

United States Department of the Interior  
National Park Service

**NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM**

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in 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 Log Cabin Tourist Camp  
other names/site number Historic Log Cabin Camp

**2. Location**

street & number Route 1 Box 149 G not for publication N/A  
city or town Hot Springs Vicinity N/A  
state South Dakota Code SD county Fall River code 047 zip code 57747

**3. State/Federal Agency Certification**

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this  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  meets  does not meet the National Register Criteria. I recommend that this property be considered significant  nationally  statewide  locally. ( \_\_\_ See continuation sheet for additional comments.)

Gary D. Vogt 12-15-2003  
Signature of certifying official Date

South Dakota SHPO  
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

**4. National Park Service Certification**

I hereby certify that the 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:)

Signature of the Keeper: *Edson H. Beall*  
Date of Action: *1/28/04*

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**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**

Contributing	Noncontributing	
<u>18</u>	<u>2</u>	Buildings
<u>0</u>	<u>0</u>	Sites
<u>0</u>	<u>4</u>	Structures
<u>0</u>	<u>0</u>	Objects
<u>18</u>	<u>6</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

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**6. Function or Use**

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**Historic Functions** (Enter categories from instructions)

Cat: Domestic Sub: Hotel  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Current Functions** (Enter categories from instructions)

Cat: Domestic Sub: Hotel  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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**7. Description**

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**Architectural Classification** (Enter categories from instructions)

No Style  
\_\_\_\_\_  
\_\_\_\_\_

**Materials** (Enter categories from instructions)

Foundation Sandstone, concrete  
Roof Asphalt shingle  
Walls wood  
\_\_\_\_\_  
Other \_\_\_\_\_  
\_\_\_\_\_

**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.)

- 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  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**Period of Significance**

1929-1953  
 \_\_\_\_\_  
 \_\_\_\_\_

**Significant Dates**    1929  
                                  Circa 1947  
\_\_\_\_\_

**Significant Person**    N/A  
\_\_\_\_\_

**Cultural Affiliation**    N/A  
\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder**    Builder, John Mulvaney  
\_\_\_\_\_

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

See Continuation Sheets

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## 9. Major Bibliographical References

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(Cite the 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: N/A

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## 10. Geographical Data

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**Acreage of Property** 6

### UTM References

(place additional UTM references on a continuation sheet.)

1	<u>13</u> Zone	<u>623268</u> Easting	<u>4811096</u> Northing	3	<u>13</u> Zone	<u>623294</u> Easting	<u>4810968</u> Northing
2	<u>13</u>	<u>623226</u>	<u>4811060</u>	4	<u>13</u>	<u>623341</u>	<u>4811036</u>

See continuation sheet

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

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

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## 11. Form Prepared By

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name/title Chris Nelson  
organization SD State Historic Preservation Office date 1 September 2003  
street & number 900 Governors Drive telephone 605-773-3103  
city or town Pierre state SD zip code 57501

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## Additional Documentation

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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)

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## Property Owner

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

name Don and Cindy Powell  
street & number HC 52 Box 108 H telephone 605-745-7426  
city or town Hot Springs state SD zip code 57747

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**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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## Architectural Description

There are two phases of construction in the camp: 1929 and 1947. The 1929 cabins are log structures with mortised joints covered by an end pole. The 1947 cabins are balloon frame structures with tongue and groove wood siding in a log pattern.

Hot Springs is located in the southern Black Hills at the edge of the Black Hills National Forest. The camp sits on a hill overlooking the northern edge of the town Hot Springs. The hill is covered with pine trees and native grasses.

### **Cabin 1 Contributing Circa 1947**

Cabin one is a side gabled, asphalt shingled, balloon frame, wood sided cabin with a sandstone foundation. The façade (northeast elevation) has a wood door protected by a screen door flanked by one-over-one double hung windows. The southeast elevation has a one-over-one double hung window with shutters. The southwest elevation has three one-over-one double hung windows with shutters and the northwest elevation has two one-over-one double hung windows.

### **Gazebo Non-contributing Circa 1990**

The gazebo is a latticework structure with a hot tub.

### **Cabins 2 and 3 Contributing 1929**

Cabins two and three are side gabled, asphalt shingled log cabins with sandstone foundations. Cabins two and three are connected with a bathroom in the middle to form one contiguous structure. The façade (northeast elevation) from northeast to northwest has a door protected by a screen door, a double window with wood infill and an air conditioner on one side and a fixed pane on the other, a one-over-one double hung window, a fixed pane window, a door with a screen door, and a wood infill window with an air conditioner. The southeast elevation has a one-over-one double hung window.



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The southwest elevation has four one-over-one double hung windows with shutters. The northwest elevation has a one-over-one double hung window. On the façade, the entrance at the northeast corner has a shed roof eave; there is also a full length shed roof eave that runs the length of cabin three.

### **Cabin 4 Contributing 1929**

Cabin four is a side gabled, asphalt shingled log cabin with a sandstone foundation. The façade (northeast elevation) from northeast to northwest has a one-over-one double hung window, a door with a screen door, and a fixed pane window. The door in the center of the cabin has a shed roof eave supported by two wood columns. The southeast elevation has a single window opening with wood infill. The southwest elevation has three one-over-one double hung windows with shutters. The northwest elevation has a one-over-one double hung window.

### **Viewing Deck Non-contributing Circa 1990**

The viewing deck is a wood observation deck.

### **Cabins 5-7 Contributing 1929**

Cabins five through seven are identical front gabled, asphalt shingled log cabins with a sandstone foundation. The façade (south elevation) has a wood door with a screen door flanked by a fixed pane window and a wood infill window opening with an air conditioner. The east and west elevation are bare. The north elevation has a small gabled bathroom addition with a one-over-one double hung window.

### **Arcade Contributing 1929**

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The arcade serves as a storage area. The front gabled cabin is an asphalt shingled log cabin with a sandstone foundation. The façade (southeast elevation) has a central entry flanked by a fixed pane window and an infill window with a pay phone. The northeast and southwest elevations have a fixed pane window. The northwest elevation is bare.

## **Cabins 8-9 Contributing 1929**

Cabins eight and nine are similar front gabled, asphalt shingled log cabins with sandstone foundations that are connected by a shed roof log addition that houses the bathrooms. The facades (east elevations) have wood doors with screen doors that are flanked on one side by a fixed pane window and a wood infill window with an air conditioner on the other. The west elevations each have a single one-over-one double hung window. The north and south elevations are bare; the only feature is the connecting addition that begins on the north elevation of cabin eight and runs to the south elevation of cabin nine. The connecting addition is bare and set back from the façade.

## **Cabins 10-11 Contributing 1929**

Cabins 10 and 11 are similar front gabled, asphalt shingled log cabins with sandstone foundations that are connected by a shed roof log addition that houses the bathrooms. The facade of cabin 10 has a wood door flanked by a fixed pane window on one side and a wood infill window opening with an air conditioner on the other. The façade of cabin 11 has a wood door with a screen flanked on one side by a one-over-one double hung window on one side and a wood infill window opening with an air conditioner on the other. The west elevations of both cabins have a one-over-one double hung window. The north and south elevations are bare; the only feature is the connecting addition that begins on the north elevation of cabin 10 and runs to the south elevation of cabin 11. The connecting addition is bare and set back from the facades.

## **Viewing Deck Noncontributing Circa 1990**

The viewing deck is a wood observation area.

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### **Cabin 12 Contributing Circa 1947**

Cabin 12 is a front gabled, asphalt shingled, balloon frame, wood sided cabin with a sandstone foundation. The façade (south elevation) has a wood door with a screen door at the southwest corner and a one-over-one double hung window at the southeast corner. The west elevation has a fixed pane window and a one-over-one double hung window. The north elevation is bare. The east elevation has one-over-one double hung window toward the southeast corner and a shed roof addition toward the northeast corner. The addition has a five panel wood door on the south elevation.

### **Cabins 14-15 Contributing 1929**

Cabins 14 and 15 are identical front gabled, asphalt shingled log cabins with sandstone foundations that are connected by a shed roof log addition that houses the bathrooms. The facades (south elevations) have a wood door with a screen door that are flanked by one-over-one double hung windows. The north elevations each have a single one-over-one double hung window. The east and west elevations are bare; the only feature is the connecting addition that begins on the east elevation of cabin 14 and runs to the west elevation of cabin 15. The connecting addition is bare and set back from the facades.

### **Garage and Cabin 16 Contributing Circa 1947**

This front gable structure has asphalt shingles, a balloon frame, wood siding and a concrete foundation. The façade (south elevation) has a pair of double doors and sliding window. The west elevation has a one-over-one double hung window. The north elevation is bare. The east elevation has a wood door and a sliding window. Attached to the northeast corner of the structure is cabin 16. Cabin 16 is a side gabled, asphalt shingled, wood sided log cabin with a concrete foundation. The façade (south elevation) has a door with a screen door flanked by one-over-one double hung

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windows. The west elevation is attached to the garage. The north elevation has two one-over-one double hung windows. The east elevation is bare.

### **Stable** **Non-contributing** **Circa 1947**

The stable has a shed roof, asphalt shingles, wood siding and an earth foundation. The façade (south elevation) has two large openings. The west and north elevations each have two sliding windows. The east elevation has one sliding window. The structure has no original windows or doors.

### **Cabin 17** **Contributing** **1929**

Cabin 17 is a side gabled, asphalt shingled log cabin with a concrete foundation. The façade (west elevation) has a wood door with a screen door and a small shed roof deck supported by two square columns. The north elevation has a one-over-one double hung window. The south elevation has a one-over-one double hung window and a vent in the gable. The east elevation has a one-over-one double hung window toward the southeast corner. There is a gabled addition on the east elevation that has two one-over-one double hung windows on the east elevation.

### **Cabin 18** **Contributing** **1929**

Cabin 18 is front gabled, asphalt shingled log cabin with a concrete foundation. The façade (west elevation) has a wood door with a screen door flanked by a large one-over-one double hung window on one side and a one-over-one double hung window with sidelights on the other side. The roof extends fifteen feet out from the cabin creating a porte-cochere with stickwork in the gable. The north and south elevations are bare. The east elevation has a small asphalt shingled shed roof addition with a one-over-one double hung window. This cabin was originally a Texaco Gas Station and store.

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**House**  
**Noncontributing**  
**Circa 1898**

The side gabled house has asphalt shingles, a combination of wood clapboard, composite, and imitation log siding, and a concrete foundation. The majority of the windows are double hung, with several having multi-pane upper sashes. There is a dormer and gablet on the façade. There is a large newer wooden porch attached to the original on the façade. There are also two additions on the east elevation.

**Cabins 19-22**  
**Contributing**  
**Circa 1947**

Cabins 19-22 are one contiguous structure with four cabins. There is a change in the roofline between cabins 19 and cabin 20 and between cabin 20 and cabin 21. The structure is a side gabled, asphalt shingled, balloon frame, wood sided building with a concrete foundation. The façade (west elevation) has five wood doors with screen doors and seven one-over-one double hung windows. The north elevation has a small, asphalt shingle shed roof addition with a door on the west elevation. The east elevation has four small, wood sided, asphalt shingled, gabled additions that house the bathrooms. There are also five one-over-one double hung windows on the east elevation. The south elevation is bare.

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The Log Cabin Camp is located in Hot Springs, Fall River County, in the southern Black Hills of South Dakota. The main economic activities in the area are agriculture and tourism. The Log Cabin Camp is eligible under Criterion A as a fine example of the type of roadside structures built in the first half of the 20<sup>th</sup> century as a result of the mass production of the automobile.

The Custer Expedition of 1874 confirmed that gold existed in the Black Hills and consequently created an influx of Euro-American prospectors to the region. The Black Hills had been promised to the Sioux in the Fort Laramie Treaty of 1868 as part of the Great Sioux Reservation, however, the military was unable and unwilling to remove the prospectors. The Black Hills were eventually ceded to the federal government in 1877.

The majority of the mining occurred in the northern Black Hills, while homesteaders settled the southern portion. The first settlers arrived in Minnekahta (Warm Springs) in 1879. By 1890, the town was incorporated and renamed Hot Springs for the numerous springs in the area. By the turn of the century, Hot Springs was a popular resort town hailed for its refreshing waters.

In 1935, the Census of Business listed 35 tourist courts\* in South Dakota, a number that grew to 601 by 1958.<sup>1</sup> The main concentration of tourist courts was in the Black Hills and the eastern one quarter of the state. Although the number of tourist courts increased by the 1950s, the centralized highway system bypassed many small tourist courts and in turn encouraged more corporate development along the expressways and highway interchanges.<sup>2</sup> As a result, smaller off the beaten path tourist courts began to disappear completely or become absorbed into other uses.

John Mulvaney established the Log Cabin Tourist Camp in 1929. Mulvaney recognized Hot Springs' vacation potential and catered toward the prospective traveler by offering a Texaco gas station, a store, saddle horses, and an American Indian tipi out of which curios and souvenirs were sold. Increased tourism after the Great Depression and World War II caused Mulvaney to add more cabins to the camp, increasing the number of rental units. There are currently 22 rental units available at the Historic Log Cabin Camp.

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\* *Tourist Court* in this study includes cabin courts, cabin camps, cottage courts, and motels; i.e. they all have built structures for rent.

<sup>1</sup> C.S. Van Doren. *The Motel Industry of South Dakota*. (Vermillion: SD, University of South Dakota, 1959), 6.

<sup>2</sup> Bellasco, 171

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Development of the Log Cabin Tourist Camp followed nationwide trends. The camp was established in 1929, which was during the period of early motel development (1925-1930) when tourist camps began to provide cabins and cottages for their customers as opposed to just providing space to pitch a tent.<sup>3</sup> Travel increased during the Great Depression, although travelers spent less money. Tourism boomed after the war and the number and size of roadside lodging establishments increased. The Log Cabin Tourist Camp mirrored this trend by adding several new cabins in circa 1947.

The automobile transformed Americans in almost every way in the early 1900s. There were 458,000 private automobiles in 1910, eight million by 1920, and 23 million by 1930, creating a more transient society than ever before.<sup>4</sup> Although initially a privilege of the upper class, the rapidly growing middle class would soon embrace this trend and create a new autotouring industry. The first autotourers were self-sufficient tourist who carried their own supplies and pitched tents randomly along the roadside. Railroad travel was paramount in the 19<sup>th</sup> century, but was now falling off due to the growing number of people returning to the road, albeit this time they drove automobiles instead of wagons.<sup>5</sup> Cities and private landowners soon became upset with the mess left behind by the transient campers and began establishing autocamps to regulate and profit off the growing number of travelers. Businesses soon realized the economic potential of the industry and began locating garages, gas stations, and restaurants in the vicinity of the autocamps.

Early autocamping enthusiast sought a break from civilization, a vacation that allowed them to get in touch with nature without the constraints of railroad timetables or hotel schedules. Autocamping was also a communal event where families gathered with other families to create a fellowship among travelers. Word of mouth and a growing trade industry geared toward tourists increased the number of autocampers hitting the road, which created a demand for accommodations. By the mid 1920s, municipal autocamps and pay-to-stay private autocamps evolved to replace the free camps of the previous decade.

Autocamping was a labor intensive endeavor. After a long day of touring, travelers still had to set up camp, prepare food, clean up and tear everything down the next day, inspiring early autocamper Mary Roberts Rinehart to comment, "The difference between the men I camp with and myself,

<sup>3</sup> Ibid, 131.

<sup>4</sup> Jakle, 120-121.

<sup>5</sup> Jakle, 101.

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generally speaking, has been this: they have called it sport: I have known it was work.”<sup>6</sup> Although the middle class tourists sought simplicity and a reconnection to nature, as modern consumers they valued comfort even more.<sup>7</sup> Camp owners soon realized the potential in reducing the traveler’s workload, and soon began building and renting cabins and cottages complete with everything the traveler desired. Autocampers responded by leaving their tents at home and patronizing the cabins and cottages of the roadside tourist court. By the late 1920s, the autocamp was in decline while the tourist court continued to grow. During the Great Depression, many farmers began putting up a few cabins to supplement their income, although some of these were nothing more than converted farm outbuildings.

Extensive tourist travel in the 19<sup>th</sup> century was primarily done by train, which by design accessed only limited areas, and was largely a pastime of the rich. Wealthy tourists seeking off the beaten path adventures could charter guides and outfitters to explore the backcountry, but their numbers and economic impact were relatively low. The mass production of the automobile created the desire for new roads, which conversely created new destinations. Tourists traveling cross country were looking for accommodations outside of the city’s traffic and the hotel’s formal decorum. This convenience developed as tourist courts were constructed along the highways. Following suit, cafes and roadside diners sprang up offering quick inexpensive meals next to service stations that catered specifically to travelers. These industries bonded together to form highway associations that promoted tourist travel.<sup>8</sup> Strung out in strips along the highway, this combination of service industry businesses began to change the landscape of America.

Tourist court owners soon began providing other services to entice customers as the business became more competitive. Recognizing the love Americans had for their automobiles, many tourist courts built garages and carports for their guests, as well as a service garage for convenience. The exteriors of the cottages and cabins were also designed and painted attractively to draw customers. Many designs followed regional styles, which included many variations mimicking Victorian styles, tipis, and log cabins.

Over the next few decades, the cabins and cottages of the tourist court began to evolve into the single roof, multilevel motor hotels or “motels” seen today. Chain developers such as Howard Johnsons and Best Western began building large multilevel motels complete with restaurants,

<sup>6</sup> Warren James Bellasco. *Americans on the Road: From Autocamp to Motel, 1910-1945*. (Baltimore: MD, John Hopkins Press, 1997), 85.

<sup>7</sup> Jakle, 163.

<sup>8</sup> Jakle, 120.



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swimming pools and gas stations, while the smaller tourist courts began to disappear. As the highway system began to develop, function and not visual quality dominated roadside planning, which evolved into the standardized commercial strips popular in the second half of the 20<sup>th</sup> century.<sup>9</sup>

During the 1950s the mom and pop tourist courts were slowly being squeezed out by larger franchised motel chains. The centralized highway system created under Federal Highway Act of 1956 and post war affluence tended to steer travelers toward the larger operators, which greatly crippled the small tourist court industry. In the 1950s, a motel with 50 or more units needed 50% occupancy to break even, while the average motel of 20 units needed 70% or more.<sup>10</sup> New entrepreneurs no longer started modestly and built their way up, but instead franchised larger more well known chains such as Holiday Inn and Marriots.<sup>11</sup> Once travelers stayed at one franchise and had a good experience, the instant name recognition would bring them back. Franchises counted on this recognition and continued to add more amenities to compete with other franchises.

The 1950s was a golden age for franchising in America, and the motel industry was no exception. As a consequence, the small tourist camps slowly disappeared to the point of near extinction. Many shut down and sold off their units piecemeal. Today, the few surviving camps in South Dakota operate much as they did in the past, offering modest and unique lodging.

The Historic Log Cabin Camp is eligible under Criterion A as a fine example of the type of roadside structures built in the first half of the 20<sup>th</sup> century as a result of the mass production of the automobile. It is one of few remaining roadside tourist courts in South Dakota from the early 1930s that retains its integrity in appearance and use.

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<sup>9</sup> Jakle, 133.

<sup>10</sup> Ibid, 170

<sup>11</sup> Ibid, 171

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## Bibliography

Bellasco, Warren James. *Americans on the Road: From Autocamp to Motel, 1910-1945*. John Hopkins University Press, Baltimore: MD, 1997

*Fall River County Pioneer Histories*. Fall River County Historical Society. 1976.

Jakle, John A. *The Tourist: Travel in Twentieth-Century North America*. University of Nebraska Press, Lincoln: NE, 1985.

Pomeroy, Earl. *In Search of the Golden West: The Tourist in Western America*. Alfred Knopp Inc., New York: NY, 1957.

Van Doren, C.S. *The Motel Industry of South Dakota*. University of South Dakota, Vermillion: SD, 1959.

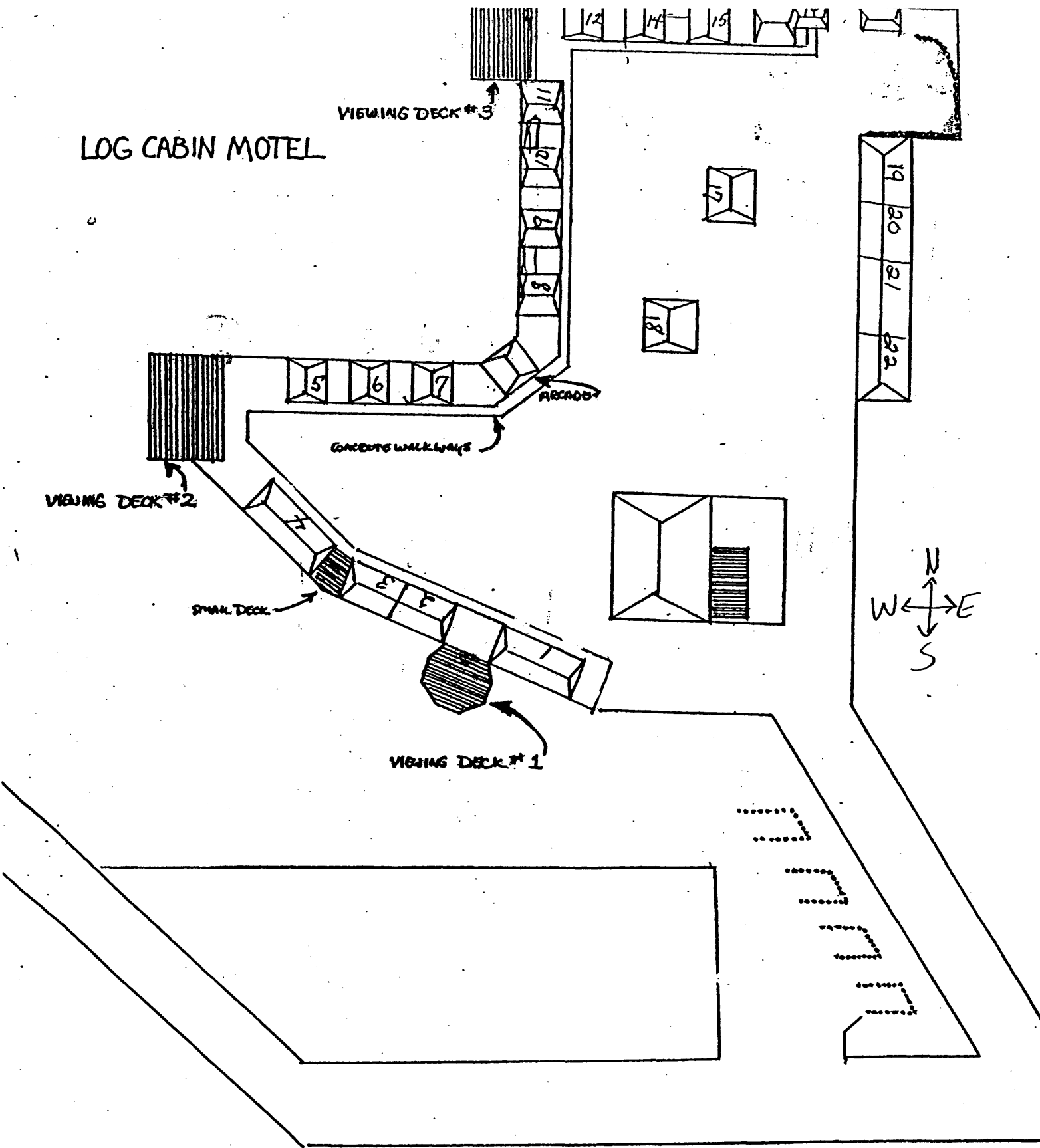
## Verbal Boundary Description

The boundary is an imaginary line encompassing the camp. The line begins three feet from the southeast corner of Cabin One and runs northwest to a point three feet off the northwest corner of Viewing Deck Two. The line then runs northeast to a point three feet off the northwest corner of Viewing Deck Three. The line then runs east to a point three off the northeast corner of the playground. The line then runs south to a point three feet off the southeast corner of Cabin 22. The line then runs southwest to the corner of the fence surrounding the house. The line then runs southwest and meets the starting point three feet southeast of Cabin One.

## Boundary Justification

The area encompasses the area historically knows as the Historic Log Cabin Camp.

# LOG CABIN MOTEL



# LOG CABIN MOTEL

