

St. Paul, Minn., January 20, 1927

Copy sent Mr. Hill in New York.

OK 1/21/27

Mr. L. W. Hill,

Chairman.

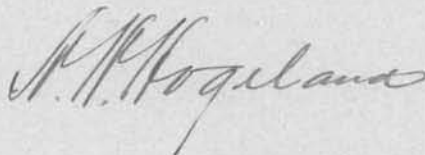
Dear Sir:-

Concerning permit to operate a beer parlor in connection with the new hotel at Waterton Lakes Park:

While at Ottawa on the 12th instant we discussed this matter with Mr. J. B. Harkin, Commissioner of Canadian National Parks, and were advised that the Department would not object in any way, in fact all those connected with the National Park affairs at Waterton Park are in favor of such a permit being granted. We must, however, secure a permit from the Provincial Authorities and comply with all their requirements.

Mr. R. J. Dinning, Commissioner, Alberta Liquor Control Board, Edmonton, Alberta, is the officer to take the matter up with.

Yours truly,



Cy:- Mr. Ralph Budd,
Mr. W. P. Kenney,
Mr. F. G. Dorety.

15-1W

GLACIER PARK HOTEL COMPANY

St. Paul, January 28th, 1927

Mr. L. W. Hill: ✓

Mr. W. P. Kenney:

Referring to Mr. Hill's letter of January 8th.

For your information, I have secured authority from the National Park Service, Washington, assuring us of permission to operate the boat on Waterton Lake, and also permission for enough ground on which to build a boat house.

I have also secured the assurance of the National Park Service of the Dominion of Canada, that they will give us a permit to operate the boat in the Canadian Waters.

We also have a letter from the Department of Marine Service, Canada, advising that if the boat is issued an American Steamship license, a reciprocal certificate will be issued by the Canadian authorities on application to the Canadian Steamship Inspector, Vancouver.

Being operated on International waters the boat would come under the regulations of the Canadian Customs and the United States Customs laws. About the only provision would be that it would not be permitted to do business between two or more Canadian ports without paying customs duty on the boat, as long as it was an American registered boat. It could do business between the Canadian port and an American port, and vice versa. This, in effect, means that we could not land people at any point except the one point in Canada. This, I do not see, is any detriment, as it is not our intention to do business except between the docks at the north and south ends of the lake.

H. A. Noble ✓

HAN:EMO

(copy)

HOGG and GOODMAN
Barristers, Solicitors

Offices: Yale Block

Lethbridge, Alberta,
29th January, 1927.

Mr. F. L. Paetzold,
Secretary,
Great Northern Railway Co.
St. Paul, Minnesota.

Re: Canadian Rockies Hotel Co. Ltd.

Dear Sir: -

Some local men have come to me asking that I try to get into negotiations on their behalf for a lease of the Tap room or Beer Parlour in your new hotel at Waterton National Park. By reason of having my office registered as the local office of your Hotel Company, I have hesitated about taking up this matter, but on second thought have decided I might at least make an enquiry and stand neutral for the time being.

Doubtless you have got numerous other enquiries as to the renting of this Beer Parlour. With Mr. Countryman I had some correspondence last August in which we had some passing reference to the beer license, but beyond that I have heard nothing directly of your Company's ideas or plans. Our clients here who are enquiring now have in mind that you intend to grant a lease of the Beer Parlour to some responsible person or Company who will operate it according to your wishes and that your Company will run the other part of the hotel independently of that. If that be the case and you are open to negotiate for a lease, I would be glad to hear from you and I might at least put these enquirers in touch with the proper official of the Company.

Yours truly,

(signed) A. B. Hogg

St. Paul, February 1st, 1927.

Mr. H. A. Noble,

Building.

Dear Sir:

Attached please find copy of letter received from Messrs. Hogg and Goodman, Barristers, Lethbridge, Ala., and copy of my reply in regard to the Canadian Rockies Hotel Co. Ltd., which are self-explanatory.

I might add that the office of this firm is the registered office of the Canadian Rockies Hotel Co. Ltd. in Alberta as required by their law.

Yours truly,

(Signed) F. L. PAETZOLD.

Secretary.

FLP-z.

encl.

cc to Mr. L.W.Hill

Mr. R.Budd

Mr. W.P.Kenney

February 1st, 1927.

Messrs. Hogg and Goodman, Barristers,
Yale Block,
Lethbridge, Alberta.

- Att: Mr. A. B. Hogg -

Dear Sir:

I have your letter of the 29th ultimo in connection with the new hotel being built at Waterton National Park by the Canadian Rockies Hotel Company, Ltd.

I am today referring your letter to Mr. H. A. Noble, General Manager. While the question you raise probably has not been decided, I am sure Mr. Noble will communicate with you in due time stating the position of the Hotel Company.

Very truly yours,

(Signed) F. L. PAETZOLD.

Secretary.

FLP-z.

cc to Mr. L. W. Hill
Mr. R. Budd
Mr. W. P. Kenney
Mr. H. A. Noble

St. Paul, Minn., February 2, 1927.

Mr. H. A. Noble:

Regarding application to lease the tap room privilege at the new hotel at Waterton Lake:

If we obtain a license, I do not think we should sub-let it, for the reason that we could not control the place as well as if we ran it ourselves, and I think we should tell the Government authorities or our attorneys that we are not taking license out in the ordinary way of obtaining it for the profit which may be realized, but simply as an adjunct to the hotel, and we do wish full control so we can regulate it or close it at any hour we wish earlier than the prescribed hours, etc., if it becomes a nuisance as a hang-out for guides, horsemen, chauffeurs, etc. If we leased the privilege out we could not control it and might result in the place becoming a nuisance. I think it might help us in obtaining license if the proper authorities are advised along the above lines.

Louis W. Hill.

Copy to Mr. Ralph Budd,
Mr. W. P. Kenney,
Mr. F. G. Dorsey,
Mr. F. L. Paetzold.

February 4, 1927.

PERSONAL

Mr. G. W. Hoffeinger,
c/o Park Saddle Horse Company,
Kalispell, Montana.

Dear Mr. Hoffeinger:

Referring to your letter of October 4, 1926, with which you enclosed recommendations and suggestions for Glacier Park Trails:

The roads and trails in the Park were the subject of discussion by all of our people here, and I thought you might be interested in the enclosed memorandum covering new trails, new wagon roads and trail improvements suggested for Glacier Park, copy of which was sent to Mr. Horace M. Albright, Assistant Director, National Park Service at Washington, D. C., on January 19.

Yours very truly,

(SIGNED) LOUIS W. HILL

Copy to Mr. Ralph Budd,
Mr. W. P. Kenney,
Mr. H. A. Noble.

January 19, 1927.

*Mr. Will
Copy on desk behind you.*

Horace M. Albright, Esq.,
Assistant Director (Field),
National Park Service,
Washington, D. C.

Dear Mr. Albright:

I am sending you herewith a memorandum of new trails, new wagon roads, and trail improvements suggested for Glacier Park. A map is also being sent you, under separate cover.

These matters, I understand, were gone over in the conference you held with Mr. Kenney and Mr. Noble last Sunday, and I was asked to send you these papers. As you know, Mr. Kenney, Mr. Budd, and Mr. Will are away, but they are being sent copies of the papers and the map, and if they have any further suggestions, you will be advised as soon as they get back.

Yours very truly,

JOHN A. LINGBY

cc: L. W. Hill, Esq.,
W. P. Kenney, Esq.,
H. A. Noble, Esq.

Encl.

1-m

NEW TRAILS

Construct new trail from Granite Park North following contour to Ahern Pass, thence northwesterly to point near County Line about a mile South of Lake Sue.

Consider Trail from point on County Line southwest of Lake Sue Northerly around East side of lake, joining present trail near Cathedral Peak. Sue Lake is a larger Iceberg Lake than Iceberg Lake the original.

If trail from point on County Line southwest of Lake Sue around West side of Lake to present trail near Cathedral Peak can be constructed, it will save considerable construction and in addition we will get wonderful views of Chaney and Shepard Glaciers, two of the most scenic Glaciers in the Park. Also consider relocation of trail from county line down to Little Kootenai Creek on Waterton trail. This is at present the worst in the Park and impossible to improve.

Extend Grinnell Glacier Trail one and one half miles to Glacier.

Explore, locate and construct trail from Red Eagle Basin Westerly and Northerly to Virginia Creek, down Virginia Creek to head of St. Mary Lake. Hunters formerly took their horses through here so it is possible.

Explore and possibly locate and construct trail from Red Eagle Basin northwesterly to Sperry Sun Trail.

From Hotel up Midvale Creek, over Ellsworth Pass and Buttercup Park down Paradise Creek to join up with present Paradise Park Trail.

From Dawson Pass to Cut Bank Pass around the West side of Mt. Morgan.

From Dawson Pass down Nyack Creek to Point south of Red Eagle Pass, thence North over Red Eagle Pass, Red Eagle Basin, down Red Eagle Creek to Red Eagle Lake, where it will join up with St. Mary - Cut Bank Trail.

It is very important to reconstruct trail between Granite Park and Logan Pass so as not to be interfered with by the new highway construction.

New Trail should be constructed from Helen Lake Southwesterly and over Ahern Pass to connect with new trail between Granite Park and County Line.

Construct new trail from St. Mary Northwesterly to Boulder Creek, up Boulder Creek about a mile, thence Westerly along old trail to Altyn, where it will join the Cracker Lake-Many Glacier Trail. Also construct new trail up Boulder Creek to small lake at foot of Siyeh Pass.

The trail from Many Glacier to Belly River is too long and uninteresting. Hiker has made trip from Many Glaciers to Belly River and back in a day via trail up Wilbur Creek, thence North over pass West of Red Gap, as shown on plat. Also suggest the construction of a trail up Appekunny Basin to Kennedy Lake, thence North to base of Red Gap. Either of these trails should be built to Belly River.

People familiar with the Belly River country strongly recommend the construction of a trail from Belly River to small lakes South of Glenn Lake.

New trail up the East shore of Waterton Lake is recommended as a large number of people visit this lake every season.

Extensions from Boundary Creek trail to three or four small lakes lying South would be ^{very} interesting.

The construction of about 5 miles of new trail around Mt. Cleveland is strongly urged for hikers and horses.

A trail from foot of Waterton Lake to Belly River would be very important if developed.

TRAIL IMPROVEMENTS IN GLACIER PARK

All the present trails need a thorough going over to put them in condition for saddle horse and foot travel, and the following work done:

- A - Cut out overhanging limbs and branches.
- B - Remove loose rolling rock.
- C - Provide drainage to keep water off.
- D - Build up retaining walls at curves and on steep sides.
- E - Widen trails at points that are too narrow for horses to pass safely.
- F - Revise grades where too steep and build cut-offs where trail can be shortened.

TRAILS THAT NEED ABOVE IMPROVEMENTS.

- 1 - Swiftcurrent Pass - needs drainage and rock removed on switchbacks and ^{revising} ~~raising~~ grade on west side of summit down to Chalets; widened at Devils Elbow.
- 2 - Piegan Pass - Drainage and limbs removed on south side of Pass.
- 3 - Cracker Lake - Considerable work where trail enters canyon to widen and keep soil from sliding into Creek. Cut out branches.
- 4 - Iceberg Lake - This trail in fair condition but needs rebuilding of rock culverts to take care of water early in season.
- 5 - Grinnell Glacier - needs trimming out of branches and extending as new trail $1\frac{1}{2}$ miles.
- 6 - Logan Pass Trail - Granite to Sun Camp to be revised where new road interferes with it; widened on east side of pass down to foot of mountain.

- 7 - Gunsight Pass - Revised to lessen grades on both sides of Pass and make more safe on switchbacks by making longer and wider switchbacks; probably needs considerable surveying to get better grade.
- 8 - Mount Henry Trail - Can be improved and shortened and better marked, as so many trails and logging roads cross it confusing tourists. Improve by removing rock up Forty Mile Creek and better grade; also improve switchbacks down west side of Appistoko Mountain.
- 9 - All trails in Two Medicine Valley need branches taken out and mud holes drained or filled. Trail to Twin Falls should be graveled for foot passengers and no horses allowed on it, as people using this trail are mostly dressed in city clothes.
- 10 - Mt. Morgan Dry Fork Trail needs revising of switchbacks and dead and fallen timber cleaned out. Much timber falls on this trail after high winds account going through old burn. Also clean out the outside trail to Cut Bank.
- 11 - Dawson Pass to Red Eagle Pass - Revise grades and rebuild from Pass down to Hyack Creek and clear out trail over Pass and down to lake.
- 12 - Red Gap and Indian Pass trails need considerable revision especially on each side of Passes, brushing out and water holes drained.
- 13 - Granite to Waterton needs to be relocated and will be treated as a new trail.
- 14 - Granite to Lake McDonald will have to be relocated most of the way on account of the new Trans-Mountain road.
- 15 - Lewis to Sperry needs cleaning out of loose rock which has accumulated on switchbacks.

- 16 - Triple Divide - general clearing out and some revision on north side of mountains. Trail should be revised to carry to the Triple Divide Mountain side of the gap and a branch trail built to top of Triple Divide. Tourists cannot see the Triple Divide from trail as now located. Also clear out outside trail - (old Fox Creek Trail).
- 17 - St. Mary to Red Eagle Lake needs draining of mud holes and several corduroys repaired and widened by cutting out obstructing trees and branches trimmed.
- 18 - Red Eagle Lake to Red Eagle Pass - Cleaned out and opened up to tourists.
- 19 - Revise grades on Sun Camp-Secton Glacier Trail by making long switchbacks instead of short ones; improve drainage.
- 20 - Sun Camp to Gunsight Lake needs principally, mud holes drained, Corduroy and cutting out limbs.
- 21 - Trails from foot of Waterton Lake to Browns Pass cleaned out and side trail cut to Dixon Glacier.
- 22 - All main trails should be put in shape by June 15, by removing snow if necessary and repairing washouts.
- 23 - Fix trail along Josephine so horses can keep off of beach - no horses should be allowed on beach.
- 24 *complete good walking trail around Mc Dermott by graveling.*

[1-19-1927]

NEW WAGON ROADS

- Recommend the construction of a wagon road from the International boundary South to Crossley Lake. Wagons can now be driven from Crossley Lake to the head of Glenna Lake in low water. This required to connect with the Canadian road from Waterton Lake.
- ①
- ② Recommend the construction of about 4 miles of wagon road along the Cut Bank trail.
- Recommend the construction of about 2 miles of wagon road from Two Medicine Chalets to head of the lake.
- ③
- ④ Wagon road Many Glaciers to Grinnell Lake.
- ⑤ Wagon Road Many Glaciers to Iceberg Lake.
- ⑥ Improve road Babb to Many Glaciers.

15-191

St. Paul, Minn., February 7, 1927

Mr. Harry Kask:-

This will acknowledge receipt of your letter 7th instant with reference to the boat being built by Captain J. W. Swanson for use on Waterton Lake.

The correspondence and the plans will be kept in Mr. T. D. McMahon's file.

A. H. Hogeland

(C O P Y)

S O M E R S L U M B E R C O M P A N Y

Somers, Montana.
Jan. 21, 1927.

Mr. Louis W. Hill,
Chairman of the Board,
Great Northern Railway Co.,
St. Paul, Minnesota.

Dear Sir:

Beg to acknowledge receipt of your favor of January 12, enclosing the blue prints of the proposed boat for Waterton Lakes. I have made a check of these plans, which are rather indefinite, as they are drawn so that it is quite hard to check one with the others.

If the water line which is shown is the designed line at which the boat is supposed to float after it is constructed, will state that the area of this line is 867.7 square feet, consequently at that line it would take 4.511 pounds to sink the boat one inch. Two hundred fifty passengers at an average of 140 pounds each would consequently sink the boat about seven and three-quarters inches. Twenty-five tons would sink the boat eleven inches. At this load water line the total displacement of the boat would be 92,200 pounds. The center of buoyancy is about 6'8" aft of station #3 and no doubt Mr. Swanson will be able to place the engines, which are the principal weight, so that he will approximate the load water line as shown.

This particular drawing which was sent me is rather crude as to lines, and as there was no table of ordinates my measurements were necessarily taken from the blue print which undoubtedly has shrunk to some extent, but these figures will be near enough. There is no question in my mind but that the boat has beam enough to take care of any sudden movement of passengers from one side to the other.

I am returning herewith the plans and trust that the information given is what you desire.

Very truly yours,

(Signed) W. R. Ballard,

General Manager.

WRB/LR

Copy to Mr. Hill,
New York, N. Y. 1/24/27.

(C O P Y)

Mr. Hill:

Capt. Swanson has about completed his set of boat plans, and will be glad to bring them down whenever you find it convenient to see him, or, you may wish to drop in and see them in McMahon's office, where he is working on them.

H W Kask 1-6-27.

Later: Capt. Swanson now working in our office on boat specifications, where he is available any time you wish to see him.
HWK 1-8-27.

[6/2-7-27]

(C O P Y)

St. Paul, Minn., January 8, 1927.

Mr. H. A. Noble:

We are having four sets of blue prints made from tracing plans of the new boat for Waterton Lakes; one set to be given Capt. Swanson for use as working set of plans, one set for you, one set for Mr. Mills and one set for me. The tracing is to be kept on file in Mr. McMahon's office.

I wish you would inquire as to what, if any, formalities are necessary; that is, do we have to file our plans and secure approval before building the boat, etc., so there will be no difficulty about running it after it has been built? This will apply to both Canada and the United States regulations. Presumably they will be interested in specifications as well as plans of the boat, particularly as this is to be a twin-screw boat, and it probably will easily pass inspections of both countries due to having two engines, which fact will appeal from a safety standpoint.

Louis W. Hill.

Copy to Mr. T. D. McMahon,
Mr. W. R. Mills.

I understand Mr. McMahon has filed in his records the tracings of the new boat.

Set of blue print plans go to Mr. Mills herewith; these plans to be returned to me when they have served his purpose.

Louis W. Hill.

(C O P Y)

St. Paul, Minn., January 12, 1927.

Mr. W. R. Ballord,
c/o Somers Lumber Company,
Somers, Montana.

Dear Mr. Ballord:

I understand that you are a Marine Engineer and have had more or less experience in connection with constructing and designing boats.

We have awarded a contract to Capt. J. W. Swanson, of Kalispell, Montana, for building a boat, as per the attached set of blue print plans, and I will appreciate your judgment, after you have had an opportunity to study the plans.

You will notice boat is constructed to carry two hundred and fifty passengers, using both decks, and is to have two engines, is to be of twin screw type, although the plans do not show it. The part I am particularly interested in getting a check on is the moulding and the capacity of the hull. How much will it change the water line to put two hundred and fifty passengers, or twenty-five tons, into the boat? I am not doubtful of the speed or power, but want to be certain that it will carry the load, with as many people on one side as can get there, if they have occasion to do so. The hull should be so constructed as to make this safe and possible, and I presume it is, but I will appreciate your views on this particular phase.

Very truly yours,

(Sgd) Louis W. Hill.

St. Paul, Minn., February 7, 1927.

Mr. A. H. Hogeland:

Please note attached correspondence, about boat for Waterton Lakes service, consisting of my memorandum to Mr. Hill of January 6 and 8, Mr. Hill's letter January 8 to Mr. Noble, Mr. Hill's letter January 12, to Mr. W. R. Ballard, and Mr. Ballard's reply of January 21, together with blue print set of plans of the boat in question.

Note particularly Mr. Hill's notation on Mr. Ballard's letter of January 21, reading: "Mr. A.H.H. to note and file".

In compliance with Mr. Hill's wish, please file correspondence and set of plans after you have noted.

Please acknowledge receipt.

H W Kask.

15-1E

St. Paul, Minn., Feb. 8, 1927

Mr. A. B. Hogg
Hogg and Goodman
Xale Block
Lethbridge, Alberta

Dear Sir:

Your letter of January 29th addressed to Mr. F. L. Pastzold, in reference to lease of tap room, or Beer Parlor, has been referred to me.

I beg to advise that in case the Government should grant us the privilege of operating a tap room or Beer Parlor, we would operate the same directly ourselves, as the Canadian Rockies Hotel Company. If we were accorded the privilege of taking out a license for such operation, it would not be primarily for the profit which would be realized, but from our viewpoint, would be simply as an adjunct to the hotel service.

We feel that it would be necessary for us to have full control of its operations so that we could regulate it in a proper way. It would be very important that it be so operated that it would not become a nuisance or a hang-out for undesirable people. You can readily understand, therefore, if we leased the privilege out, we would still have certain responsibilities, but would not have the control of it so that we could be sure of its being operated in absolute accordance with the laws, and also not deteriorate into a nuisance.

For the reasons outlined above, we would not care to consider the leasing of such privilege.

Yours very truly,

General Manager

HAN:WMO

cc LWHill
WPKenney

15-18

Copy for Mr. Kill's files

St. Paul, Minn., February 10, 1927.

Mr. E. C. Leedy,
General Agricultural Development Agent.

Dear Sir:

I find the following appropriations for the year ending June 30, 1928, in the General Appropriation Bill just passed:

"Irrigation district one: Colville Reservation, Washington, \$6,000;"

"For surveys and investigations for the protection of water rights on the Blackfoot River, including investigation of any damage resulting from the operation of the Blackfoot Reservoir, \$12,000, payable from funds received from the sale of excess stored waters of the Blackfoot Reservoir."

"For maintenance and operation, including repairs of the irrigation systems on the Fort Belknap Reservation, in Montana, \$18,000, reimbursable in accordance with the provisions of the Act of April 4, 1910."

"Flathead irrigation project, Montana: For operation and maintenance, \$25,000, to be immediately available: Provided, That of the unexpended balance of the appropriation for this project for the fiscal year 1927 there is hereby reappropriated and made available for the fiscal years 1927 and 1928, \$40,000 for construction of the South Side Jocko Canal, available when the Jocko irrigation district shall properly execute an appropriate repayment contract, in form approved by the Secretary of the Interior, which contract shall, except as hereinafter provided, conform to the conditions provided for a contract in the appropriation for this project for the fiscal year 1927; Provided further, That of said unexpended balance there is hereby reappropriated and made available for the fiscal years 1927 and 1928 not to exceed the following amounts: Pablo Feed Canal enlargement, \$100,000; Moiese Canal enlargement, \$15,000; Rubbart Feed Canal, \$7,500; Camas A Canal, \$2,500; available when the Flathead irrigation district shall properly execute an appropriate repayment contract, in form approved by the Secretary of the Interior, which contract shall, except as hereinafter provided,

conform to the conditions provided for a contract in the appropriation for this project for the fiscal year 1927: And provided further, That the remainder of the unexpended balance of the appropriation for this project for the fiscal year 1927 shall at once become available, and remain available for the fiscal years 1927 and 1928, for continuing construction of power plant when an appropriate repayment contract, in form approved by the Secretary of the Interior, and which, except as herein-after provided, contains the provisions set forth for such a contract in the appropriation for this project for the fiscal year 1927, shall have been executed by a district or districts organized under State law embracing not less than eighty thousand acres of the lands irrigable under the project: And provided further, Any contract provided for in this paragraph shall require that the net revenues derived from operation of the power plant shall be used to reimburse the United States in the following order: First, to liquidate the cost of the power development; second, to liquidate payment of the deferred obligation on the Camas Division; third, to liquidate construction cost on an equal per acre basis on each acre of irrigable land within the district or districts contracting; and fourth, to liquidate operation and maintenance costs within such district or districts."

"For improvement, maintenance, and operation of the Two Medicine and Badger-Fisher divisions of the irrigation systems on the Blackfeet Indian Reservation in Montana, by and under the direction of the Commissioner of Indian Affairs, including the purchase of any necessary rights or property, \$15,000 (reimbursable). "

"Milk River project, Montana: For operation and maintenance, \$36,800; continuation of construction, \$15,000; in all \$51,800;"

"Sun River project, Montana: For operation and maintenance, \$20,000; continuation of construction, Greenfields division, \$37,000; continuation of construction, Gibson Dam, \$1,000,000; in all, \$1,057,000;"

"Klamath project, Oregon-California: Of the unexpended balance of the appropriation for this project for the fiscal year 1927 there is reappropriated for operation and maintenance, \$102,000; continuation of construction, \$124,000; in all \$226,000;"

"Okanogan project, Washington: For operation and maintenance, \$65,000;"

"Glacier National Park, Montana; For administration, protection, and maintenance, including necessary repairs to the roads from Glacier Park Station through the Blackfeet Indian Reservation to various points in the boundary line of the Glacier National Park and the international boundary, including not exceeding \$2,900 for the purchase, maintenance, operation, and repair of horse-drawn and motor-driven passenger-carrying vehicles for the use of the superintendent and employees in connection with general park work, \$149,700; for construction of physical improvements, \$13,600, including not exceeding \$4,500 for the construction of buildings, of which not exceeding \$2,500 shall be available for a residence for the chief clerk; in all, \$163,300."

Very truly yours,

F. G. Dorety

FGD/b

cc-Mr. R. Budd

Mr. C. O. Jenks

Mr. W. P. Kenney

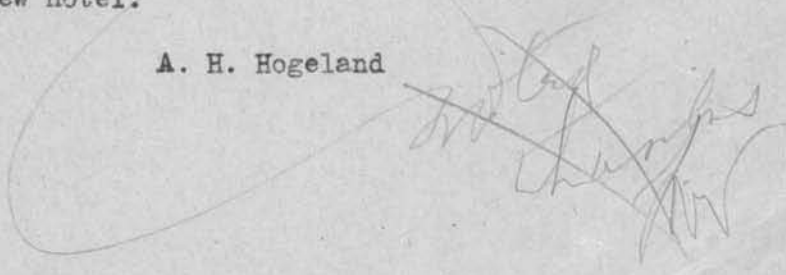
15-1 E

St. Paul, Minn., February 10, 1927

Mr. L. W. Hill:-

I am sending you herewith one set of photographs taken at Waterton Lakes Park, Alberta, January 31st, which shows the progress up to that date on the new hotel.

A. H. Hogeland





MINNESOTA HISTORICAL SOCIETY

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