

St. Paul, Minn., December 17, 1926.

Mr. Ralph Budd,
Mr. W. P. Kenney,
Mr. A. H. Hogeland,
Mr. H. A. Noble,
Mr. T. D. McMahon,
Mr. W. R. Mills.

I think we should have a meeting soon to consider matters in connection with the new Waterton Lake Hotel.

Shortly we should be getting up some form of ^{advertising} notice to the effect that we have a new hotel, with information as to date of opening, etc. This notice, no doubt, should be sent out to a good many off-line passenger agents. There are a number of matters pertaining to advertising and the opening and consideration should be given question of best method of including the new hotel in our present Glacier Park and hotel advertising.

Believe Mr. Noble should soon select a Canadian hotel manager, either from Winnipeg or Vancouver, who can pick up his forces at either or both places, as, of course, the new hotel must have practically all Canadian employees.

We should also give consideration to the furnishing and equipping of the hotel, and I believe Eaton's at Winnipeg, and Spencer's at Vancouver, will be able to give us bids and propositions on the equipping and furnishing of all except, possibly, the kitchen.

We should decide on chinaware, blankets, etc., and take advice and assistance of either of the two big Winnipeg or Vancouver stores in the matter of decoration other than the Indian wall paintings which we propose having made and the lights that may be used. If we accept the sample which Mr. Mills has and which I believe Mr. McMahon approves of. The making and delivery of these items is a responsibility which must rest definitely with someone. The same is true about the Indian paintings.

The question of what kind of bedroom furniture and first floor furniture will depend largely upon what we can get in Canada at a reasonable cost.

The question of some floor covering should be considered.

With the hotel question settled, we should decide on the size and number of seats in the tap room we require and get out plans so there will be no delay in having building completed in time.

December 17, 1926.

If there are any other buildings to be put up, such as quarters for the help, laundry, garage, etc., we should take up all these questions and decide on size, dimensions, etc., before attempting to work out any details.

Regarding the boat: Apparently the contractor building the hotel is not a boat designer or boat builder. If so, we should probably engage the services of the present boat man at Glacier Park, who I understand is now making up a set of rough plans. These plans and specifications should be put in definite shape as soon as possible and I think the boat builder should go to Vancouver and secure the necessary oak, teak, or other hardwood timber, for frame of the boat, so that when we do build it will be of material which will last. After securing this, he can probably have it laid out and cut to proper form and then secure all material which is necessary for the boat and have it all shipped around to Cardston, together with sufficient material to build a boat house in which the boat can be built, and afterwards used for storing the boat in winter. My opinion is that we can not complete this boat in time for the opening of the season even starting now, so we should push the matter all possible.

The tap room building would probably furnish space for barber shop and beauty parlor, and a number of bed rooms which might be used for men guests, or dormitory for the help temporarily, together with the additional space we may be able to arrange on the fifth floor of the hotel, which Mr. McMahon is now working on. The fifth floor and upper part of the tap room may furnish all the space required for help for the present, but as to that we can check up and find out.

No doubt there are a number of other details, but the above are some of the points we should get together on so we will all have the same understanding.

Louis W. Hill.

(C O P Y)

St. Paul, Minnesota, December 18, 1926.

✓
Mr. Ralph Budd:

Referring to my letter of November 27 in regard to building of the boat on Waterton Lakes:

Mr. Hogeland, who has just returned from Waterton Lakes, talked to Mr. Oland, the contractor, about the building of the boat. While Mr. Oland has had some experience in boat building, he is not prepared to make and furnish plans, although he feels confident that he could build the boat from any plans which we might furnish him.

Mr. Oland is too busy, however, on the hotel itself to undertake the building of the boat, and the work should be turned over to someone else.

We have taken the matter up with Captain Swanson to have him make plans and submit them covering this boat.

W. P. Kenney.

✓
Copy to: Mr. L. W. Hill,) Please note.
" " : Mr. A. H. Hogeland.) Ralph Budd, 12/20/26.

15-1E

St. Paul, Minn., December 18, 1926

Mr. L. W. Hill:-

Herewith copy of report from Assistant Engineer Parker
concerning violent wind storm at Waterton Lakes Park, 10th and 11th
instant.

A. H. Hogeland.

Cy:- Mr. Ralph Budd
Mr. W. P. Kenney.

Mr. Hill:

In talking to Mr. Aszman, of Glacier Park Hotel Company, today, he advised that Chas. Griffin is still in the University Hospital at Minneapolis, being treated for trouble with his heart.

H W Kask 12-29-26.

F. G. Dorety Esq.,
Vice-President and General Counsel,
Great Northern Railway Company,
St. Paul, Minn.

Dear Sir: Re: Canadian Rockies Hotel Company

Acting on instructions from Mr. Weir of Helena in incorporating a Company to handle the bus traffic into Waterton Park, I have been in conference with customs officials of the Dominion Government. Knowing I represent your Company generally with regard to the Hotel, these officials have raised some points concerning the Hotel Company's business which bear also on the problems of the Transport Company.

Great Lakes

The Hotel Company, it seems, is bringing in a steamboat to ply up and down Waterton Lake. The international boundary cuts across Waterton Lake a little below the middle and this boat will be running in home and foreign waters no matter which country claims it. It will be subject to all the marine laws and regulations that a line of ocean vessels might have to observe if it is registered under the Canadian shipping laws. No doubt you already have in mind questions in that connection. The reason they come to my notice is that we are trying to make arrangements with the customs authorities to meet the needs of the Transport Company and those arrangements must depend in a large measure on the action of the Hotel Company, particularly with reference to this boat. Assuming that the boat will be bringing tourists across the line into Canada and will be connecting up with the bus line at the Hotel, the Customs Department would suggest placing right in the Hotel one of their officers to inspect all incoming baggage or shipments, and generally to enforce the regulations. If the boat is to ply up and down the Lake on mere excursions the officer might have duties on board. The placing of an officer in the Hotel would apparently be a convenience to the Hotel Company and its guests. The Government would expect in return that the Hotel accommodate this officer as it would one of the clerical staff in the Hotel, providing him with a convenient bond room--preferably in the basement--with something that would serve as an office in connection with it, and then give him meals and room free. The Government would

expect the Hotel Company, also, to pay this officer for any extra time devoted to his work at their request. The rule is that these officers draw regular pay for an eight hour day and for any special calls after hours they are entitled to two hours' pay as a minimum.

With an officer stationed in the Hotel the Government would consider a scheme whereby the bus company could bring in all the baggage of passengers without inspection at the boundary, leaving all inspection of goods to the officer in the Hotel. x

As stated, our arrangements for the bus line depend on these features of the Hotel's business, so we would be glad to have your comments at once.

Yours truly,

HOGG & GOODMAN,

Per A. E. Hogg

AEH/DS

*How short
US regulation
infraction on US?
to army back to US?*

*Hotel will own auto
but not accept surplus auto*

[1927][?]

Col

Mills

(Guelph)

cc 3966

Toronto.

Thompson —

Waterton Park Golf Course.

846 Lowry Hotel

Look up

Get various Golf links

[1927] [2]

Wapping Park also scus

Waltham Park No links

Hilling

Cause Bldgs imp on land
water system

DINNER TO FLYER ON THE AIR AT 8:15

The Daily News Fans to Hear Speeches of 'Lindy' and Chicago Officials.

When Col. Charles A. Lindbergh receives citywide acclaim from the residents of Chicago tonight and the official praise and greetings of the city, The Daily News will broadcast the events for the benefit of its large radio audience, many of whom will be unable to attend the banquet. Adding to its already impressive string of international and national events—political, sporting, musical, artistic, dramatic and scientific—WMAQ will present tonight the enthusiastic praise with which a city of 3,000,000 greets the world's greatest air hero.

A remote control microphone of WMAQ will be placed at the speakers' table in the grand ballroom of the Stevens hotel tonight to pick up the speeches of officials welcoming "Lindy" and the flyer's reply and greeting to his assembled admirers.

The program will come on the air from the Stevens hotel at 8:15 o'clock and will continue until about 10 o'clock, according to the schedules arranged by the mayor's committee and the Chicago Association of Commerce, sponsors of the affair. However, should any unforeseen last-minute development cause a change in the time of the event The Daily News will stand prepared to switch and shift the broadcast program in order to conform with the banquet.

Dawes Is Toastmaster.

William R. Dawes, banker and president of the Chicago Association of Commerce, will guide the affairs of the banquet in the capacity of toastmaster. The invocation will be given by the Rev. Joshua Oden, pastor of the Irving Park Lutheran church, after which Mayor Thompson will extend the city's official greeting to Col. Lindbergh, together with an expression of the pride of Chicagoans in the bird man and his achievement with his plane, the Spirit of St. Louis.

William P. MacCracken, assistant secretary of commerce in charge of aeronautics and a nationally accepted authority on flying, and Ald. Albert J. Horan, chairman of the civic council of the Lindbergh reception committee, will be among the speakers. Ald. Horan will present Lindbergh with the tablet of honor, according to present plans.

Photologue About Indians.

The weird, fantastically scrawled pictures which hide the tales of the deeds of valor and the wars tracing the history of the American Indians, will be discussed and described in the radio photologue tonight. The photologue will be presented at 7:30 o'clock this week because of the Lindbergh affair.

E. H. Moot, traveler and authority on Indian collections, will speak on "Indian Picture Writing" for the photologue. The "written records without writing," drawn and carved into the hides of bear and deer, are passed down from generation to generation, thus forming a link between the ancient and what otherwise might have been forgotten long ago, and the present. The pictures tell complete stories of events to those initiated into the code.

The pictured biographies of the Blood Indians will be used for tonight's lecture. The Bloods were members of the Blackfoot confederacy and closely related to the Blackfeet now living in Glacier National park.

One of the interesting relics bearing the tales of old time glory that will be used for the photologue is a shield 68 years old. The shield contains five complete and distinct stories, one of which is detailed and complicated.

Pictures of the shield and of many other relics of interest appear in the photogravure section of The Daily News today along with a photograph of the speaker, Mr. Root.

Dance Music at 8.

Following the photologue at 8 o'clock, Jack Chapman's dance orchestra, entertaining the diners and dancers in the roof garden of the Hotel LaSalle will play for the radio listeners. The melody makers will be on the air from 8 o'clock until the Lindbergh reception commences at approximately 8:15 o'clock.

At 10 o'clock or directly after the reception, WQJ will present the Saturday night popular radio party program. From then until 2 o'clock in the morning a wide variety of popular novelty events will be staged before the microphone.

At midnight the fans will hear the familiar clanging of Harry Geise's mammoth alarm clock. The alarm will announce the time for Mr. Geise to start his midnight party. Then will follow a party of melody and mirth which he arranged for his other friends.

Sports Program Tomorrow.

Rabid Cubs fans become steadily more rabid as the season approaches its close with the battling Bruins well in the lead, will hear the play-by-play account of the show McCarthy's boys stage with the Cincinnati aggregation at the northside Wrigley park tomorrow afternoon. Even before the game starts, Hal Totten,

[1927] [?]

A blueprint showing plan of Waterton Lakes buildings and key to buildings has been wrapped and filed on top of shelving. This blueprint was found with no covering letter.

15-12

[1927][?]

GOLF COURSE DATA

Acreage necessary for 9 holes depends, of course, on topography - 80 acres about minimum.

MESABA COUNTRY CLUB:

Land was about 75% cleared but full of rocks.

Cost \$100.00 per acre for 80 acres. ✓

Buildings cost around \$5,000.00. ✓

Cost of Improvements:

Green construction	\$10,000.00
Fairways and Water Main	19,000.00

Water supply - 6" main 1/4 mile - 7' deep from city water supply. The land was ploughed several times and considerable rock picked out. Cost of water supply 2 and 1" pipes to green (just under the sod) with mowers and equipment, \$3,000.00

Total cost of construction around \$45,000.00

Maintenance cost per year includes tile drains, patching up fairways with new soil etc., re-seeding greens if necessary \$4500.00 ✓

Length of course, approximately 3200 yards.

Consider 200 members is limit for 9 holes.

Construction started 1922

Playing started 1923.

Released for immediate publication

FIRST BOAT TRAVEL NOW LINKS TWO NATIONAL PARKS;

MOTOR CRAFT BUILT IN WILDS TO FURNISH THIS SERVICE.

Glacier Park, Mont. -- A motor boat seating 250 passengers was built under unusual circumstances in Glacier National Park last year. This boat plies between the south, or United States, end of Waterton Lake and the North, or Canadian, end of the lake. It not only crosses the International boundary line each trip, but passes from one National Park to another. Waterton Lakes is 9 miles long. One-half of it is in Glacier National Park and the other half in Waterton Lakes National Park, Alberta, Canada. Coathaunt Camp is at the Glacier end and the new Prince of Wales Hotel is at the Canadian end.

The boat is of American registry, and in order to eliminate custom fees on material used, it was shipped to the American end under bond, via the Canadian end. A new highway from Cardston, Canada, was under construction at that time, but it could not be used, and it was necessary to haul all material 40 miles over a temporary gumbo road. The contractor considered freight rates, asked by Canadian boatmen, too high. He therefore built a scow, equipped it with two outboard motors and freighted material to the American end of the lake where the boat was built.

When the boat ~~was built~~, which is called "International," was completed, inspectors from the Department of Commerce had a difficult time traveling to the spot to inspect it. Travel was so difficult they imagined they were to inspect a very crude affair. They were surprised to find a boat fully up to standards used in boat building centers.

The new gravelled highway from Cardston to Waterton Lake was completed before the travel season began this season. So there is now a modern highway from Glacier Park station and other tourist centers in the Park east of the Continental Divide to the Prince of Wales Hotel and the "International" will be in great demand.

[1927]

interesting information for You



Facts about the Great Northern
and the Great Northwest that
will enable you to better serve
the Traveling Public.

Vol. 2

Issued by the Passenger Traffic Dept. Great Northern Ry. & St. Paul, Minn.

**Gas-Motor Train
Service Resumed
between Morris
and Browns
Valley.**

Effective March 15th, gas-motor train service will be resumed between Morris and Browns Valley, displacing steam service which has been operated during the winter months. There will be no change in the schedule.

**Sleeping Car
Space out of
Glacier Park.**

Until June 10th address communications to H. P. Clements, P. T. M., Pullman Company, Chicago, for sleeping car space out of Glacier Park. After that date address all wires and letters to Pullman Company representatives, Glacier Park, Montana.

**Gas-Electric Ser-
vice between
Minneapolis and
Hutchinson.**

Effective at once Trains Nos. 815 and 816, running between Minneapolis and Hutchinson, Minn., will be operated by gas-electric motor car with trailer coach, instead of by steam power as heretofore.

**Auto Service be-
tween Waterton
Lakes and Banff**

The Brewster Transport Co., Ltd., announce that commencing June 30th, on alternate days, they will operate automobile service between Waterton Lakes and Banff.

Fourteen passenger Studebaker coaches with all weather enclosures will be used.

The road traveled is through the foot-hill country the whole distance with the Rocky Mountains to the West and the rolling prairies to the East. Two Indian Reservations, the North Piegan and the Stoney, are among the points of interest en route.

Schedules and fares as follows:

Schedule

Read Down		Read Up	
9:00 A. M.	Lv. Waterton Lakes.....Ar.	6:00 P. M.	
12:00 Noon	Ar. Maclead.....Lv.	1:00 P. M.	
1:00 P. M.	Lv. Maclead.....Ar.	12:00 Noon	
6:00 P. M.	*Ar. Calgary.....Lv.	8:00 A. M.	
9:00 A. M.	Lv. Calgary.....Ar.	10:30 P. M.	
12:00 Noon	Ar. Banff.....Lv.	7:00 P. M.	

*Transfer Point.

	Fares	One Way	Return
Waterton Lakes to Calgary.....		\$15.00	\$25.00
Waterton Lakes to Banff.....		20.00	33.35

Reservations will be accepted at any of the following depots of the Brewster Transport Co., Ltd.:

Waterton Lakes—Prince of Wales Hotel
Calgary —Palliser Hotel, Phone M-9988
Banff —Banff Springs Hotel, Mount Royal Hotel—Phone 34
Lake Louise —Chateau Lake Louise
Field —Y. M. C. A.
Emerald —Emerald Lake Chalet

Will you please give this information to all concerned?

Route of the New Oriental Limited
THE FINEST TRAIN BETWEEN CHICAGO AND THE PACIFIC NORTHWEST

**Discontinuance
of Trains 456-7
between Port-
land and
Centralia.**

Effective April 1st, Trains 456 and 457 between Portland and Centralia will be discontinued. Additional stops between Portland and Centralia will be made by Trains 407 and 408.

Side Trips.

In addition to the free side trip authorized in connection with summer tourist and all year tourist tickets from Seattle, Wash., to Vancouver, B. C., and return, the following side trips are available on tickets reading via Great Northern Railway to the Pacific Coast:

**Free Side Trip,
Seattle or Ta-
coma to Ashford,
Wash., Rainier
National Park.**

Effective May 15, 1927, a free side trip from Seattle or Tacoma, Wash., to Ashford, Wash. (Rainier National Park Station) and return, will be authorized, under the following conditions:

Side trip will be available to parties of twenty-five (25) or more persons traveling together, holding round trip summer tourist or all year tourist tickets, reading via the Great Northern Railway in one or both directions, between St. Paul, Minneapolis, Duluth, Minn., or Sioux City, Ia., and Seattle and Tacoma, Wash., and points beyond.

Side trip coupons should be included in through tickets at time of purchase and will bear the same limit as tickets in connection with which issued.

This arrangement will also apply on tickets routed via C. B. & Q. R. R. from Missouri River points or east thereof, to Seattle or Tacoma, Wash., and points beyond, when routed in both directions via C. B. & Q. R. R. between Missouri River Gateways and Billings, Mont., in connection with the Great Northern Railway therefrom; also will be available on tickets from or via Missouri River Gateways to California in one or both directions via Seattle, Wash., or Portland, Ore., when routed via C. B. & Q. R. R. between Missouri River Gateways and Billings, Mont., thence via Great Northern Railway to Seattle, Tacoma or Portland.

These side trip arrangements will be published in the reissue of Joint Tariff No. 50-5 and in our own tariff of Optional Routes and Side Trips.

**Free Side Trip,
Portland, Ore.,
to Seattle or
Tacoma, Wash.**

Effective May 15, 1927, a free side trip from Portland, Ore., to Seattle or Tacoma, Wash., and return, will be authorized under the following conditions:

Such side trip is available on round trip summer or all year tourist tickets from or via St. Paul or Duluth, Minn., to San Francisco, Cal., or points beyond in one or both directions via Portland and Southern Pacific Company or Pacific Steamship Company, which read via the Great Northern Railway to Spokane, Wash., thence S. P. & S. Ry. to Portland, Ore.

In a great many instances this route is authorized in the various joint tariffs to the Pacific Coast, and side trip coupons should be included only when such route is not included in such tariffs.

This side trip will also be available on such tickets from Missouri River Points and points east thereof to California, when routed via C. B. & Q. R. R. from such Missouri River Gateways to Billings, Mont., thence Great Northern Railway to Spokane, Wash., and S. P. & S. Ry. to Portland, Ore.

Side trip arrangements will be published in reissue of Joint Tariff No. 50-5, and in our own tariff of Optional Routes and Side Trips.

**Free Side Trip,
Spokane, Wash.,
to Coeur d'Alene,
Idaho.**

For passengers holding round trip summer and all year tourist ticket, reading in one or both directions via Great Northern Railway between St. Paul, Minneapolis, Duluth, Minn., or Sioux City, Iowa, and Seattle or Tacoma, Wash., and points beyond, agents may include side trip coupons via the Inland Empire R. R. from Spokane, Wash., to Coeur d'Alene, Ida., and return without additional collection. Such side trip coupons should be included in tickets at time of purchase.

**Optional Route
via Duluth.**

For this year's summer tourist traffic the Great Northern Railway has placed in effect an optional route allowing passengers holding tickets reading via Great Northern Railway between St. Paul or Minneapolis, Minn., and Glacier Park, Mont., and points beyond to travel via Duluth, Minn., without additional collection.

**O. W. Pierce, new
C. P. A., Detroit,
Mich.**

Effective this date, Mr. O. W. Pierce is appointed City Passenger Agent, Detroit, Mich., with office on the main floor of the Transportation Building, 131 LaFayette Blvd.

**Discontinuing
Stop at Coon
Creek, Train 23**

Effective April 12th, the stop on Train No. 23 at Coon Creek will be discontinued. Will you please see that all concerned are notified?

Gas-Electric Service displacing Trains 105-6 between Sauk Centre and Bemidji.

Effective April 11, 1927, Gas-electric motor, with coach trailer, will be operated on Trains Nos. 105 and 106 between Sauk Centre and Bemidji.

Pacific S. S. Co. announce addition of S. S. Admiral Farragut to Southwestern Alaska Service.

The Pacific Steamship Company announces the addition of the SS "ADMIRAL FARRAGUT" to its Southwestern, Alaska Excursion Service for the forthcoming season.
The addition of this vessel results in practically doubling the service of this company on this route and therefore makes available considerably more capacity for Alaska excursionists.
Weekly sailings will be maintained from Seattle during the season, May to September.

Bellingham Tulip Festival May 6-7.

The Bellingham Tulip Festival will be held May 6th and 7th. Will you please give this information to all concerned?

Open Top Observation Cars.

During the Glacier Park season, June 15th to September 15th, open top observation cars will be operated on Trains 1-2 and 3-4 as follows:

Seattle to Skykomish	- - - - -	Train 4
Skykomish to Seattle	- - - - -	Train 1
Whitefish to Glacier Park	- - - - -	Train 4
Glacier Park to Troy	- - - - -	Train 3
Troy to Whitefish	- - - - -	Train 2

These cars will afford passengers an opportunity to obtain the full benefit of the especially attractive scenery in the Rocky and Cascade Mountains and are available for free use by all passengers on trains.
Please give this service as wide publicity as possible.

Discontinuance of Trains 39 and 40 between Bonners Ferry and Troy.

Effective at once, Trains 39 and 40 will be discontinued between Troy and Bonners Ferry. Nos. 3 and 4 will stop at Leonia on signal.

Announcing Gas-Electric Service between Breckenridge & Larimore.

Effective at once Trains 197 and 198 between Breckenridge and Larimore will be equipped with a gas-electric motor car and trailer, instead of being operated by steam power as heretofore.

Line up of Extra Standard Sleepers, Parlor Cars, etc., for the Summer Season.

**Extra Sleepers and Parlor Cars, Summer Season
Trains 1, 2, 3, 4, 33, 34 and 43 and 44.**

The following will be the line up of extra standard sleepers, parlor cars, etc., for the summer season. Assignment of space in such cars will be shown in our Circular No. 123-27, which will be forwarded to all agents and representatives at an early date.

BETWEEN CHICAGO AND GLACIER PARK

(From Chicago July 1st to Sept. 1st, inclusive)
(From Glacier Park July 4th to Sept. 4th, inclusive)

A 12 section drawingroom sleeper car B-12 westbound Burlington No. 51 G. N. No. 3, eastbound from the Park on Train No. 4 to St. Paul. Eastbound car will be known as car G-12.

BETWEEN CHICAGO AND GLACIER PARK

(From Chicago July 1st to Sept. 1st, inclusive)
(From Glacier Park July 6th to Sept. 6th, inclusive, to Chicago)

A 12 section drawingroom sleeper westbound car B-9 from Chicago Burlington No. 49 G. N. No. 1 to Glacier Park. Returning from Glacier Park as car G-9 G. N. Train No. 2 in connection with Burlington No. 52 to Chicago.

**COMPARTMENT-OBSERVATION CAR TRAINS 3 & 4
BETWEEN ST. PAUL AND SEATTLE**

This car will be in operation on Trains 3 and 4 daily June 15th to September 15th, inclusive, and will be known as Car 10, both east and westbound.

BETWEEN CODY AND GLACIER PARK

First car from Cody June 23rd, through Billings June 24th, arriving Glacier Park same night. Last car from Cody Sept. 2nd, through Billings Sept. 3rd, arriving Glacier Park same night.

Eastbound first car from Glacier Park June 25th, through Billings, June 26th, arriving Cody June 27th. Last car from Park September 4th, through Billings, September 5th, arriving Cody September 6th.

A 12 section drawing-room sleeper, Car 61, westbound Burlington Train 12-9, G. N. 43-1, eastbound G. N. 44 and C. B. & Q. 10-11.

BETWEEN KANSAS CITY AND GLACIER PARK

(First car from Kansas City, June 13th, through Billings June 15th, arriving Glacier Park same night. Last car from Kansas City September 12th, through Billings September 14th, arriving Glacier Park same night. First car from Glacier Park June 16th, through Billings June 17th, arriving Kansas City June 19th. Last car from Glacier Park September 15th, through Billings September 16th, arriving Kansas City September 18th.)

A 12 section drawing-room sleeper westbound car B-25, eastbound car G-25, C. B. & Q. No. 43, G. N. No. 43 and 1, eastbound G. N. No. 44, C. B. & Q. 44.

**FROM KANSAS CITY TO CUT BANK WESTBOUND
EASTBOUND FROM WHITEFISH TO KANSAS CITY**

(Last car from Kansas City June 12th, through Billings June 14th, arriving Cut Bank June 14th. Last car from Whitefish June 15th, through Billings June 16th, arriving Kansas City June 18th. Service to be restored first car from Kansas City September 13th, through Billings September 15th, arriving Cut Bank September 15th. First car from Whitefish September 16th, through Billings September 17th, arriving Kansas City September 19th.)

A 12 section drawing-room standard sleeper westbound C. B. & Q. and G. N. No. 43, eastbound G. N. No. 2-44 and C. B. & Q. 44.

BETWEEN GLACIER PARK AND PORTLAND

(From Glacier Park July 3rd to September 3rd, inclusive.)

(From Portland July 5th to September 5th, inclusive.)

A 12 section drawing-room standard sleeper between Glacier Park and Portland westbound G. N. No. 1, S. P. & S. No. 1 to Portland, eastbound from Portland S. P. & S. No. 2, G. N. No. 2 to Glacier Park. Westbound car will be designated as Car B-9 and eastbound Car P-9.

BETWEEN GLACIER PARK AND SEATTLE

An extra 12 section drawing-room sleeper will be handled between Glacier Park and Seattle on Trains 3 and 4, effective westbound from Glacier Park July 3rd to September 3rd, inclusive, and from Seattle eastbound July 5th to September 15th, inclusive. Westbound car will be designated as Car B-12, eastbound as Car G-12.

**PARLOR CAR BETWEEN ST. PAUL AND GRAND FORKS
WESTBOUND G. N. NO. 1, EASTBOUND G. N. NO. 4**

A double end vestibule parlor car will be in operation on the Oriental Limited westbound from St. Paul June 15th to September 15th, inclusive, to Grand Forks. Eastbound from Grand Forks June 16th to September 16th, inclusive, on Train 4 to St. Paul.

PARLOR CAR ON TRAINS 33 AND 34 BETWEEN DULUTH AND GRAND FORKS

An observation-buffet parlor car will be handled on Trains 33 and 34, June 15th to September 15th, inclusive, between Duluth and Grand Forks.

**A. J. Dickinson
Passenger Traffic Manager
St. Paul, Minn.**

**F. T. Holmes
Asst. Genl. Passgr. Agent
St. Paul, Minn.**

**E. H. Wilde
General Passenger Agent
St. Paul, Minn.**

**Willis Wilson
Asst. Genl. Passgr. Agent
St. Paul, Minn.**

St. Paul, Minnesota, January 5, 1927.

Messrs. L. W. Hill, ✓

W. P. Kenney.

It now looks as if Mr. Albright would be
in St. Paul for a conference on Sunday, January 16.
Definite advice will be received a little later.

Ralph Budd.

(C O P Y)

LOS ANGELES BILTMORE

Jan. 6th, 1927.

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

Dear Sir:

I have made several attempts to get in touch with your Hotel Manager at Glacier National Park, for the purpose of securing a position as room clerk or front clerk for the coming season. So far I have been unable to ascertain his name and therefore I am writing you direct.

I am thirty years of age and have had fifteen years experience in resort and commercial hotels throughout the West and can furnish excellent references from people for whom I have formerly managed Hotels, ranging from seventy-five to one hundred and twenty-five rooms.

At present I am employed in the front office of the above named Hotel, and desire to make connections with your hotel for the summer, while things are rather quiet here.

I have been informed that you are contemplating a trip to Los Angeles this winter, and would appreciate it if I may have an interview with you regarding this.

Hoping to hear from you in the near future,

I Remain,

Very truly yours,

(Signed) F. D. Schmiedemann.

F. D. Schmiedemann.

FDS/T.

Mr. Hill's notations.

WPK for HAN

Harry Acknowledge and say referred to HAN

St. Paul, Minnesota, January 6, 1927.

Mr. W. R. Mills:

Do you know the name of the Blood Reservation man near Cardston who would have charge of Indians engaged in decorating New Hotel at Waterton Lake? I think it might be a good idea to send him some of our so-called Christmas card pictures, so that he will have an opportunity to look them over before you go up there, and thus be in shape to offer possible suggestions.

Louis W. Hill.

P. S. For your information, we have all of the plates from which the black and white Indian pictures have been made. These plates are being held by Mr. Gay Wilson of the First National Bank, and are readily available.

LWH.

[1-6-27]

Mr. Kask:

Last night Mr. Hill inquired who had the plates of all of the Christmas cards. I asked Mr. Guy Wilson of the Bank, and he says he has all of them down there, and that he can readily turn them up.

Ed. 1/6/27.

(C O P Y)

St. Paul, Minnesota, January 7, 1927.

L. W. Hill, Esq:

There have been many inquiries about the name of the Waterton Lakes hotel, and "The Prince of Wales Hotel" has been suggested.

Mr. Dorety has had this up with some local attorneys and there seems to be no objection to using that name.

Will you please advise if you want it called "The Prince of Wales Hotel"?

Ralph Budd.

Original returned to Mr. Budd's office, with following notation in Mr. Hill's handwriting:

"O.K. with me. L.W.Hill".

HWKask 1-8-27

15-1E

ESTABLISHED 1905

McJUNKIN ADVERTISING COMPANY

5 SOUTH WABASH AVENUE
CHICAGO



JOSEPH H. FINN
FIRST VICE PRESIDENT

January 7, 1927.

W. Hill

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

Dear Lou:-

The attached clipping would indicate that the Prince of Wales is to be with us this year. It occurs to me that the annual meeting of the Taurian Order should be held at Waterton Lakes National Park in the Picador Atrium where the belt might be awarded to H. R. H. by none other than our international president - yourself.

WPK
to note

I have not seen the belt since Ex-Governor Eberhart displayed it and thereafter suffered from lapsus muscularus. In the event of using the same girdle, it might be wise to construct a couple of caisons to support it. Landis, the baseball czar, has a belt he has been using at recent sessions with diamond athletes that might be available if the other is still missing.

You are likely to see in the papers shortly the real reason why Edward is coming -- to attend the grand opening of the lodge, named after him.

Noted. He is still good. We should get the prince to hotel.

Lariatly yours,

J.H.F.

J. H. Finn
MK



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