from May 15th to November 15th, and the mainstay of its business was "the great American tourist."¹² When they arrived at Lake Tahoe, "trains ran out on a long pier so passengers could be delivered right at boat side; then the graceful and stately steamer *Tahoe* would ply the waters for pick-ups and deliveries at the various resorts along the shore line."¹³

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

Passenger business on the LTR&TCo increased until improved highways allowed tourists to drive to the lake. The railroad ran four scheduled round trips daily in 1915, but by 1920, they had cut down to three. David Myrick writes:

Excursions were always a popular pastime; many were operated from Reno during the 1900's, and by May 1923 a circle tour was evolved at an advertised price of \$7.25. Starting from Reno, the tourist took the SP to Truckee, rode the narrow gauge to Tahoe City, the steamer to Glenbrook, a bus to Carson City, then the V&T [Virginia and Truckee] back home--a variety not frequently encountered, either in transportation or in scenery.¹⁴

In 1925, the LT R&TCo leased the railroad to Southern Pacific. SP advertised the line nationwide, announcing that the old "American Canyon Route" was now the "Lake Tahoe Route" and would be converted to standard gauge. The track conversion was completed May 1, 1926. A balloon loop at the Tahoe Tavern allowed for the trains to be turned. During the summer season, a tourist could ride an overnight Pullman from the Oakland Pier to Tahoe City.¹⁵ By 1926, winter vacations at Lake Tahoe had gained such popularity that Southern Pacific introduced "Snow Ball" specials to railroad-eager tourists from San Francisco. West of the Tahoe Tavern, where the Granlibakken ski area is now situated, a ski jump and toboggan hill opened up new opportunities for winter sports.¹⁶ This line of the Southern Pacific operated until November 10, 1943, finally put out of business by automotive transportation and wartime exigencies.

The automobile was also responsible for changing the character of the Tahoe Basin from a playground for the wealthy to an all-season resort area accessible to a wider range of vacationers. The rapid expansion of auto ownership and travel between 1910 and 1930 triggered enormous social changes and transformed the American landscape. As the population mobilized average citizens began to find that resort areas previously inaccessible due to high cost transportation and limited access were now within reach. This created a demand for improved roads and expanded facilities to cater to the auto traveler of modest means.

In 1913, the Lincoln Highway became the first transcontinental highway, running from New York to San Francisco. The original Lincoln Highway route followed the old Lake Tahoe Wagon Road route from Carson City, through Zephyr Cove, around the south end of Lake Tahoe and over Echo Summit. The Lincoln Highway became the focus for road improvements across the country as it rapidly evolved into the most important early national auto route during the early 1920s. Steady improvements to this route were aided by federal highway legislation in 1916 and 1925. In 1928, the route around the southern end of the lake was paved and for the first time could be considered an all-weather road. These improvements greatly decreased traveling time to Tahoe from Carson City, Reno, Sacramento, and San Francisco.¹⁷ At the end of 1928, the California Division of Highways summed up its recent improvements in the highways at Lake Tahoe in its publication *California Highways and Public Works*. At that point, Lake Tahoe was accessible to Californians by two main routes: the Lake Tahoe Wagon Road via Placerville, discussed previously, and the highway that

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

arrived at Truckee via Auburn. The improvements in the road were given impetus by increased traffic. Over 1000% increases were seen in various areas from 1926-1927 and 1927-1928.¹⁸

The tremendous improvements in access to Lake Tahoe, particularly to the Lincoln Highway, were the direct impetus for the establishment of the Zephyr Cove summer home community. There had been a stage stop and road house at Zephyr Cove during the heyday of the Lake Tahoe Wagon Road.¹⁹ In the early 20th century, the southern portion of the cove and adjacent land to the south of Zephyr Point came into the possession of John N. and Gertrude S. Church. Following the 1920 death of Mr. Church, a former superintendent of the Allis-Chalmers Company, Mrs. Church returned to her native Nevada—residing in Carson City and at her summer home at Zephyr Cove.²⁰ In 1926, Mrs. Church created the Zephyr Cove Properties Corporation and subdivided a portion of her land that flanked the Lincoln Highway into lots for summer homes. The First Zephyr Cove Subdivision was amended in 1929, while the Second Zephyr Cove Subdivision was created in 1927. Sales and construction of homes were almost immediately effected by the onset of the Great Depression in 1929. In the later 1930s, however, sales increased. Many modest log and stone summer residences were constructed in the area prior to the advent of World War II.²¹

The Lena N. Gale Cabin typifies the trend toward modest summer house development in the Tahoe Basin, which was triggered by improvements in auto transportation during the period between the two World Wars. Lena Gale was born Lena Nelson at Woodfords, Alpine County, California on December 11, 1885. She married R.W. Gale who died in 1930. Mrs. Gale then moved to Reno where she worked as matron and later a clerk for the YWCA. Mrs Gale also operated a lodging house for divorcees located at 115 Mill Street in Reno. In the Fall of 1939, Mrs. Gale retired from her position at the YWCA.²² On November 13th, 1939, she purchased the lot at 728 Cedar Street in Zephyr Cove from the Zephyr Cove Properties Corporation. She built a modest cabin on the site in the spring of 1940.²³ Mrs Gale kept her summer home for only five years, selling to West and Beth Moreau of Hayward California in 1945.²⁴ She continued to live in Reno until her death on September 6, 1968 at the age of 82. The Moreaus owned the cabin from 1945 until purchased by the present owner in 1996. The Moreaus named the cabin Good Medicine when they purchased it and the name has been used ever since.

Criterion C: Architectural Significance

The Rustic Style:

The Rustic Style of architecture emerged out of the resort architecture of the Adirondack region of New York in the late 19th century, where wealthy and elite members of New York society began to build "rustic camps" as retreats from the hustle and bustle of the city. The trend was an outgrowth of the era's romance with natural landscapes and the western frontier. These homes were usually designed by prominent city architects (though they were often built by local woodsmen) and were quite large and luxurious. The look and feel on the

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

exterior were rustic, but inside were found all the amenities of an urban dwelling. For those with more modest incomes, popular periodicals offered plans for smaller cabins that also became extremely popular.

The style is characterized by: the use of indigenous materials (e.g., large peeled logs and stone are commonly used); broad, wood-shingled or seamed metal roofs; wide overhangs, often with exposed rafters; and simply proportioned door and window openings. Buildings are generally very simple with little or no ornamentation, and materials are often left in their natural condition.

In the 1910s, the United States Forest Service and the newly created National Park Service developed policies that called for the design of new buildings on their lands—whether public or private—to be harmonious with their surroundings; the adoption of the Rustic Style was the logical choice. This use of the style in the national forests and parks helped to spread its popularity in the early decades of the 20th century, as automobile and rail travel allowed an increasing number of people to visit these places each year.²⁵

For private, residential structures, the heyday of the style lasted until the Great Depression, when the construction of vacation homes slowed substantially. However, the style did continue to proliferate during the 1930s and 1940s, through the public work of the Civilian Conservation Corps (CCC) and Works Projects/Progress Administration (WPA). Because these groups spent a considerable amount of time on improvements to state and national parks and forests, it was logical that they would build in the Rustic Style. Further, the style was nicely suited to both organizations because it typically had lower material costs (as materials were often simply harvested on-site), and called for a labor intensive method of construction.²⁶

Popular publications also kept the Rustic Style in the public eye during the 1930s. From 1929 to 1932, several popular magazines, including *The House Beautiful*, *Ladies' Home Journal*, *American Home*, *Sunset*, *House and Garden*, *Good Housekeeping*, and even *Popular Mechanics*, and *Popular Science* ran articles recommending log cabins as the ideal vacation home in the mountains. The articles glorified the cabin and several of them included not only plans, but drawings of how to make notches and construct with logs.²⁷

In addition, in 1935, the Department of the Interior and the National Park Service spelled out their ethic for building structures in the parks in a publication called *Park Structures and Facilities*. The main tenet of their philosophy was that the structures should be subordinate to, and in harmony with the environment in which they are set. This was to be accomplished, in part, by the use of native materials. In forested areas, those materials were logs, lumber, and rock. The publication covered all types of structures from buildings and bridges to picnic tables and drinking fountains, and included plans and detail drawings for most of the facilities illustrated. Also included was a discussion of log construction that gave detailed advice regarding the scale and type of logs to select.²⁸ Thus, property owners and their architects had good examples, both in popular magazines and throughout the country's parks, of well-designed rustic architecture, from which to draw their own inspiration, ideas, and designs. When economic difficulties began to moderate in the late

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

1930s, construction of summer homes began to increase. The continued use of the Rustic Style by public entities and its continued popularity in the press ensured that it was the style of choice for mountain vacation homes until building ceased in 1942 due to the demands of World War II.

Rustic Architecture at Lake Tahoe.

The Rustic Style enjoyed tremendous popularity at Lake Tahoe beginning in the era of the private estates and continuing through to the mid-20th Century. The Hellman/Ehrman Estate, built on the west shore site of the former Bellevue, a "luxury hotel," was the summer home of wealthy San Francisco financier Isaias W. Hellman. While it was a sumptuous home, and was not constructed of log, the huge posts supporting the long porch were unpeeled (bark-clad) logs with set-in unpeeled log shoulders. The other structures on the property have more rustic qualities than the main house. The most rustic is a wood shed constructed of cedar bark.²⁹

The three estates at Tallac on the south shore of the Lake, the Pope, Heller, and Baldwin Estates, are also characterized by various degrees of rusticity, from sophisticated rustication to romanticized bark and log structures. Again on the main houses large posts supporting porches are typically peeled or unpeeled logs. Dextra Baldwin used half logs for her home and full-log construction for her guest cabins, while the other estates employed log construction mainly for outbuildings. The boat house on the Heller Estate is cedar bark laid vertically, while the honeymoon cottage on the Pope Estate is log, with curvilinear branches decoratively filling the gables over the porch.³⁰ The latter structure, especially, epitomizes the romance of log construction.

Tahoe Meadows, an early vacation home subdivision in South Lake Tahoe was subdivided in 1924 and incorporated in 1925. The modest homes and cabins built in this subdivision were generally rustic, and often of log. Two of these cottages were designed by Bernard Maybeck, one of California's most famous architects.³¹ The modest homes at Tahoe Meadows set a standard for other summer home developments at Lake Tahoe, including Zephyr Cove. Many of the homes constructed after the establishment of the subdivision in 1928 were built in the Rustic tradition. The 1940 Lena N. Gale Cabin is typical of these modest Rustic Style dwellings. Its simple rectangular form, peeled-log construction, decorative notching and exposed log ends, rough stone chimney and foundation, and simple trim are all hallmarks of this style as applied to a middle-class summer cabin.

Conclusion

In sum, the Lena N. Gale Cabin typifies the development of middle class summer recreational opportunities at Lake Tahoe during the first half of the 20th century. As such it is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion A. It is also eligible for listing under Criterion C as an excellent local example of the Rustic Style of architecture favored for mountain recreational dwellings during this time period.

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8. Significance, continued

Notes

- 1 John and Ricky Warriner, *Lake Tahoe: an illustrated guide and history*, San Francisco: Fearon Publishers, 1958, p. 45.
- 2 David F. Myrick, *Railroads of Nevada and Eastern California*, Vol. I: The Northern Roads, Reno: University of Nevada Press, 1990, p. 422.
- 3 Myrick, p. 420.
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- 5 Warriner, p. 46.
- 6 Victor Goodwin, *Cultural and Historical Significance of the Lake Tahoe Region*, South Lake Tahoe: Tahoe Regional Planning Agency and Forest Service, US, Department of Agriculture, 1971, p. 14.
- 7 Goodwin, p. 15.
- 8 James, p. 205.
- 9 *The Complete Lake Tahoe Guidebook*. Tahoe City: Indian Chief Publishing House, 1984.
- 10 *The Complete Lake Tahoe Guidebook*.
- 11 James, passim.
- 12 Myrick. p. 430.
- 13 Myrick, p. 430.
- 14 Myrick, p. 436.
- 15 Myrick, p. 436.
- 16 *The Complete Lake Tahoe Guidebook*.
- 17 Rebecca Lynn Palmer, "Historic American Engineering Record NV-11: Kings Canyon Road (Placerville Road, Lake Tahoe Wagon Road)" USDA Toiyabe National Forest, Sparks, Nevada (1994)
- 18 W. Haselwood, "Improved Highways Aid Development at Lake Tahoe," California Highways and Public Works, (Nov.-Dec. 1928) p. 9.
- 19 Palmer, Ibid.
- 20 Obituary for Gertrude S. Church, *Carson City (Nevada) Daily Appeal*, May 21, 1945, p.6.
- 21 see generally, Records of the County Recorder, Douglas County, Nevada, (Minden, Nevada)
- 22 Obituary for Lena N. Gale, *Nevada State Journal*, September 7, 1968, p.11.
- 23 County Book of Deeds, Douglas County, Nevada, Vol.V, p. 318 (1939).
- 24 Ibid, Vol.X, p. 268 (1945).
- 25 Laura Soulliere Harrison, *Architecture in the Parks: National Historic Landmark Theme Study*, (Washington, D.C.: Department of the Interior, National Park Service, 1986).
- 26 *Idaho Yesterdays*, "The CCC in Idaho", Fall, 1983, p.14.

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Gale, Lena N., Cabin, Zephyr Cove, Douglas County, Nevada

8. Significance, continued

- 27 *The House Beautiful*, "A Little Cabin of Logs" May 1929, pp.622-625, "Log Camps" July 1929, pp. 67, 98; *Ladies' Home Journal*, "Log Cabins and Summer Cottages" April, 1931, p. 88, "Two Log-Siding Cabins" May, 1931, p. 93, "Summer Cottages and Cabins" June, 1932, p. 103; *American Home*, "A lodge in some vast wilderness" May 1929, pp.175-176, "How we built our log cabin. May 1929, pp. 187, 230, 234, "The lure of the log cabin" August 1930, pp. 495-496, 522, 524; *Sunset*, "From Saturday Noon to Sunday Night: There is no place like a log cabin" March 1929, pp.31-32, "The History of Our Cabin In the Hills" April 1930, pp. 13-14; *House and Garden*, "The ageless charm of log cabins" May 1931, pp. 86-87, 112, 114; *Good Housekeeping*, " Remodeling an Old Log Cabin for \$2500 Or Building a New One for Only \$4200", June 1931 pp. 66, 120; *Popular Mechanics*, "Our Second Most Popular Plan Now Developed for Log Cabin" May 1929, pp.879-880; *Popular Science Monthly*, "Log Cabins Anyone Can Build" July 1931, pp. 92-93.
- 28 United States Department of the Interior, National Park Service, Park Structures and Facilities, 1935. Passim.
- 29 Allen W. Welts, "Phipps Cabin-Hellman-Ehrman Estate District," Nomination to the National Register of Historic Places, MS, State Office of Historic Preservation, Sacramento, California.
- 30 Paula Boghosian, et al., "Baldwin Estate," "Nomination to the National Register of Historic Places, MS, State Office of Historic Preservation, Sacramento, California; Paula Boghosian, et al., "Pope Estate," "Nomination to the National Register of Historic Places, MS, State Office of Historic Preservation, Sacramento, California; Paula Boghosian, et al., "Heller Estate," "Nomination to the National Register of Historic Places, MS, State Office of Historic Preservation, Sacramento, California.
- 31 Sally B. Woodbridge, "Tahoe Meadows," Nomination to the National Register of Historic Places, MS, State Office of Historic Preservation, Sacramento, California.

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10. Geographical Data

Boundary Description

The National Register boundaries of The Lena N. Gale Cabin the .07-acre parcel identified as Assessor's Parcel Number 05-082-230, Zephyr Cove, Douglas County, Nevada, located in Section 10, T.14 N, R. 18E, MDM, USGS 7.5-minute quadrangle, *Glenbrook, Nev.*, 1955, photorevised 1969.

Boundary Justification

Resource boundaries include all land commonly associated with town lot identified as Zephyr Cove, Douglas County, Nevada APN. 05-082-230.

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Photographs

Name of Property:	Lena N. Gale Cabin
Location of Property:	726 Cedar Street Zephyr Cove, Douglas County, Nevada
Location of Negatives:	State Historic Preservation Office 100 N. Stewart Street Carson City, NV 89701
Photograph 1:	East and north elevations, facing southwest Photographer: Mella Rothwell Harmon October 2000
Photograph 2:	West elevation, facing southeast Photographer: Mella Rothwell Harmon October 2000
Photograph 3:	South elevation, facing northwest Photographer: Mella Rothwell Harmon October 2000
Photograph 4:	Details of log notching and stone chimney construction, facing east Photographer: Mella Rothwell Harmon October 2000