

(C O P Y)

November 1, 1926.

Hon. Alex. Ross,
Minister of Public Works,
Province of Alberta,
Edmonton, Alberta, Canada.

Dear Sir:

As you know, we are tremendously interested in having an all-weather road connecting Glacier Park with Waterton Lakes Park, and as I understand it the contract for gravelling the road from Cardston to the boundary has been let and the work will be completed next season. Part of the road between Cardston and Waterton Park, however, will be unpassable after summer rain storms unless that entire stretch of thirty miles is gravelled.

It has been suggested that the Province of Alberta would undertake this work if it had the funds, and I am, therefore, wondering if it would be of interest to you to know that in the event the Province of Alberta would issue 4½% bonds to meet the cost of gravelling the Cardston Road, the Great Northern, or some allied interests, will take the bonds at par. I feel that this is a matter of great importance both to the people of your Province and visitors to that Province as well as to the Great Northern and visitors to Glacier Park, and I, therefore, trust that you will give it such attention as in your judgment it merits.

From my personal experience with the road from Cardston to Waterton Park on two occasions during August last, I am satisfied that the Hotel Company is not justified in spending any more money there at this time than now contemplated, i.e., about \$250,000. If, however, the road from Cardston to Waterton Park could be gravelled and put in first class shape early next season, I feel sure that the Hotel Company would be justified in going ahead with additional units of about equal importance in order to properly take care of the heavy tourist travel that will surely want to visit that very attractive point.

Yours very truly,

15-18

St. Paul, Minnesota, November 2, 1926.

L. W. Hill, Esq.:

I send you herewith copies of Mr. Cromarty's letter of October 25, and my letter of November 1 to Hon. Alex. Ross, about the road to Waterton Lakes Hotel.

I have also written Senator Buchanan as suggested by Mr. Cromarty.

Ralph Budd.

Encl.-2.

1-m

HUGH W. COMSTOCK

Designer and Builder
CARMEL, CALIFORNIA

Nov. 14, 1926.

Mr. Louis W. Hill,
1127 Great Northern Railway Bldg.,
St. Paul, Minn.

Dear Sir:-

I am sending, under separate cover, the much delayed plans of the "doll house". The blue-prints did not turn out very clear so I am sending the originals also.

You will note that the plans show a board and batton construction such as is used so much in this locality. If you should care to substitute a frame or studded construction because of a colder climate, it will be necessary to increase the outside dimensions since otherwise the studding would take up too much room inside. I recommend that you use the board and batton construction (without the battons) but using tin strips to hold the boards in alignment, and then cover the inside with Celatex or some such insulating material. This should provide sufficient warmth, particularly if heavy building paper is used with the plaster on the outside.

If the Builder or who ever supervises your building has some imagination and also can have the photographs you took, the results will probably be far better than if you have a machanic only who follows the detail of the plan.

I wish you every success with the lettle house and hope you will call on me for assistance if the need arises.

I am sending no bill, the cost for plans is \$50.00 as previously stated.

Yours very truly,

Hugh W. Comstock

St. Paul, Minnesota, November 19, 1926.

Mr. A. H. Hogeland:

Referring to my letter of October 13, to Mr. Hugh W. Constock, Carmel, California, copy of which went to you, regarding plans showing one of Mr. Constock's houses at Carmel, California:

Herewith I hand you copy of Mr. Constock's letter November 14, together with the set of plans therein referred to.

I am today mailing Mr. Constock check for \$50.00 in payment for the plans.

Louis W. Hill.

*Harry
I want the
plans not what
do not want*

St. Paul, Minn., November 24, 1926.

Mr. Ralph Budd:

I have your note of November 24, enclosing Mr. Kenney's letter of November 22, regarding building a boat for Waterton Lake use.

There is no doubt in my mind but that we should build the boat this winter. As to who will build it, I am informed the contractor at present engaged in building the hotel at Waterton Lake is also a boat builder, and, if this is true, we could probably make an arrangement with him to build it with his force, tools, etc. However, if he is not a boat builder, then the next best bet would be Captain Swanson.

I think the boat should be fully as large - and better still of larger capacity than our present St. Mary's boat. I think we should pay Capt. Swanson to make us a rough set of general plans covering the boat he would recommend, and, at the same time, if the hotel contractor is a boat builder, we should ask him to do the same, - that is, to figure on a boat about 70 feet long, with 15 foot beam, capable of accommodating 200 or more passengers. I do not know why two engines and twin screws should be required; I think one engine would be satisfactory and I think 10 or 12 miles per hour should be speedy enough, - even 10 would be quite fast enough, as there is no object in rushing the trip.

I am glad Mr. Kenney brought this matter up as I think we should get at it without delay, and I also think the suggestion of building a shop, located where it could be used as a winter house to keep the boat in, is a proper one.

Louis W Hill.

Copy to Mr. W. P. Kenney.

St. Paul, Minnesota, November 24, 1926.

L. W. Hill, Esq.:

I attach Mr. Kenney's letter of November 22, about the building of a boat on Waterton Lake, for your consideration as he suggests. Will you please indicate what you wish to have done.

We are expecting information very soon from the Canadian Government as to the regulations that will be imposed on the operation of this boat, on account of its crossing the international boundary.

Ralph Budd.

Encl.

m

(C O P Y)

St. Paul, Minnesota, November 27, 1926.

Mr. ~~Ralph~~ Budd:

Referring to your letter of the 27th in regard to building the boat on Waterton Lakes:

The matter has been discussed with Mr. Hogeland, and on his trip to Waterton Lakes this coming week, he will look into local conditions referred to by the Chairman.

We will also have plans prepared by Captain Swanson and do everything we can to get things worked out promptly with view to having the boat built during this winter.

W. P. Kenney.

✓ Copy to: L. W. Hill, Esq.-

Please note.

Ralph Budd, 11/29/26.

[Nov. 29 1926]

(C O P Y)

70-0-3

CANADA

DEPARTMENT OF MARINE AND FISHERIES

OTTAWA, 29th November, 1926.

Sir:

I beg to acknowledge the receipt of your letter of the 18th instant, together with a copy of your letter of the 27th September to Mr. E. S. Busby, Chief Inspector of Customs and Excise, Ottawa.

In reply I have to say that if the vessel to which you refer has on board a certificate from an Inspector of the United States Steamboat Inspection service, showing that she is complying with the laws of that service, and application is made to the Senior Steamship Inspector for British Columbia, Mr. H. G. Robinson, 701 Hastings St. W., Vancouver, B. C., arrangements could be made for a Canadian Steamship Inspector to visit the ship, and if everything is found in order a reciprocal inspection certificate would be issued allowing the ship to ply in Canadian waters.

I am, Sir,

Your obedient servant,

(Sgd) E. HAWKEN,

Acting Deputy Minister.

Ralph Budd, Esq.,
President, Great Northern Railway Co.,
St. Paul, Minnesota.

November 30, 1926.

Horace M. Albright, Esq.,
Assistant Director (Field),
National Park Service,
Yellowstone Park, Wyoming.

Dear Mr. Albright:

Your message of November 26 was received while I was in Chicago, and as I could not wire you until after you had left Washington, I asked our Mr. Dickinson to tell you in Chicago yesterday, that Mr. Kenney and I would be here and would be glad to see you to-day or to-morrow.

Mr. Dickinson wired us yesterday that you found it necessary to keep an appointment in the West, and would not be up in St. Paul until some time in January. I hope we may then have an opportunity to get together and talk over Glacier Park matters.

Yours very truly,

(SIGNED) RALPH BUDD

cc: L. W. Hill, Esq.
W. P. Kenney, Esq.

1-m

15-1J

[12-1-26]

Mr. Hill:

Mr. Budd telephoned that he had a confidential letter from Mr. Albright explaining about his inability to come to St. Paul for Tuesday and Wednesday of this week due to an appointment in Wyoming.

In the letter he stated that it is contemplated to remove Kraebel as Supt. Glacier Park; Mr. Eakin to be appointed in Kraebel's place, effective in the spring.

Mr. Albright also mentioned that they had been reimbursed for expenditures made fighting fires so they will have more money to start with at Glacier Park than they have had for years.

H W Kask 12-1-26.

St. Paul, Minnesota, December 2, 1926.

Mr. W. P. Kenney:

Referring to the matter of building a boat
for Waterton Lakes:

You were furnished with a copy of letter
I received from the Department of Customs and Excise
of Canada, dated September 30, 1926. Attached hereto
is one just received from the Department of Marine and
Fisheries, in reply to my inquiry of that department as
suggested in the other letter.

Ralph Budd.

cc: Mr. L. W. Hill:

The only pertinent paragraph
in the letter of September 30 referred
l-m to was the following:

"I might also state that it will
be necessary for such boat, if it
operates between Foreign Territory
and a point in Canada, to report at
the Customs on entering Canada in
accordance with the Law and Regula-
tions."

Ralph Budd.

St. Paul, Minn., December 3, 1926

Mr. L. W. Hill:-

Herewith six photographs showing progress of work Waterton
Lakes Park Hotel as of November 25th:

The additional lumber required for the central portion is
now mostly at Cardston, and if road and weather conditons permit, good
progress should be made on the central portion next period.

A. H. Hogeland ✓

*Noted - thanks.
L. W. Hill*

12/4/26.

*Mr. Hogeland has a set.
12/4/26.*

GLACIER PARK HOTEL COMPANY

St. Paul, December 4th, 1926

Mr. Louis W. Hill: ✓

Referring to the last paragraph of your letter dated May 5th, with reference to the result of the planting of Gladiolus.

Mr. Dishmaker says that they grew successfully and all were good, healthy plants and were blooming nicely when the frost, the first week of September, prevented further blooming.

H. A. Noble ✓

AAA:EMO

C O P Y

Waterton Park, December 11, 1926

Mr. A. H. Hogeland,
St. Paul, Minn.

Dear Sir:-

Had a violent wind storm here yesterday and last night. The meter showed an average of 66 MPH from 9:05 a.m. to 4:14 p.m. and the wind blew the hardest between 3:30 p.m. and midnight. Made several attempts to get readings to determine the maximum velocity but it was impossible to read the meter and on some of the attempts impossible to even get to it. Old residents here say it was the hardest wind they could remember of in the past 20 years. I would judge that the maximum velocity was over 90 MPH. It lifted spray off the upper lake and carried it over the hotel site hill. Small stones were picked up and hurled through the window glass of the south temporary office building windows, breaking them all. A two inch plank was picked up and came through the south side of this building also.

The oil house was blown over and also a privy located about 150 feet northeast of hotel. The camp buildings were not damaged. In all the temporary buildings there was about \$30 damage. Our policy on these buildings covers fire only as did not think it necessary to carry wind and tornado insurance on them.

Figure damage to lumber piled on hotel site at \$150. The wind picked up mostly one inch boards which were more or less split and broken up. The piles were anchored with large rocks but in some cases this was ineffective.

The hotel building itself stood up well. Have checked up the building for racking out of plumb and find that the extreme east and west ends of the wings did not move but the opposite ends of wings racked out

[12-11-1925]

of plumb, on the east wing 3" out of plumb from the main floor to the gable ridge and the west wing 2" between the same points. Will attempt to bring these ends of wings back to plumb. Figure the temporary 6" x 6" diagonal braces we placed at the west end of the east wing was all that saved this wing. The east wing received the brunt of the strain, as the wind was slightly from the west and blew into the open end of this wing. The south and west scaffolds were taken down, the west scaffold plank in falling damaged the kitchen roof somewhat in the way of splitting shingles and breaking two or three of the roof boards. Figure the damage and cost of replacing scaffolds and putting building back in shape would amount to \$200.

The wind lasted until about midnight and blew in intense gusts which lasted from 10 to 30 seconds duration. This morning at daylight it was snowing heavily with a northeast wind. This prevented the picking up of the scattered lumber. There is 18" of snow on the ground this afternoon and still snowing.

The wind was a very severe test on the hotel building and taking into account its present weak condition of same it stood up better than I would generally expect.

Yours truly,

(Signed) F. L. Parker,

Assistant Engineer.



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