

15-2

St. Paul, Minn.,

July 25, 1923

Mr. L. W. Hill:

I enclose herewith copy of feature story which accompanied photograph of Walter Loos, painter of wild flowers, which has gone out to the various photo-news syndicates for distribution.

Yours faithfully,

HOKE SMITH

HS:S

enc

ARTIST FINISHING TASK
OF PAINTING BEST WILD
FLOWERS ON FACE OF EARTH.

- - - - -

GLACIER PARK, MONT., July -- Walter Loos, a Swiss artist now residing at Moosejaw, Canada, has achieved the distinction of having painted nearly every variety of wild flower upon the face of the earth.

He now is sojourning in the private studio chalet of Louis W. Hill, chairman of the Great Northern Railway, upon the shore of St. Mary Lake in Glacier National Park.

Mr. Loos has found enough new flora species on the slopes of Going-To-The-Sun Mountain to keep his brush busy the rest of the summer.

- - - - -

St. Paul, Minn.,

July 26, 1923

Mr. L. W. Hill:

I attach hereto copy of feature story which accompanied photograph of Billy Ellsworth and which has gone out to the various photo news syndicates for distribution.

Yours faithfully

HOKE SMITH

HS:S,

enc

QUAINT CHARACTER
IS BILLY ELLSWORTH
OLD ROCKY MOUNTAIN GUIDE.

- - - - -

GLACIER PARK, MONT., July --- Billy Ellsworth, pioneer guide of Glacier National Park, probably is the most grieved man over the recent death of Dr. L. B. Sperry, aged 83 years, and noted Rocky Mountain explorer. Ellsworth was Dr. Sperry's guide about 20 years ago when the explorer made his expedition over the big range and discovered Sperry Glacier.

"Billy," although an old man now, still is active and takes parties over the same trails his ponies trod for fifty years. "They're now more like boulevards though, than the Indian hunting trails I began to travel in the early days," he says.

When James J. Hill finished building his Great Northern Railway as far west as Devils Lake, N. D., Ellsworth used to "hop off" from that point, driving the rail-transported herds of cattle on to the broad ranges in western Montana to herd and feed them for the next year's market.

Back in the seventies, Ellsworth guided the late Emerson Hough, famous naturalist, through the mountain country which now is Uncle Sam's Glacier National Park. Ellsworth's home is near Ural, Montana, where he has a ranch and passes happy hours teaching young deer to feed out of his hand.

- - - - -



STATE OF MONTANA

HIGHWAY COMMISSION

HELENA

STATE HIGHWAY COMMISSIONER
GEO. W. LANSTRUM, HELENA

ASST. COMMISSIONERS
H. A. TEMPLETON, GREAT FALLS
HENRY GOOD, KALISPELL

CHIEF ENGINEER
~~JOHN N. EDY~~
H. W. HOLMES.

July 27, 1923

Hon. Jos. M. Dixon,
Governor of Montana,
Helena, Montana.

My dear Governor:

Replying to the communication received by you from Mr. Louis W. Hill, Chairman of the Board of Directors of the Great Northern Railway Company, dated July 21st and commenting upon the proposed Divide Creek Federal Aid Project in the Blackfeet Reservation just east of Glacier National Park boundary, I am glad to inform you that this proposed improvement is to be built entirely with Federal funds, under the provision of the pertinent section of the Federal Highway Act passed November 9, 1921. As I think you already know, this Act provided that within certain Indian Reservations, highways on the Federal Aid System may be constructed with 100% Federal Aid and the Divide Creek Hill project comes in that category. This very desirable improvement will not cost the State of Montana one penny, except for the insignificant cost of making the survey and plans which will be paid from the appropriation of this department made by the last legislature for preconstruction work.

The Divide Creek Hill project was initiated by Captain J. R. Eakin, Superintendent of Glacier National Park, and it was acting primarily upon his request that we asked for the construction of the project with 100% Federal Aid from the Bureau of Public Roads. Mr. Eakin has told us that the present road over Divide Creek Hill is one of the most dangerous pieces of highway construction serving the park automobile traffic, and that there have been numerous serious and some fatal accidents on the stretch which we propose to eliminate by the construction of the new project. The report of our own engineer who made the reconnaissance contains the following statement: "The present road has some excessive grades up to approximately 12% and many blind curves. These facts in addition to the narrow roadway make it the most dangerous section of road between Glacier Park Station and Babb." It is the consensus of opinion of every one who is familiar with the present road that the elimination of the dangerous conditions now existing by the construction of our proposed Divide Creek Hill project will be one of the greatest betterments and

2. 7/27/23
Gov. Dixon

improvements that can be made of the highways serving Glacier Park.

Mr. Hill suggests that it would be expedient to improve the road east of Browning, and apparently he does not know that we are at present constructing a 15 mile project running from Browning east, and will place under construction within a short while another 15 mile job adjoining this one on the east. We are also constructing at present another Federal Aid Project running northwest from Birch Creek towards Browning about 26 miles in length, and connecting with the Browning East project now under construction. We propose to have some additional projects adding to these next year. These projects being within the Blackfeet Reservation are all being constructed with 100% Federal Aid and at a cost to the taxpayers of the State of Montana of almost nothing.

Due to the conditions in Montana we will in all probability not be able to match with state funds all the Federal Aid which has been made available to us by Congress, and our building entirely with Federal Aid of projects of the nature described herein is permitting us to obtain the benefit of improved roads constructed from Federal funds which otherwise would in all likelihood, in large part at least, revert to the Federal Government on account of our not being able to match them, and these funds would therefore be allotted to other states. In view of these circumstances it cannot be doubted that the wise thing for Montana to do is to obtain as much mileage of improved highways built with 100% Federal Aid as possible, particularly when at the same time we are making such a desirable improvement and betterment of the highway as in the case of our Divide Creek Hill project.

Referring to Mr. Hill's suggestion that the present road be widened and the curvature reduced, you understand that this could not be done with Montana state funds because the present road is located throughout most of its extent within the park boundaries. The new location is outside of the park boundaries and within the Blackfeet Reservation, which permits us to make the improvement entirely with Federal Aid as has been explained.

Yours very truly,



State Highway Commissioner.



Union Trust Company

OF SPOKANE

THE CAPITAL STOCK OF THE UNION TRUST COMPANY IS OWNED BY THE SHAREHOLDERS OF
THE OLD NATIONAL BANK AND THE DIRECTORS OF THE TWO INSTITUTIONS ARE THE SAME

D. W. TWOHY, CHAIRMAN

W. J. KOMMERS, PRESIDENT

W. J. C. WAKEFIELD FRANK C. PAINE
VICE PRESIDENTS

ARTHUR S. BLUM, TREASURER HAROLD E. FRASER, SECRETARY

GEO. L. KIMMEL LYMAN C. REED F. D. GRAFF
ASSISTANT SECRETARIES

Spokane, Washington

July 27, 1923

Mr. L. W. Hill,
344 Jackson Street, Room 205,
St. Paul, Minnesota.

Dear Mr. Hill:

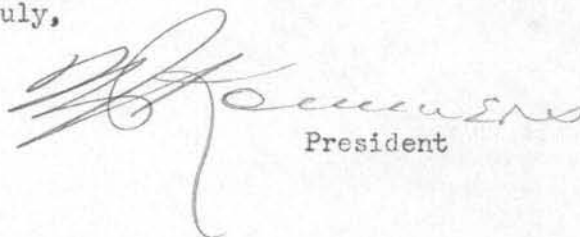
As suggested by you, I am writing to your office to remind you of the appropriate location we have in the Public Assembly Room of our Building for one of your Glacier Park scenes. From the mental note you took when here, you will probably re-call about the size of picture that would be best adapted for the location - just so long as it is longer in width than in height.

I assure you that those of us who are connected with the Old National and Union Trust will greatly appreciate having one of these pictures on our premises. I feel sure too that it would be greatly admired by those who gather in this room.

I am revolving in my mind what you said while here about the importance of bringing people into the bank and only yesterday accepted a piece of business - otherwise unprofitable - simply because it would not only bring a certain class of people into the bank, but would bring them in every month for ten months. Thanks for the suggestion.

With personal good wishes and regards, I am

Yours very truly,



President

WJK:FM

Emil Calman & Son, Inc.

Printers & Publishers

Bonne Terre, Missouri

July 29th, 1923.

Glazier Park Hotel Co.,
St. Paul, Minn.
Gentlemen:-

On July 23rd, 1923, the undersigned and wife came by buss from Minnie Glazier to Glazier Park hotel, our baggage and busses being changed at St. Mary's. We had three grips, all of which were unloaded at Glazier Park, and two of which the undersigned personally carried into to the hotel lobby, but coming back after the third, a brown bag, the same had disappeared during the short interval. Our reason for carrying the baggage personally, was the lack of porters on our arrival and the reason we did not pick up the bag missing, was that a camping outfit had been placed on top of the same.

The head porter, Manager Beck and Genl. Mgr. Noble made every effort to locate the bag before our leaving on the evening train, searching the rooms of the guests checked in at noon and going through the check room. However, we had to leave without it and to this date have not received same.

This bag contained the following articles, valued as follows:-

1 pr. Ladies Riding Shoes, \$15.; 1 pr. Men's Riding Boots, \$12.; 1 pr. Satine Bed room slippers, \$2.00; 2 suits wool underwear, \$14.00; 2 Filet Night Gowns, \$15.00; 2 suits pajamas, \$5.00; 2 shirts, \$7.00; 2 suits B. V. D's, \$4.50; 2 doz. handkerchiefs, \$7.40; 1 pr. of Girdles, \$3.50; 1 suit black silk underwear, \$16.00; 2 suits guaze underwear, \$5.00; 2 bath towels, \$1.00; 6 pr. Men's wool stockings, \$6.00; 2 pr. Black silk stockings, \$6.00; 2 wash cloths, \$.50; 2 suits Ladies muslin underwear, \$6.00; Isoft Rogers Poet Hat, \$5.00; 1 suit sateen underwear with detachable supporters, \$4.00; 1 pr. men's gloves, \$1.00 and suit case that cost new \$22.75, but had been used two seasons and probably depreciated \$10.00. The balance of the contents were practically new, major portion having been purchased specially for this trip.

You will note that the total valuation is \$148.65.

We should appreciate your forwarding to us at the above address the bag, providing it has been found, or failing, we should appreciate your check reimbursing us for loss incurred.

Very truly yours,

EC/22.

Copy Dept./I2

(C O P Y)

EMIL CALMAN & SON, INC.
Printers & Publishers

Bonne Terre, Missouri, July 29th, 1923.

Glacier Park Hotel Co.,
St. Paul, Minn.

Gentlemen:

On July 23rd, 1923, the undersigned and wife came by bus from Minnie Glacier to Glacier Park hotel, our baggage and busses being changed at St. Mary's. We had three grips, all of which were unloaded at Glacier Park, and two of which the undersigned personally carried into the hotel lobby, but coming back after the third, a brown bag, the same had disappeared during the short interval. Our reason for carrying the baggage personally, was the lack of porters on our arrival and the reason we did not pick up the bag missing was that a camping outfit had been placed on top of the same.

The head porter, Manager Beck and Genl. Mng. Noble made every effort to locate the bag before our leaving on the evening train, searching the rooms of the guests checked in at noon and going through the check room. However, we had to leave without it and to this date have not received same.

This bag contained the following articles, valued as follows:

1 pr. Ladies Riding Shoes, \$15.; -1 pr. Men's Riding Boots, \$12.; 1 pr. Satine Bed room slippers, \$2.; 2 suits wool underwear, \$14.; 2 Fillet Night Gowns, \$15.; 2 suits pajamas, \$5.; 2 shirts, \$7.; 2 suits B.V.D's, \$4.50.; 2 doz. handkerchiefs, \$7.40; 1 pr. of Girdles, \$3.50; 1 suit black silk underwear \$16.; 2 suits gauze underwear, \$5.; 2 bath towels, \$1.; 6 pr. Men's wool stockings, \$6.; 2 pr. Black silk stockings, \$6.; 2 wash cloths, \$.50; 2 suits Ladies muslin underwear, \$6.; 1 soft Rogers Peet Hat, \$5.; 1 suit sateen underwear with detachable supporters, \$4.; 1 pr. Men's gloves, \$1.; and suit case that cost new \$22.75, but had been used two seasons and probably depreciated \$10. The balance of the contents were practically new, major portion having been purchased specially for this trip.

You will note that the total valuation is \$148.65.

We should appreciate your forwarding to us at the above address the bag, providing it has been found, or failing, we should appreciate your check reimbursing us for loss incurred.

Very truly yours,

EC/22.

(C O P - Y)

BONNE TERRE CHAMBER OF COMMERCE

Bonne Terre, Missouri, July 29, 1923.

Mr. Louis Hill, Pres.,
Great Northern Railroad,
St. Paul, Minn.

My dear Mr. Hill:

You will probably identify the undersigned when I recall to you that Mrs. Calman and self were at the Ranger Station of Mr. Hockett, and joined yourself and sons on the trip to Indian Pass.

I am at present engaged on a syndicate story which covers the Government's shortcomings as regards the park trails, and would very much appreciate some of the photographs taken on our recent trip by Mr. Bull. I requested this gentleman to forward me copy, but deemed it wise to ask your cooperation to assure my receiving same. I am particularly anxious for the photographs of the trail leading from Flat Top to Granite Park, which surely was in horrible shape.

I am inclosing you copy of letter forwarded today to Glacier Park Hotel Co., relative to loss of grip. I am advised by Mr. Jonathan Scoville, a friend of mine at Glacier Park hotel, who has been there for a month and will be there for the remainder of the summer, that the manner of handling baggage at this point causes considerable worry and chagrin to patrons and that within a few weeks the loss of baggage has been an almost regular occurrence. In the major cases this baggage is recovered but the inconvenience of the guests creates much unfavorable comment. I am not writing this in a spirit of criticism, but merely to familiarize you with some facts that are perhaps never called to your attention. Returning on the train was another couple who had departed from Glacier Park minus a piece of luggage, who were loud in their abuse of the institution. This laxity appears to be so easily remedied, that I am giving you these facts, in order that you may take steps to overcome it.

Mrs. Calman, especially laments the loss of your handkerchief gift, which was contained in the lost bag.

If you have any suggestions that may be incorporated in syndicate newspaper story relative to park necessities, will appreciate the receipt of same.

Very truly yours,

(Sgd) Emil Calman.

President.

EC/12
Inc. / 22

OFFICERS

Emil Calman, President
C. T. Malugen, 1st Vice-President
K. R. Adams, Secretary-Treasurer

Bonne Terre Chamber of Commerce

Bonne Terre, Missouri

DIRECTORS

I. Scott Jones W. B. Massey
Dr. W. T. Rogers J. R. Felty
Dr. E. H. Matkin F. V. Stevens

July 29th, 1923.

Mr. Louis Hill, Pres.,
Great Northern Railroad,
St. Paul, Minn.
My Dear Mr. Hill:-

You will probably identify the undersigned when I recall to you that Mrs. Calman and self were at the Ranger station of Mr. Hockett, and joined yourself and sons on the trip to Indian Pass.

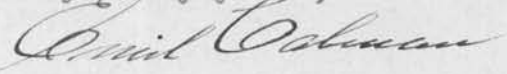
I am at present engaged on a syndicate story which covers the government's shortcomings as regards the park trails, and would very much appreciate some of the photographs taken on our recent trip by Mr. Buhl. I requested this gentleman to forward me copy, but deemed it wise to ask your cooperation to assure my receiving same. I am particularly anxious for the photographs of the trail leading from Flat Top to Granite Park, which surely was in horrible shape.

I am inclosing you copy of letter forwarded today to Glacier Park Hotel Co., relative to loss of grip. I am advised by Mr. Jonathan Scoville, a friend of mine at Glacier Park hotel, who has been there for a month and will be there for the remainder of the summer, that the manner of handling baggage at this point causes considerable worry and chagrin to patrons and that within a few weeks the loss of baggage has been an almost regular occurrence. In the major cases this baggage is recovered but the inconvenience of the guests creates much unfavorable comment. I am not writing this in a spirit of criticism, but merely to familiarize you with some facts that are perhaps never called to your attention. Returning on the train was another couple who had departed from Glacier Park minus a piece of luggage, who were loud in their abuse of the institution. This laxity appears to be so easily remedied, that I am giving you these facts, in order that you may take steps to overcome it.

Mrs. Calman, especially laments the loss of your handkerchief gift, which was contained in the lost bag.

If you have any suggestions that may be incorporated in syndicate newspaper story relative to park necessities, will appreciate the receipt of same.

Very truly yours,



EC/I2

Inc. /22

JOS. M. DIXON
GOVERNOR

State of Montana
Office of The Governor
Helena

July 30, 1923.

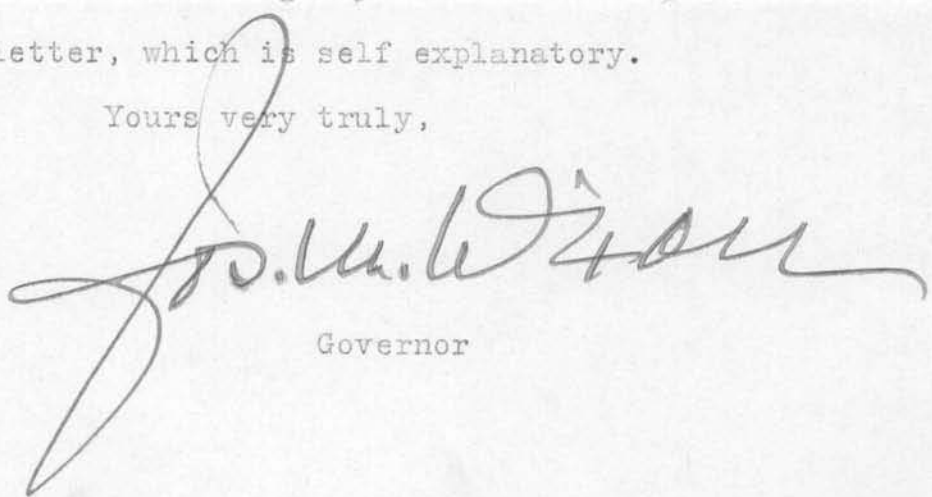
4-6
✓ 730' ing 1-9 K

Mr. Louis W. Hill,
St. Paul, Minnesota.

My dear Mr. Hill:

In reply to yours of July twenty-first, written from Pebble Beach, California, relative to the proposed new road into Glacier Park, I would say that on receipt of your letter, I immediately referred it to the Chairman of the State Highway Commission, as I had no personal knowledge of the matter. I have just received from the Chairman of the State Highway Commission the enclosed letter, which is self explanatory.

Yours very truly,



Enc.

Governor



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