

15-18

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

GLACIER NATIONAL PARK

BELTON, MONTANA

August 28, 1923.

OFFICE OF THE SUPERINTENDENT

Mr. Louis W. Hill,
c/o Great Northern Railway Company,
St. Paul, Minnesota.

Dear Mr. Hill:

We are greatly obliged to you for your letter of July 21st. We always appreciate a criticism of the activities of the Park Service as it is frequently the case that we are sitting too close to the picture to see things in their true perspective.

I fully agree with you that as a whole our trails are in poor condition and are rapidly deteriorating from year to year. This was stated in our annual report for 1922. See page 138 of the attached report. However there is no hope for a remedy until our maintenance funds are materially increased. The situation is about as follows:

Money is secured for the construction of a trail; usually there are sufficient funds to build a first class trail in every respect. This was not the case, however, with the Indian Pass trail as there were not sufficient funds to build it as wide as it should be nor to properly take care of the drainage. After trails are constructed, maintenance is quite insufficient. It, therefore, follows that they get a little worse each year.

You may be interested to know that in our estimates for 1924, which became available July 1st, of this year, we asked that our trail maintenance be more than doubled. To show you that the Park Service made every effort to secure this amount, our estimates were approved by the Director of the Bureau of the Budget, practically as they were presented, showing that a great deal of work was done to justify these estimates before the Bureau of the Budget. We had been led to believe that Congress would vote the sum approved by the Budget Bureau. Unfortunately our estimates were cut in the House \$27,000.00, about \$20,000.00 of which was for maintenance. The Park Service succeeded in having this amount put back in by the Senate. The bill then went to conference and was lost, the reason given being that Glacier was well down the list so far as travel figures were concerned but even with this cut was third in all National Parks, so far as the amount of money appropriated was concerned.

I assure you that we burned a lot of "midnight oil" in planning where our inadequate maintenance could be spent to best advantage and it is quite a responsibility to decide just what trails should have most attention.

#2
Hill
8/28-23

It seemed expedient to spend the most money on the main traveled trails - by which we mean trails over which daily trips are scheduled, such as the Triangle, etc. We were able to do but very little work on trails used by camping parties only, with the exception of cleaning our windfalls and replacing broken culverts. As luck would have it we have had far more windfalls this season than were ever reported before, due, no doubt, to the soft condition of the ground and high winds.

I quite agree with you that the trail over Logan Pass to Hidden Lake would be comparatively inexpensive and is highly desirable. Assistant Superintendent Brooks and I looked over the ground last year and had planned to do the work this spring if increased funds were granted. In pro-rating the amount of money to be spent on the various trails this spring, considering the great amount of work necessary and our limited appropriation, it became evident that we could not possibly divert a single penny from our maintenance funds to new work.

I recently rode over the trail between Sun Camp and the junction of the Gunsight, Logan, and Piegan trails, and it appeared in good condition with the exception of mud holes and I presume those are what you mean when you say that this trail is not in such condition as a main traveled trail could be expected to be found in. We should like very much to eliminate those mud holes but as they do not greatly inconvenience travel it would appear inadvisable to spend money on them that is badly needed for dangerous portions of other trails.

I quite agree with you that the trail from Waterton Lake to McDonald is very poor. Many portions of this trail should be entirely rebuilt but there does not seem to be much hope for doing this soon. In my opinion the Logan Pass - Granite Park trail could be extended to Flat Top at less cost than would be necessary to put the Mineral Creek trail in good condition.

As to the number of men we had working on the trails, this is partly due to local conditions but mostly to insufficient funds. We have found it advisable to work early in the season with large crews in order that the trails may be opened as early as possible. Large crews soon exhaust our limited maintenance, though a small reserve is kept for emergencies such as replacing broken culverts and bridges, repairing switchbacks when they become dangerous, etc. At the time of your visit work had been reduced to a minimum owing to shortage of funds.

It is noted you state that about 1857 an expedition of army engineers crossed Cut Bank Pass, traveling easterly via Nyack Creek and found

#3
Hill
8/28-23.

that the Indians had been using the pass for a long time before and you understand the trail from Nyack to Cut Bank is now impassable. The trail is not impassable for anyone who is used to trails of that sort but tourists who are not used to such trails could not be routed over it safely. I, myself, have packed all over a considerable part of Alaska where there are no trails at all, but it would be unwise to route inexperienced people over this country. You may be interested to know that Assistant Superintendent Brooks recently used this pass with a string of pack horses in planting fish in the head of Nyack Creek.

Our cost records show that the Red Gap Pass as it is cost \$2,435.97; that it has not been completed or maintained is due entirely to insufficient funds.

I believe you are mistaken when you state that guides and tourists keep trails open so far as cutting out fallen trees is concerned. We have frequently found it the case that a guide will spend far more time cutting a path around a fallen tree than would be required to entirely remove it from the trail. He does this, primarily, as we see it, so that he can later report it to the ranger and have him go out and chop it out.

Our rangers have other work to do besides working on trails and can only spend a certain amount of time at such work. An ideal situation would be to have sufficient funds to have all trails patrolled regularly. We hope to have sufficient funds for this purpose at some future date but it depends entirely upon appropriations.

As to whether or not there are more or less miles of trail than there were before the park was created depends entirely upon your point of view and what you call a trail, but I am absolutely sure that there is more maintenance work being done on trails at present than before the park was created. I frankly admit that each year we should do about three times as much work on trails as funds have permitted.

As to your statement as to the amount of work the Glacier Park Hotel Company has done on the roads you will find attached hereto a memorandum that I asked Assistant Superintendent Hutchings to prepare for me last September. The various sums stated therein are taken from our cost records and speak for themselves.

Just a day or two ago I rode the Triple Divide Pass. In my opinion the approach to the pass on either side is well located. That part of the trail from the first bench on the north side to the spur road that extends about three miles toward Red Eagle Lake, is not properly located and is not a good trail. Old timers tell me that it never was a good trail.

#4
Hill
8/28-23

I estimate that to thoroughly work and relocate the trails from Two Medicine to Cut Bank, and from Cut Bank to St. Mary would entail an expenditure of around \$3,500.00. As our total allotment for trail maintenance for all trails the present year is \$8,000.00, the futility of such an operation, until our appropriations are materially increased, is readily seen.

*Wachung
to visit*
It is quite true that Triple Divide Pass was not open until July 15th: Triple Divide Pass is as easily opened as Swift Current or Logan. The Saddle Horse Company has previously stated that they were not concerned about having it opened early. This year there was a demand that it be opened sooner. There was demand for the others, but the demand for Triple Divide was not manifest until our plans were all laid.

The trail from the junction of Red Eagle and Hudson's Bay Creek to Red Eagle Glacier will never be utilized by visitors except those taking camping trips, until a hotel, chalet, or camp is built at Red Eagle Lake. Comparatively few of our visitors have either the means or the inclination to take camping trips and as our funds are so limited it would be very unwise to attempt to keep this trail open when it would be used for camping parties only.

I also note you state there was a trail from Red Eagle glacier north to St. Mary Lake by way of Virginia Falls Pass. After diligent inquiry I am unable to find anyone who ever knew of such a trail. *Clinton
Brent
and
one*

The trails you mention from St. Mary to Many Glacier by way of Sherburne Lakes and Boulder Creek and Altyn, are not nearly so interesting as the Piegan Pass or the Siyeh Pass trails. In fact there has been no demand for either of these trails except that Howard Eaton used the former. However, his party had to travel the automobile road for a considerable distance. Both trails are valuable to us as fire trails and the Park Saddle Horse Company, who have a horse camp near the Golden Stairs on St. Mary Lake, use this trail to dead-head their horses to Many Glacier, so it could hardly be stated that the trail is abandoned.

The road from St. Mary Lake to the foot of the Golden Stairs would no doubt answer the purposes in prospectors days or before the advent of the automobile. This road when completed will be a modern automobile highway. The sum of \$200 might perhaps pay part of the necessary location and survey work.

You will no doubt be glad to know that we have asked for \$29,950.00 for trails, maintenance and construction, for the coming year.

The whole thing in a nut-shell is that Congress has been reducing our estimates. We are responsible only for the proper expenditure of funds voted by Congress; for insufficiency of funds the blame rests entirely with Congress, as the Park Service has always asked for sums that they

#5
Hill
8/28-23

considered adequate and invariably Congress reduced the estimates.

I quite agree with you that Glacier is essentially a saddle horse pack and accordingly the trails are fully as important as the roads.

The road mentioned in your last paragraph was to have been built entirely from Federal funds. I do not believe that a satisfactory road could ever be made out of part of the present location - certainly not a safe one. The reconnaissance of the new location brings the road down an easy 5 percent. grade to a high meadow that looks directly up St. Mary Lake and from which the head of the lake and Going-to-the-Sun Chalets can be seen. The road would then wind down through this meadow in a series of easy curves on an easy grade, in such a manner that motorists driving this road would see the mountains from every possible angle.

I had a talk with Mr. Harlow, District Engineer for the Montana State Highway Commission, who made the reconnaissance. He stated that after the Babb-Cardston and the Divide Creek Hill projects were approved, their Department would consider favorably the reconstruction of the road from Browning Junction to Glacier Park. As we appear to have great difficulty securing money for road construction, this expediency seems very advisable as we have an opportunity to have these roads rebuilt from Federal funds that are now available. It is possible, however, that if pressure is brought to bear against the Divide Creek Hill project, the Montana State Highway Commission may get the impression that their efforts are not appreciated, and cancel the whole program.

I am very glad you wrote me so frankly and am glad of the opportunity of acquainting you with the fact that we are fully alive to the shortcomings of our trails and are doing our utmost to secure funds to improve them.

Very truly yours,

J. R. Eakin
Superintendent.

E'H

15-1C

GLACIER PARK HOTEL COMPANY

Glacier Park, Mont., Aug. 30th, 1923.

Mr. L. W. Hill,
G. N. Railway,
St. Paul, Minn.

Dear Sir:

With reference to your letter of Aug. 20th, written at Pebble Beach, addressed to Mr. Emil Calman, copy of which you sent me, relative to Mr. Calman's loss of a hand bag.

As stated in Mr. Calman's letter to you, as soon as he reported the loss we made every effort to locate it.

Mr. Calman came down on the buss arriving here from St. Mary at noon. According to his statement, he had three bags which he saw put on the bus and which he saw put off the bus here.

The Transportation Company, of course, handle the personal baggage of guests on the same bus that the guest rides on, but he claims he saw them put it off and it was brought on to the porch of the hotel.

I have had the matter up with the General Baggage Agent, also with the Pullman Company, hoping that it will show up somewhere in the lost and found railroad baggage rooms and we have made thorough searches of the baggage rooms at all our places, but up to date have been unable to locate it.

I wrote Mr. Calman on Aug. 6th and attach hereto copy of my letter. I also wrote him again on Aug. 27th, as per copy of letter attached.

If, after the close of the season we are still unable to locate it, we will probably have to make some settlement. The only conclusion that we can come to in a case of this kind is that someone else mistook the bag for their own and carried it away. That happens occasionally here in the house in rooming people, as many bags look so near alike that the owners occasionally identify some other person's baggage as their own.

Aug. 30, 1923.

L.W.H.-2

I will continue the effort to locate it and from past experience have learned there is always a possibility of it showing up in some unexpected place.

Yours truly,

A.A. Noble
General Manager.

HAN/tf

cc-Mr. L.W.Hill,
Pebble Beach, Calif.

St. Paul, Minn.,
August 30, 1923

Mr. L. W. Hill:

Herewith is attached copy of the second story that is being sent out on the mountain-climber, Norman Clyde. I recently sent you a copy of the Associated Press dispatch, filed from Glacier Park, telling of his climb to the top of Mt. Wilbur.

This story also later will be sent out under a third form, illustrated, through New York photo-news services.

Yours faithfully,

HOKE SMITH

HS:S

enc

Released for immediate publication.

HE CLIMBS A MOUNTAIN A DAY
DURING 36 DAYS OF HIKING,
ESTABLISHING WORLD'S RECORD.

Washington, D.C., Sept. ---- Norman Clyde, 38, a small town schoolmaster, of Weaverville, California, climbed 36 mountain peaks, one each consecutive day, during his recent camping hike through Glacier National Park. On the summits of eleven of these 36 mountains he failed to find evidence of any one else ever having scaled them.

This amazing achievement in mountain climbing, it is believed, sets a world's record. So far as information in the possession of the Bureau of National Parks is concerned, no single mountaineer ever accomplished any such feat as this.

Clyde is a member of the Sierra (a mountaineer) Club of San Francisco. He left Glacier Park and returned to California August 25th, the day after he scaled the last of the 36 mountains. This was Mt. Wilbur, 9,283 feet, which he regarded as the most difficult of them all. He left as his cairn, on this peak, a monument to the late Dr. Lynn, of Indianapolis, Ind., a mountain-climber of national repute, who had made unsuccessful attempts to scale Mt. Wilbur.

This monument Clyde heaped up in three hours. He used loose Argylite rocks he found on the summit, and built a pyramid seven feet high and six feet at the base. Through field glasses this mountain peak monument is visible to tourists from the veranda at Many Glacier Hotel.

Following are the other ten of the 36 mountains Clyde climbed, upon which he failed to find any record of previous ascents: Norris, Mt. Logan and also a pinnacle west of Logan, Almost-a-Dog Mountain, Citadel Mountain, Fusilade Mountain, main peak of Mount Rockwell, Mount Clements, Avalanche Peak and Iceberg Peak.

During this extraordinary physical performance Clyde slept each night in the open and packed his food, subsisting on apples, sugar, cereal, dried loganberries and, occasionally, a little bacon and fresh eggs which he added to his pack when near some of the chalets to get them.

15-1V

GLACIER PARK HOTEL COMPANY

Glacier Park, Mont., Sept. 4, 1923.

Mr. W. P. Kenney, V.P.,
St. Paul, Minnesota.

Dear Sir:

Mr. Albright of Yellowstone and myself exchange information more or less and I think you will be somewhat interested in the attached report of Mr. Brodhead, on his trip through Glacier Park and through Yellowstone Park.

Am not sending this to you particularly because it gives a good mention of Glacier Park, nor on account of its criticism of Yellowstone Park, but it is seldom we get a real constructive criticism from anyone and this man evidently went into it very calmly but very deeply.

Of course, the crowded condition at Yellowstone was the basic reason for his difficulties. We experienced it here on a few nights and we were unable to protect reservations in exactly the way they had been requested.

Yours truly,

HAN/tf
cc- Mr. H.W.Kask.

General Manager.

[att 9-4-23]

ALEXANDER L. BRODHEAD
Catasauqua, Pa.

317 Bridge Street,

August 20, 1923.

Mr. Stephen T. Mather, Director,
National Park Service,
Washington, D. C.

My dear Sir:

A few days ago I returned from a trip west with my daughter on which trip we were fortunate enough to visit both Glacier and Yellowstone National Parks. We were in Glacier Park from July 11 to 20 and in Yellowstone from July 22 to 28. I want to take this opportunity to express my appreciation of the work that the Park Service has done and is doing to make the attractions of these parks available to tourists and of the uniform and unflinching courtesy of the employees of the Service with whom I came in contact. Also at Glacier Park the Service is particularly fortunate in its holders of the franchises for both hotels and transportation; both companies seeming to think it less a duty than a pleasure to aid the tourist in seeing the Park in all its aspects under as favorable conditions as possible. They were uniformly courteous and agreeable in giving us all the information, assistance and when asked, advice that could possibly aid us.

I regret very much to say that at Yellowstone Park the Service is not so fortunate. I wanted to stay there longer but the hotel service was so bad I could not do so with any degree of comfort or pleasure. I made a remark in comparison of the service given at Glacier Park and that at Yellowstone and was met with the reply that "We handle four times as many people through here as they do at Glacier Park;" which quite accurately described the situation. Never in my life, anywhere in the world, have I felt less like a guest and more like a piece of baggage or freight to be "handled through" as quickly as possible. Some examples will illustrate. (a) The Lehigh Valley Railroad, through whom I had made my arrangements, had written them at least a month in advance asking for two rooms and a bath for my daughter and myself. At Mammoth Hot Springs and at Old Faithful we had one room and no bath, at the Lake Hotel we had one room and a bath and at the Canyon Hotel two rooms and no bath. (b) At two of the four hotels the first words which greeted us were "Your bus leaves at --- o'clock in the morning," without giving me a chance to say that I would like to stay longer. (c) The connection between the Hotel Co. and the Transportation Co. is of no use or benefit to the tourist except as regards regular transportation between hotels. Although they advertise side trips from the hotels, yet when, at Mammoth, I asked about one of them the clerk did not know whether a trip would be started, said he did not know of any way to find out and appeared entirely indifferent as to whether I found out or not. (d) At none of the hotels did I see any information desk and at the other desks the attendants were so discourteous that I could not get any satisfaction whatever. In two instances at Canyon Hotel the attendant snapped out (I use the word snapped advisedly) a negative manner before I had finished my question and (consequently) before he knew what the question was and that he could give me a positive answer. (e) At Lake Hotel I wanted to send a message and was obliged to call my wants as to rates, etc. across the office to the operator who did not

look up from her newspaper to give me an answer.

A word as to rates: the standard 4 1/2 day tour in Yellowstone Park costs \$54.00 or \$12.00 per day; the standard 7-day tour in Glacier Park costs \$66.00 or \$9.42 a day. At the Mammoth Hot Springs Hotel they asked \$10.00 per day for double room and bath; at Glacier Park they asked \$8.00 for the same thing. The reasons for these larger charges are not obvious. Yellowstone is nearer the larger centers of population and production and has more railroad facilities for bringing in supplies. The operating expenses should be no greater and, since they handle four times as much business the proportionate overhead and fixed charges should be less. I respectfully suggest a re-examination by the proper department into the reasonableness of the rates.

I had been taking a trip of about four weeks and had hand baggage considerably in excess of the 24 lbs. per person which they agree to carry free. I paid the excess charge (at the rate of \$1.00 per ton mile which seems quite liberal even for auto transportation in Yellowstone Park) without protest although I could find no authority in any of the Government publications for this rate. However, I did protest against the delay for they knew about it and told me about it at least an hour before the bus started and after I was in the bus called me out to the desk to settle the account, not only delaying our bus but all that followed it. In answer to my protest the head porter told me openly that if I had "fixed the porter" this need not have occurred. This took place at Mammoth. Now aside from the fact that it was probably as cheap to pay the charge as to "fix" various porters along the way this hardly seems the proper attitude for a company operating under Government franchise to take toward the traveling public that makes their operations possible.

My reasons for writing this to you rather than to the management of the Yellowstone Park Hotels and Transportation Companies are: (1) any complaint made to them is met by the answer that they cannot do any better on account of the crowds. But a well and honorably managed company does not accept orders unless they can deliver the goods. "Crowds" may be an excuse. They are not a good reason. (2) All of the Government publications and the entrance arch at Gardiner, stress the fact that the Parks are for the pleasure of the people to whom they belong. But the average tourist can neither use nor enjoy the Parks without making use of the Park Hotels and Transportation Companies which operate under Government franchise and supervision and it seems to me that the National Park Service cannot escape the responsibility of seeing that the people, in their efforts to use and enjoy the parks are not exploited in these efforts. The Glacier Park Companies are doing everything in their power to aid the people in these efforts and it is a fair presumption that it is reasonably profitable. If the Yellowstone Park Companies, having a much greater volume of business at rates approximately 25% higher, are not making an exorbitant and entirely unreasonable profit it would seem to indicate either extraordinarily bad management or a method of accounting that would (or perhaps would not) bear close examination. (3) And since this profit derives from the Government franchises granted to them to aid the people to enjoy their own property it seems only fair to ask the Government to see that the holders of these franchises exercise at least as much courtesy as the Government employees themselves exercise and that the rates charged are not exorbitant. That is the policy of the Government toward the railroads which are privately owned. Still more should it be the policy toward operation of the parks which are publicly owned.

-2-

In the report of the Anthracite Coal Investigating Committee which was published in the papers on August 8, occurs this sentence: "Unions, like other public institutions, slip easily into arrogance and incapacity when existence is made too easy." The Yellowstone Park Hotels and Transportation Companies are "other institutions" which have arrogance and, in so far as decent treatment of their patrons is concerned, incapacity to a superlative degree. From my experience with the Park Service I have every confidence that they are both willing and able to correct this state of affairs when it is brought to their attention.

Very respectfully yours,

(Sgd.) Alexander L. Brodhead



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