

St. Paul, July 10, 1923.

Mr. R. Budd -

Count Laszlo Szechenyi, Hungarian Minister to the United States, will occupy Drawing Room A, Car B-6, on the "Oriental Limited" out of Chicago, July 28th for Glacier Park. He will leave Glacier Park on No. 1 August 1st, for Seattle.

You will remember the Count is famous for marrying Gladys Vanderbilt.

W. P. Kenney. ✓

Cy to Mr. L. W. Hill. ✓

15-1C -
(C O P Y)

St. Paul, July 10, 1923.

Mr. R. Budd -

Count Laszlo Szechenyi, Hungarian Minister to the United States, will occupy Drawing Room A, Car B-6, on the "Oriental Limited" out of Chicago, July 28th for Glacier Park. He will leave Glacier Park on No. 1 August 1st, for Seattle.

You will remember the Count is famous for marrying Gladys Vanderbilt.

W. P. Kenney.

Cy to Mr. L. W. Hill.

Mr. H. A. Noble,
Mr. Wm. Bull,

This copy for your information.

L. W. Hill.
7-15-23.

15-1 C
On Southern Pacific Line, July 19, 1923.

Mr. W. P. Kenney:

I think our Passenger Department should try to work up a weekly excursion from Spokane to Glacier Park, and get Emery to join us with the hotel in making a reduction, so we can have a fixed, flat price Spokane to Many Glacier and return, including two nights in the Park, with a certain number of meals. Then we could allow the people to stop at the hotel or camps at so much per day additional, which should be slightly less than the regular hotel price.

We have lots of room and what we need is business at the hotels and chalets. Sun Camp and Granite Park are, of course, about filled up, but if the beds and rooms were rearranged, no doubt we could accommodate many more. Granite Park, for instance, should have no single beds; they should all be double-deckers, except in the tents, which are too low to take care of double-deckers.

Louis W. Hill.

On Southern Pacific Line, July 18, 1923.

Mr. G. S. Wilson:

Here are some sample menus from the Davenport Hotel at Spokane. I think it might be well for you to take up with them the question of furnishing some Glacier Park pictures to be pasted on menu cards occasionally - not always - colored or black and white. I think we could afford to make them colored, but they should be permanent and distinct pictures, pictures of character, that will show something of interest, - always having in mind Spokane and Glacier Park. You could have a photograph of Chief Spokane, one of the Glacier Park Indians.

We want to tie up the two - Spokane and Glacier Park. We should furnish the pictures the size of proof enclosed, but be sure to take the matter up with the Davenport Hotel Company before you go to any expense of printing and submitting them proofs.

I would suggest that you select a fine photograph of Glacier Park, of some unknown mountain, and we will name it "Mount Davenport", and if we can find another one, we will name it "Mount Spokane". This will get you across.

Louis W. Hill.

At Pebble Beach, Cal., July 20, 1923.

Mr. C. H. Trumbly:

I want to thank you very much for the trouble you went to in lining things up for movement of the car to San Francisco, and also for obtaining the necessary transportation. Everything worked out fine and we just arrived here yesterday afternoon. Mrs. Sullivan and Mrs. Knaff arrived here the day before, having gone on ahead from Spokane, while the balance of the party stayed over a day in Spokane and also a day in Portland. This certainly is a wonderful place, words fail me in endeavoring to describe it.

Incidentally, I had the pleasure of a few days in the Park, - my first offense in that respect. The chauffeur and I managed to catch five fine trout one evening in Lake Josephine. I was forcibly reminded of your story of the "fighting trout". Will tell you about it when I return.

In our stay at the Park we came in contact with Mr. Fugua, of the Glacier Trail. Mr. Hill arranged with Mr. Noble to deadhead him through the Park and also suggested that, if he does not now hold transportation over the Great Northern, we should at once see that he is taken care of in that respect; pass to be good at least until the end of the Park season.

Sincerely,

15-1A

At Pebble Beach, Cal., July 21, 1923.

Mr. W. P. Kenney:

I was very much discouraged to find that, probably through McGillis' fault, too many important details are being overlooked in our camps at Glacier Park. I am certain one of the great difficulties is that he does not employ the right class of help; he gets boys on vacations to do work that Americans won't do, whereas we should have Japs or Greeks, or some other class of foreigners, who are accustomed and willing to do the work.

I am making a long memorandum to Mr. Noble, of which I will send you a copy, particularly regarding Granite Park.

I wish you would talk with Mr. Jenks or someone and arrange to get from one of the inspection or service companies a camp or hotel man to go out, without notice or advice to any of the parties there, and make an investigation and inspection of a week or ten days, - more particularly of Sun Camp and Granite Park, where we are handling the most people. It will not be necessary for the man to go to Sperry or Gut Bank, but his investigation and inspection report should include the two big hotels and St. Mary's and Two Medicine. He could be furnished a letter by Mr. Martin as an insurance inspector, with authority to inspect all buildings and rooms in buildings, which would give a good hotel inspector an opportunity.

I think Mr. Noble's men - McGillis particularly - have a careless, wasteful way which is evidenced by not taking care of material around hotels and camps which is not in use.

I realize our season is short, but we have had so many seasons that our hotels and camps should not be going back, instead they should appear better each year in the way of furnishing and decoration. However, instead of that, they seem to me to be going back. Formerly we had plenty of flowers and evergreen trees in the buildings - all of which cost us practically nothing to furnish. The Davenport Hotel and others like it spend a good deal of money each day and each month for flowers, decorations, palms, etc. We have them all for the cost of gathering, but our people are too negligent to make use of the advantage at hand. We built a fountain at Many Glacier, with boxes to decorate with ferns and plants. The first year it looked much better than this year, and the few little ferns put in this year were only installed the day before I arrived, when they heard I was coming.

Louis W. Hill.

Copy to Mr. Ralph Budd,
Mr. G. R. Martin.

GREAT NORTHERN RAILWAY COMPANY

EXECUTIVE DEPARTMENT

LOUIS W. HILL,
CHAIRMAN OF THE BOARD

(C O P Y)

ST. PAUL, MINN.,

At Pebble Beach, Cal., July 21, 1923.

Mr. J. R. Eakin,
Superintendent, Glacier National Park,
Belton, Montana.

Dear Mr. Eakin:

After a few days' trip in Glacier Park, I feel I should write you very frankly my observations and impressions, I cannot help but be greatly interested in the development of the Park as we have a very large investment there - about \$1,500,000 - in the hotels, camps, cost of roads, bridges, etc.

The Logan Pass Trail is not as wide nor in as good condition as when originally constructed. Certainly the two or three years' maintenance, if properly maintained, would make it a better trail than when originally constructed. The only trail crew I saw consisted of three men on the west side of Logan Pass. The east side of Logan Pass needs cleaning out, which would widen the trail and, of course, the loose rocks would be removed. This is a very inexpensive piece of work. I would also suggest that this being a precipitous country for a trail, it would be in the interest of safety to put up a sign and instruct guides that all parties should arrive at Logan Pass summit before 12:00 o'clock noon and not leave before 1:00 PM. This would give an hour's leeway and permit stragglers to come in and prevent parties meeting and passing on the narrow dangerous portions of the trail. It will always be dangerous to pass horses on some parts of this trail. This should be a simple remedy, particularly if it were understood that guides or tourists who do not observe the regulations - should you put them in - might be asked to leave the Park. This precaution, I am sure, would be appreciated by the tourists as they are all fearful of meeting horses in the narrow places.

A trail from Logan Pass summit south and westerly to the pass that looks into Hidden Lake could be marked for horses and pedestrians about 1-1/2 miles, and would not take a ranger more than a day to do it. This would be a great added attraction, as parties lunching on the Logan Pass Summit have ample time to make this trip, either on foot or on horseback. If it were in Switzerland, Italy, or any European country, it certainly would not be overlooked, but would be made available for all who get as near it as the summit of Logan Pass.

July 21, 1923.

The trail between Sun Camp and the Ranger Station, and also up to the three forks, where Gun Sight, Logan and Piegan trails come together, is not in such a condition as such a main trail might be expected to be found. This is the heaviest traveled trail in the Park, and probably always will be, and for that reason I think deserves better attention.

I inquired particularly as to what trails were open and what trails closed as some people wished me to advise them with regard to their trip. The Head Ranger reported all trails open except Triple Divide. As I had just been over a number of the trails, this did not mean much to me. Evidently he don't know and the condition of his trails indicates he apparently does not care. If fire should break out in the Park, you would realize the poor condition of your trails. They are needed for fire protection more than for tourists. I heard in the case of a recent fire, men were obliged to go twenty miles around to get to it.

The trail from Waterton Lake to McDonald certainly is not in condition to travel, although this trail is over forty years old and should protect a large area of timber. This trail, up to Granite Park (a 2-story, stone, permanent camp, that has been in operation eight or ten years and handles forty to sixty people a day), deserves consideration. Its present condition is disgraceful; it takes 2-1/2 hours to make 2-1/2 miles. Some of the younger, inexperienced guides probably could not make it at all. Apparently it has not been cut out for two years.

On most of the trails (aside from Piegan, Logan, Swift Current, Ice Berg and Sperry trails) the guides and tourists keep them open, so far as cutting out fallen trees is concerned. Logan Pass Trail is not now as wide as when originally constructed, about three years ago, which proves the failure of present system of maintenance. As stated above, on a 4-day trip we saw three men working on trails. It is true there were five men in all, the other two consisting of a foreman and a cook. This leaves three trail workers, so that the actual efficiency on trail work was about 50%. It is not necessary to state or argue that this is not economical or practical. This particular foreman, I understand, does excellent work in locating and building trails, if furnished with an efficient crew.

I understand that the Red Gap Pass as it is cost less than \$1,000 to build. As it makes Belly River in one day instead of two by the old trail, \$1,000 a year for construction and maintenance, until finally in first-class shape, is certainly warranted on this trail, but instead it has not been completed or maintained.

July 21, 1923.

The same applies to Indian Pass Trail, which opens as good scenery as there is, if not actually the best scenery, in the Park. Both trails are of the greatest importance for fire protection.

You have a good ranger in Belly River; he works on his trails. But I did not see any evidence of other working rangers in the distance we traveled.

I suppose you know that in about 1857 an expedition of Army Engineers crossed Cut Bank Pass, traveling easterly via Nyack Creek, and found that the Indians had been using the pass for a long time before. I understand now Nyack to Cut Bank Summit is impassable.

People who are familiar with the Park know that there are less miles of trail than there were before the Park was created. Formerly there was a wagon road to Cracker Lake; now only an ordinary trail and not first-class, although heavily traveled.

In the past ten or twelve years the Glacier Park Hotel Company have invested about \$1,500,000, expecting the Park would be developed between the camps and hotels which were built. They also graded a road to St. Mary's (32 miles), built culverts and bridges, and repaired the road from Babb on to Many Glacier, so as to permit hauling in of a sawmill and other building material and supplies. They were also obliged to build a bridge to reach the hotel site. They also put in a road to Two Medicine and Cut Bank, a distance of 52, 12 and 5 miles, or a total of about 69 or 70 miles of road built and repaired. Since that time, what has the Park Service done in the way of trails and roads? The work has been mostly road maintenance. I believe the Reclamation people built from Babb to Many Glacier. The tourist spends only a few hours on roads and several days on trails.

TRAIL WORK. Park Service improved an old trail - Glacier Park Hotel to Two Medicine, and relocated and built new the last half of the trail, at a cost of about \$1,000 or less. This is the only Park Service trail out of the big hotel at Glacier Park station. Formerly there were three trails into Two Medicine, now only one; certainly an indication that the Park is going backward. From Two Medicine to Cut Bank via Cut Bank Pass (or near it) can hardly be claimed as a one-day trip built by Park Service, as only the work between Two Medicine and the Pass was done by Park Service.

July 21, 1923.

Next is Triple Divide Pass. This trail was only located never finished, and poorly located at that. Under proper supervision it will never be completed on the present location. Head Ranger stated about July 14 that Triple Divide trail was not open for travel.

Then there was a trail St. Mary's to Red Eagle Glacier and over to Nyack, - Not open.

Also trail Red Eagle Glacier north to St. Mary's Lake via Virginia Falls Pass, - Long abandoned.

Next from St. Mary's to Many Glacier, two trails via Sherburne Lakes and via Boulder Creek and Altyn, - Both abandoned, so that horses must travel the auto road, as they must and do from Cut Bank to St. Mary's, account Triple Divide being closed.

From St. Mary's there was a bridge and wagon and auto road to the old narrows or Golden Stairs, - Abandoned. There is talk of rebuilding this road. All it needs is a bridge and about \$200 worth of road work.

We now come to a district where some trails have been built:

St. Mary's to Sexton Glacier and on to	
junction with Piegan trail,	1/2 day.
Piegan Pass Trail,	1 "
Logan Pass Trail,	1 "
Swift Current Pass,	1/2 "
Ice Berg and Ptarmigan Lakes,	1 "
Gun Sight Pass,	1 "
Sperry Camp to Lewis,	1/2 "
Red Gap,	1 "
Add to this Glacier Park to Two Medicine,	
and you have a total of	7 days,
and that is all in ten or twelve years of	
Glacier Park Service trail development.	

Considering that many of the important one-day trips do not cost more than \$2,000 to build, it certainly indicates that trail construction has been sadly neglected. At one time we opened up the trail from St. Mary's to Many Glacier via Sherburne Lakes with two men in two days, at a cost of \$16. The trail from Many Glacier via Altyn and Boulder Creek to St. Mary's, could probably be put in for from \$100 to \$200, or one-tenth of \$2,000. I believe there should be an average of \$1,000 a year spent on the above one-day trails, that is, for maintenance and improvement, say for at least two years. Some may need \$1,200 a year and others \$800. Certainly \$7,000 a year for new trails is reasonable and not out of proportion to the great needs of the tourists, many of whom come back and look for improvements and new places to visit. About \$7,000 for maintenance and \$7,000 for construction, would be \$15,000, or 10% of your usual appropriation.

July 21, 1923.

From the above, which is only part, there can be little doubt but that the Park is not developing, and actually going back.

The Park is fortunate to have about 650 saddle and pack horses, which outfit is probably more than any other similar outfit in the United States. With a very short season to operate, the trails are limited in number and most of them are harder on horses and tourists than they should be.

The Park also has an excellent auto service, - probably the first successful auto service in any park.

The hotels are as large as should be expected under present conditions and lack of trail development.

The above statements I think you will find reasonably accurate and I hope you will give some of the matters your favorable consideration.

I understand the reason trails are not built and maintained is on account of no funds being available, but we all know that the total appropriation will average \$100,000 or more, and certainly 10% or 15% of this on trails would not be out of proportion. Your supervision takes a large percentage of the appropriation. I never have been able to understand or appreciate why there are so many rangers who do not work on or even travel over trails in their district. I will also say I think the rangers should be selected from experienced Montana mountain men, and not from the East and South.

You, no doubt, had a report from Sun Camp Ranger that we had lit a fire on beach of leased land across from Sun Camp. He promptly came across and ordered the fire put out. In this he was no doubt performing his duty, but I think your rangers will receive more cooperation from tourists if they are more courteous than this man was. Incidentally, he is the man whose trail on either side of his cabin did not show much evidence of work or attention, and, presumably, he has east side of Logan Pass under his jurisdiction. Any one man could remove the loose rocks on this section in a day or two and two weeks' work would materially improve the east side of Logan Pass Trail.

One thing you have accomplished, which has been long needed, and that is signs very well placed on all the trails we traveled, and I assume they are on many of the other trails.

Mr J R Eakin

- 6 -

July 21, 1923.

I must apologize for such a lengthy criticism, but, realizing the amount of money we have spent in the Park on roads, hotels, camps, etc., also in advertising the Park, and otherwise, and as it is apparent the Park is going backward, you may agree with me that our interests are too great to longer remain silent on the general situation. I think your appropriations are large enough, but I don't think they are well allocated.

I am sorry I did not have the pleasure of meeting you this trip, as I would have liked to exchange views with you on the suggested road change from Divide Creek north to St. Mary's, passing under the big slides on the side of the mountain. I understand this new road may cost \$50,000 and would be built to avoid the narrow road and curves on the present location. Certainly it seems to me, if the present road were widened at the bad corners and narrow points, at a cost of about \$5,000, we might wait a number of years before abandoning and throwing away the present road. If it is so difficult to secure appropriations for trail work, I don't think this alternative road should be built. I understand the Park Service may not be charged with any of the expense, but that the money might come from some Government fund and the State of Montana. But even so, I think it is a waste of money and certainly the State of Montana has no money to waste.

Yours very truly,

(Sgd) Louis W. Hill.

At Pebble Beach, Cal., July 21, 1923.

His Excellency the Governor,
State of Montana,
Helena, Montana.

My dear Governor:

While recently in Glacier Park I learned it is the intention to build a new road, some five or six miles, from St. Mary's, in Glacier Park, up Divide Creek, to a point called Fox Creek, on the present automobile highway. I was told this alternative road would cost about \$50,000, and that the State of Montana is expected to furnish one-half of the money.

I may be wrong, but as we constructed the original road, if the Government would widen out the narrow portions and also widen and reduce the curves - at a cost of, say \$5,000 - it would, in my opinion, be much better than building the alternative road, and, certainly I cannot see that the State of Montana can afford to spend money to build an alternative road for the Park tourists when they already have a fairly good road, which only needs a little widening. If Montana has the money to spend, it certainly would be more helpful to put it in between Browning and points east, as the travel to Glacier Park would be very heavy across the State of Montana if the road were good all the way to the Park.

July 21, 1923.

I must apologize for bringing this matter to your attention, but I am not familiar with just who in the State organization would have charge of this road work or road appropriation, if it is to be considered.

Yours very truly,

(Sgd) Louis W. Hill.

P.S. For your information, I am enclosing an excerpt from letter I have today written to Mr. J. R. Eakin, Superintendent, Glacier National Park, Belton, Montana.

L.W.H.

EXCERPT FROM LETTER JULY 21, 1923, ADDRESSED BY
MR. LOUIS W. HILL
to
MR. J. R. EAKIN.

"I am sorry I did not have the pleasure of meeting you this trip, as I would have liked to exchange views with you on the suggested road change from Divide Creek north to St. Mary's, passing under the big slides on the side of the mountain. I understand this new road may cost \$50,000 and would be built to avoid the narrow road and curves on the present location. Certainly it seems to me, if the present road were widened at the bad corners and narrow points, at a cost of about \$5,000, we might wait a number of years before abandoning and throwing away the present road. If it is so difficult to secure appropriations for trail work, I don't think this alternative road should be built. I understand the Park Service may not be charged with any of the expense, but that the money might come from some Government fund and the State of Montana. But even so, I think it is a waste of money and certainly the State of Montana has no money to waste."

15-2

St. Paul, Minn.,

July 25, 1923

Mr. L. W. Hill:

I enclose herewith copy of news story which went out over associated Press wires, from Glacier Park, July 22nd, on the stopover of members of the United States League of Building and Loan Associations.

Yours faithfully

HOKE SMITH

HS:S

enc

7-22-1923

Western Union Frank 28239

To Manager Associated Press, St. Paul, Minn.

GLACIER PARK, MONT., July 22 -- About fifty members of the United States League of Building and Loan Associations, enroute to their national convention to be held in Tacoma, Washington, stopped off here today and made a trip into the Rocky Mountains of Glacier National Park, visiting Two Medicine and St. Mary's chalets. The party went on to Tacoma tonight.

Hoke Smith

St. Paul, Minn., July 25, 1923.

GSW/O

Mr. L. W. Hill:-

I beg to acknowledge receipt of your letter of July 18th enclosing sample menus from the Hotel Davenport at Spokane.

I think this is a splendid idea, and we will pick out some mountain located in an attractive part of Glacier Park which could be named "Mount Davenport", and as you suggest another mountain could be named "Mount Spokane". I am sure if we can get an attractive picture, and show that it is "Mount Spokane" located in Glacier National Park, which is not a very great distance from Spokane, that the Davenport Hotel people will use the picture on their menus. I think that these pictures should be in colors, as they would be in keeping with the high grade menu cover the Davenport Hotel Co. is using.

I will also get a photograph of "Chief Spokane", one of the Glacier Park Indians, and will take up with the Hotel people the matter of using them before we go to any expense in connection with them. The black and white they are using on their menus show up very well, but I am sure that a colored picture would make the menus far more attractive. This matter will be given immediate attention.

Under separate cover I am sending you our latest booklet "The Call of the Mountains" which is but recently off the press, also copy of the August, 1923, folder covering the change in time of the Oriental Limited which is effective July 29th. We aim to get these folders distributed before the date of change in time is effective.

G. S. Wilson. ✓



MINNESOTA HISTORICAL SOCIETY

Copyright in this digital version belongs to the Minnesota Historical Society and its content may not be copied without the copyright holder's express written permission. Users may print, download, link to, or email content, however, for individual use.

To request permission for commercial or educational use, please contact the Minnesota Historical Society.



www.mnhs.org