

St. Paul, April 29, 1927

Mr. C. O. Jenks:

In accordance with conversation with Mr. Hill this morning, will you please have Mr. W. R. Smith go with Mr. Tip O'Neill to see the Mormon bishop at Cardston about our desire to have a permit issued so that we may build and operate a tap room at the Waterton Park Hotel, same to be located in a building separate and entirely detached from the hotel? I enclose copy of report made by Mr. A. B. Hogg to Mr. Dorety April 19, from which you will see that the Commissioner is in favor of granting the application and the property holders in the Park voted four to one in favor of it, but apparently the Cardston people may be opposed to the license.

The favorable points which should be brought to the attention of the Mormon bishop are these:

1. The Great Northern's improvement in Waterton Park is one which is looked upon with great favor by the Canadian Government authorities and from the standpoint of the Dominion and the Province of Alberta it is most desirable to have a fine tourist hotel operated at Waterton Lake because it will bring many travelers into and through Canada who otherwise would not come.

2. A well regulated beer room, which would be under our control, we believe would be much better than taking the chance of our tourists depending on bootleggers for illegal spirits of various sorts which we could not as readily regulate as we could a beer room and we believe bootleggers will find no field to operate in around our hotel.

3. The people living in the Park have voted four to one in favor of the proposition that the Great Northern conduct the tap room and as the Park is removed thirty miles or more from Cardston, it could not affect Cardston adversely, but the absence of bootleggers who

-2-

would use the trail through Cardston would be quite an advantageous thing.

No doubt Mr. Smith and Mr. O'Neill are more familiar with proper arguments to use than I am, but the above are jotted down as obvious reasons for the Cardston people not opposing us.

Ralph Budd

Copy  
M. H. Hill

April 30, 1927.

Mr. A. B. Hackay,  
305 Grain Exchange Building,  
Calgary, Alberta, Canada.

Dear Sir:

Upon my return from California there was placed before me your letter of April 13, together with copy of your letter of the same date to Mr. R.J. Dinning, in regard to beer license for the new hotel which we are erecting in Waterton Lake Park.

Please accept our thanks for your friendly interest in this matter.

Yours very truly,

(Signed) Louis W. Hill

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

April 30, 1927.

Vaughan's Seed Store,  
601 W. Jackson Boulevard,  
Drawer V,  
Chicago, Illinois.

Dear Sirs:

I am enclosing herewith fifty-five cents in postage stamps, for which please send me two packets of EDELWEISS, White, 6 in., early summer, Pkt. 25¢, as shown in one of your recent circulars.

Yours truly,

(SIGNED) LOUIS W. HILL

P.S. When received seeds are to be sent to Mr. Dishmaker to see what success he has with raising them.

HWK



# Seeds of Rock Garden Plants

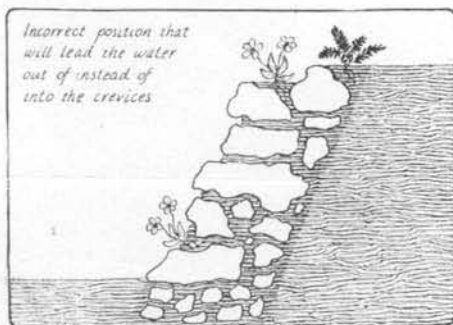
The Heights Given are of the Plants When in Bloom

**ALYSSUM Saxatile Compactum.** Golden Yellow. 15 in. June. Pkt., 10c.  
**Sulphureum.** Sulphur yellow—15 in. June. Pkt., 15c.  
**ANEMONE Pulsatilla.** Violet lilac—12 in. April-May. Pkt., 10c.  
**Sylvestris.** White—12 in. April-June. Pkt., 15c.  
**AQUILEGIA Alpina.** Blue, 24 in., April-July. Pkt., 15c.  
**Coerulea.** Rocky Mountain Columbine. Blue and white, 24 in., May-July. Pkt., 10c.  
**Glandulosa Major.** Black violet with white corolla, 36 in., May-July. Pkt., 25c.  
 Also other Aquilegia, see perennial list.  
**ARABIS Alpina.** White, 12 in., spring. Pkt., 10c.  
**ARMERIA Formosa.** Red, 24 in., early summer. Pkt., 10c.  
**Formosa Hybrida.** 24 in., early summer. Pkt., 15c.  
**Lauchiana.** Rosy crimson. 9 in., early summer. Pkt., 10c.  
**Maritima.** Lilac rose. 12 in., early summer. Pkt., 15c.  
**ARENARIA Montana.** White, 12 in., June-August. Pkt., 25c.  
**ASPERULA Odorata.** White, 9 in., early spring. Pkt., 10c.  
**ASTER Alpinus, Goliath.** Soft blue, large, 15 in. Pkt., 20c.  
**Alpinus, Nixe.** Light blue, star shaped, 12 in. Pkt., 15c.  
**Subcoeruleus.** Light blue, 15 in. Pkt., 20c.  
**AUBRIETIA.** Large flowering hybrids, 6 in., spring. Pkt., 25c.  
**Bougainvillei.** Dark blue, 6 in., spring. Pkt., 25c.  
**AURICULA.** Mixed colors, 6 in., spring. Pkt., 25c.  
**CALAMINTHA Alpina.** Blue, 6 in., May and June. Pkt., 35c.  
**CAMPANULA Carpatia.** Blue, 18 in., July-August. Pkt., 10c.  
**Carpatia Alba.** White, 18 in. Pkt., 10c.  
**Rotundifolia.** Blue, 12 in., spring. Pkt., 15c.  
**Turbinata.** Blue, 6 in., spring. Pkt., 20c.  
**Alba.** White, 6 in., spring. Pkt., 15c.  
**CANDYTUFT Sempervirens.** White, 12 in., June-July. Pkt., 15c.  
**CERASTIUM Tomentosum (Snow in Summer).** Silvery white foliage, white flowers, 16 in., spring. Pkt., 15c.

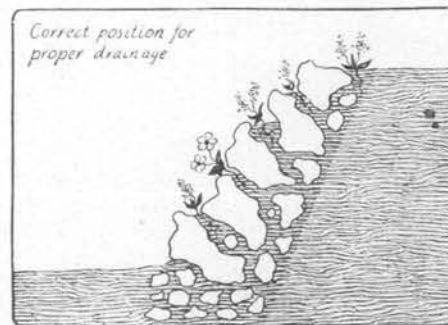
**CRUCIANELLA Stylosa.** Light red, 18 in., July. Pkt., 15c.  
**DIANTHUS Caesius.** Flesh, 3 in., July. Pkt., 25c.  
**Deltoides.** Rose, 6 in., summer. Pkt., 20c.  
**Neglectus.** Fiery red, 6 in., May-July. Pkt., 50 seeds, 25c.  
**Plumarius (Clove Pink).** Vaughan's Special Mixture 6 in., summer. Pkt., 25c. (for other Plumarius, see Perennial List).  
**EDELWEISS.** White, 6 in., early summer. Pkt., 25c.  
**ERIGERON Speciosus Hyb. Grandiflorus.** Rosy lilac, 24 in., June. Pkt., 20c.  
**Grandiflorus Elatior.** Rosy, 24 in., May-June. Pkt., 20c.  
**ERINUS Alpinus.** Mixed white, carmine and rose, 6 in., May-July. Pkt., 35c.  
**ERODIUM Manescavi.** Rich rose, 18 in. June-Aug. Pkt., 15c.  
**ERYSIMUM Pulchellum.** Yellow, 6 in., May-July. Pkt., 15c.  
**FORGET-ME-NOT Alpestris.** Blue, 4 in., May-June. Pkt., 10c.  
**Alpestris Rosea.** Pink, 4 in. Pkt., 10c.  
**Ruth Fisher.** Sky Blue, 6 in., May-July. Pkt., 25c.  
**GEUM Boreali.** Orange, 24 in., early summer. Pkt., 25c.  
**Mrs. Bradshaw.** Glowing double red, 24 in. Early Summer. Pkt., 25c.  
**Lady Stratheden (Gold Ball)** double, yellow. Early Summer, 24 in. Pkt., 35c.  
**GLOBULARIA Trichosantha.** Dark blue, 12 in. Pkt., 20c.  
**GYPSOPHILA Repens.** White, 6 in., summer. Pkt., 15c.  
**HELIANTHEMUM Mutabile.** Pale rose, changing to lilac and white, 12 in. June-Aug. Pkt., 10c.  
**HEUCHERA Sanguinea.** Crimson, 30 in., June. Pkt., 25c.  
**Sanguinea Hybrida Grandiflora,** mixed colors, 30 in., June. Pkt., 25c.  
**HIERACIUM Villosum.** Yellow, woolly silvery leaves, 12 in., July. Pkt., 15c.  
**INULA Ensifolia.** Yellow, 9 in., July-Sept. Pkt., 25c.  
**LINARIA Cymbalaria (Kenilworth Ivy),** Violet, 3 in., May. Pkt., 10c.  
**LYCHNIS Alpina.** Rose, 12 in. Pkt., 20c.  
**NEPETA Mussini.** Bright blue, 8 in., all summer. Pkt., 25c.  
**OENOTHERA Missouriensis.** Yellow, 6 in., June-Sept. Pkt., 10c.  
**POPPY Alpine.** Mixed, 10 in. Pkt., 35c.  
**Nudicaule (Iceland),** 16 in., white, yellow, orange, scarlet, each pkt., 10c.  
**Mixed.** Pkt., 10c.  
**Sunbeams (new hybrids).** Pkt., 25c.  
**Double mixed.** Pkt., 15c.  
**PRIMULA Beesiana.** Glowing velvety purple with yellow eye, 15 in., May-June. Pkt., 35c.  
**Bullesiana Hybrida.** Fine shades of yellow, orange, apricot, and carmine, 18 in., May-June. Pkt., 50c.  
**Froncosa.** Rosy lilac, mealy white foliage, 4 in. June-July. Pkt., 35c.  
**Japonica Mixed** white, purple, lilac, carmine, 15 in., spring. Pkt., 15c.  
**Japonica Rosea.** Rose, 15 in. Spring. Pkt., 25c.  
**Pulverulenta.** Shining purple carmine, 16 in., May-June. Pkt., 35c.

## PRIMULA—Continued

**Rosea Grandiflora.** Rose carmine, 8 in. May-June. Pkt., 35c.  
**Veris (Polyanthus).** Large flowering, mixed, 12 in., spring. Pkt., 25c.  
**Yellow,** 12 in. Pkt., 25c.  
**Munstead strain.** Flowers of largest size, fine shades including yellow and white, 12 in., spring. Pkt., 35c.  
**PYRETHRUM ROSEUM (Painted Daisy).** One of the most valuable of our early summer flowers. Flowers in May and June, and frequently in August and September; in all shades of rose and pink. 12 to 24 in.  
**Hybridum Grandiflorum.** Single Mixed. Seeds, 15c per pkt.  
**Album.** White.  
**Carnum.** Flesh.  
**Roseum.** Rose.  
**Atro-sanguineum.** Blood red.  
 Each of the above, pkt., 25c.  
**Double Mixed.** Extra choice, selected seed. Only a small percentage will be double, balance will be semi-double and single in fine variety. Seeds, 25c per pkt.  
**Single Mixed.** Seeds, 10c per pkt.  
**SAPONARIA Ocymoides.** White and crimson. Trailing. Summer. Pkt., 10c.  
**SAXIFRAGA Decipiens Grandiflora.** Masses of white flowers, 18 in. Pkt., 35c.  
**Rhei superba.** Rose, 12 in., May-July. Pkt., 35c.  
**SILENE Shafta.** Rose, 8 in., July. Pkt., 15c.  
**SOLIDAGO Virgo-aurea Alpestris.** Yellow, 10 in., spring. Pkt., 15c.  
**TUNICA Saxifraga.** Lilac rose, 10 in., May. Pkt., 15 cts.  
**VERONICA Incana.** Ageratum-blue, 12 in., summer. Pkt., 25c.  
**Prostrata mixed.** Blue and white. Trailer. June-July. Pkt., 25c.  
**VIOLA Bosniaca.** Magenta purple, 4 in., summer. Pkt., 25c.  
**Cornuta G. Wermig.** Violet-blue, 8 in. Summer. Pkt., 35c.  
**White Wermig.** White, 8 in. Summer. Pkt., 35c.  
**Gracilis Lord Nelson.** Glowing violet purple, 6 in. April-August. Pkt., 35c.  
 (For other Cornutas, see Perennial List.)



From "Own Your Own Home Magazine"



From "Own Your Own Home Magazine."

For Graduation  
give an Accurate  
Watch



There is one gift of  
which every graduate  
is most justly proud  
—a handsome watch.

IN a fine watch, accuracy is the prime requisite; it is the supreme achievement of the watchmaker's art. It is the outstanding quality of the Hamilton, the quality which has won for it the name—"The Watch of Railroad Accuracy." It is, in fact, so accurate that it is the choice of most of the men who run America's fastest trains. And in a watch there can be no substitute for accuracy.

The Hamilton has an inherent dependability. Year after year, it gives reliable service. Each part is fashioned to the minutest precision. There is exactitude and perfection of finish—there are weeks of skillful and patient testing. Almost a year is required to make a Hamilton, so carefully is it made and adjusted.



The new Hamilton Fillmore has a touch of elaboration through the gracefully chased bow. In white or green filled gold case with 17-jewel movement . . . . . \$50.



This smart new Hamilton model with its rigid bow reflects the latest style touch in case design. Green or white filled gold with 17-jewel movement, \$50.

Hamilton offers a splendid selection of 17-jewel thin models in cases of white or green filled gold, plain or chased. The prices range from \$48 to \$57, with a particularly attractive group at

\$50

Hamilton Engraved Cushion-shaped Strap Watch—in green or white filled gold, \$52 or in 14-carat gold, \$77.



Hamiltons are \$48 to \$685. There is a fine variety of styles around \$50 that are popular for graduation gifts. Ask your jeweler. Let us send you our two booklets, "The Timekeeper" and "The Care of Your Watch." Address Hamilton Watch Company, 882 Columbia Avenue, Lancaster, Pa., U. S. A.

**Hamilton  
Watch**

The Watch of Railroad Accuracy

Botany  
Vander  
for John  
of Paul



# NATURAL RESOURCES CANADA

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No. 5

## STRIKING RECORD SET BY PULP AND PAPER INDUSTRY

CANADA LEADS WORLD IN  
NEWSPRINT PRODUCTION

Growth of Industry One of the Outstanding  
Features of Our National Progress

That Canada has, within a relatively short space of time, taken her place among the wealthier nations of the world is the result of her good fortune in the possession of vast natural resources and the enterprise and energy of her people in developing them.

The pulp and paper industry has been one of the prime factors in the achievement and in this direction Canada made the most surprising record in her history during the year just closed. For the first time she definitely took the lead of the nations of the world in the production of newsprint. The production of this commodity in the Dominion for 1926 has been estimated at 1,881,737 tons and on this basis exceeded, by 24 per cent, the figure for 1925. Canadian production also exceeded that of the United States (previously in the lead) by about 195,000 tons of newsprint. During the year, seventeen new newsprint units were put into operation; of these thirteen were installed in Quebec, one in Ontario, two in British Columbia, and one in Manitoba. In the latter province the timber is administered by the Department of the Interior, and the contract entered into between the operating company and the Government constitutes the most modern pulpwood sale on the continent, aiming, as it does, at a perpetual supply of pulpwood for the mill, by application of rational, rather than exhaustive, methods of forest management.

Canada's newsprint mills started the present year (1927) with a rated capacity of 7,350 tons per day as compared with 5,700 tons per day in 1926, in which year they produced over one third of the world's newsprint. If present plans are realized the capacity will be increased a further 1,200 tons in 1927.

In spite of the great expansion in newsprint production, the markets in the United States, Great Britain, Australia, and other countries have been able to absorb the increase and the Canadian mills have been able to operate close to capacity. It may be pointed out that most of the pulp and paper mills in Canada are of modern construction and their proximity to pulpwood supplies and power places them in an advantageous position.

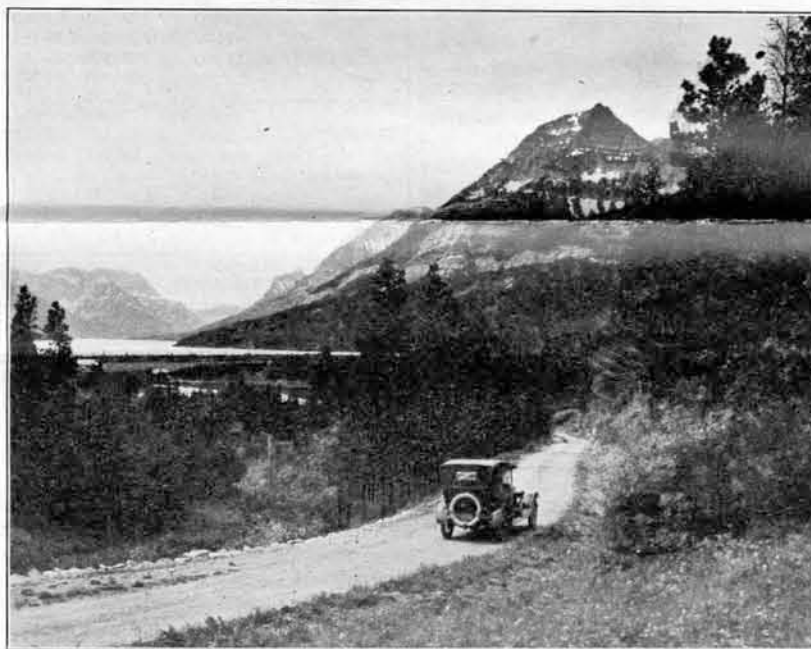
(Continued on page 2)

## CANADA'S NATIONAL PARKS IN CENTRAL ROCKIES

New Developments in Waterton Lakes, Rocky Mountains,  
and Yoho Parks of Unusual Interest to Tourists

The year's program of developments in connection with Canada's National parks contains three items of unusual interest to tourists. The first is the opening of the new motor highway from Lake Louise to Golden; the second the

the motorist. Not only will it add another national playground, Yoho park, to those already within his reach and give access to Field, Emerald lake and the famous Yoho valley, but it will enable him to cross the main Rockies by the



Canada's National Parks in the Central Rockies—Looking along the entrance road toward the townsite of Waterton lake in Waterton Lakes National park, Alberta.

building of an exceptionally attractive tourist hotel in Waterton Lakes park; the third, the inauguration of a through auto bus service between the United States Glacier park in Montana, and Waterton Lakes, Calgary, Banff, Lake Louise, and Field. All of these developments will make possible a much wider and more democratic use of the national parks. With the construction by the Government of modern highways through the parks giving direct connections from both the east and the west and the provision of motor camps, rest camps, and inexpensive bungalow hotels, a new era in the use of these beautiful national possessions began. Last year over 100,000 motorists alone visited the mountain parks which are accessible by highway, or more than came a few years ago to all the parks by rail.

The opening of the new Lake Louise-Golden highway, which is to be known as The Kicking Horse Trail, is being awaited with the keenest anticipation by

well-known Kicking Horse pass, paralleling the route now followed by the main line of the Canadian Pacific railway. To many, the culminating feature of the new road will no doubt be the last ten miles in which it passes through the spectacular canyon of the Kicking Horse, undoubtedly one of the most picturesque trips in the whole journey across the Canadian mountains. The fact, too, that from Golden he may travel southward by way of the existing provincial road through the Columbia valley to Firlands, British Columbia, and thence return via the famous Banff-Windermere highway to the east, completing a loop of nearly 300 miles entirely within the Rockies, or from Firlands continue south to Fernie, British Columbia and thence return eastward by way of the Crowsnest pass to Waterton Lakes park and Macleod, makes this new highway section perhaps the most important yet constructed in the mountains.

(Continued on page 4)

## MOTOR TOURISTS WILL THROG CANADA THIS YEAR

EACH PROVINCE HAS ITS  
SPECIAL ATTRACTIONS

Good Roads and Ideal Climate Increase  
Pleasure of Pilgrims to City and  
Wilderness

There is no doubt that the coming months of 1927 will be the greatest season for motor touring, as regards both citizens and visitors, that Canada has yet known. Many causes are contributing to this result, the two chief being the spread of the information at home and abroad that our main highways are not surpassed by any on the continent, and the realization by our neighbors to the south that Canada has an ideal climate, so that in summer they may escape from the heat, the congested highways, and the familiar fields to the coolness, the uncrowded ways, and the new and striking scenes in city, country, and virgin wilderness in the Dominion.

The other causes of this increased interest in touring in Canada are so numerous and spring from so many different sources in every province as to defy the attempt to catalogue them, but perhaps the most important, so far as visitors are concerned, is the change in Dominion Customs Regulations which extends the time United States motor tourists may remain in Canada, without the deposit of cash or bonds, from thirty days to ninety days. The various provinces are more actively engaged than ever before in improving motoring conditions. Most of them have bureaux to deal with the subject, and tourists entering a province, either from another province or from outside of Canada, will find that they are able to obtain hunting and fishing privileges by applying to the provincial game officers, and complying with the game laws.

On the physical side the changes in the motor touring situation in the past thirty-six months have been enormous. This year shows a great advance over 1926, and those who have not been over the roads in any one of our provinces for three years will find a practically new situation. Though there is as yet no transcontinental motor road on Canadian soil the highway system in every province has been extended and improved until, with the building of a few links, the chain will stretch from Atlantic to Pacific. These modern roads have brought more traffic with the result that facilities have kept pace with the

(Continued on page 4)



## DISCOVER TRUE SOURCE OF THE DUBAWNT RIVER

Officers of Topographical Survey Correct 150-Year Old Error in Hearne's Map

One of the most interesting of the early explorations across northern Canada was that made in 1771-2 by Samuel Hearne, who travelled from Fort Churchill on Hudson bay to the Arctic ocean at the mouth of the Coppermine, and returned by a more southerly route through Great Slave lake. He accompanied a band of Indians in their most erratic wanderings and, though without instruments, he kept a record of his courses, and on his return he produced a map. This was accepted a few years later and was incorporated in Captain Cook's map of the world. It has since been reproduced on all maps of Canada.

From time to time, during the course of more recent explorations into northern Canada, features of Hearne's map have been identified and adjustments made. One of his pivotal points, passed on both the outgoing and return journeys, was called *Thelewaza Yeth* or Little Fish Hill lake. It lies in the country north of lake Athabaska, and *Thelewaza* river which drains it has been accepted on all maps since that of Captain Cook as the source of Thelon river. Exploratory surveys made into this region during 1926 by Mr. G. H. Blanchet, D.L.S. of the Topographical Survey, Department of the Interior, led to the rediscovery of Hearne's *Thelewaza*, determined its true course, and corrected a geographical error of 150 years standing by proving it to be the headwaters of Dubawnt instead of Thelon river. By this exploration several hundred miles were taken from the length of Thelon river and 150 miles of new water added to the Dubawnt, and the Taltson-Tazin River system was extended by the discovery of a new tributary draining the country to the northeast of Tazin lake. This is the *Edza zeth Thelcho* or "Skin of an Animal" river of the Indians and is now called Abitau river.

The journey entailed about 800 miles of canoe travel. Eighty-six rapids were encountered and the portaging amounted to about 75 miles allowing for the repeated trips at each carrying place. The general route followed as far as the Arctic-Hudson Bay divide was suggested by reference to several Indian maps. Athabaska lake was left by a portage route from Black bay to Tazin lake and Abitau river was ascended to its source on a great dome-shaped area which here forms the Arctic-Hudson Bay height of land. The parting of the waters on this flat-topped divide is intensely interesting. Slight accidents of topography turn the small streams this way and that and many such rivulets, uniting, produce streams which fall away down the slopes on each side with ever increasing volume.

The divide was crossed by following a number of small lakes and ponds where the streams were too small for the canoe. Finally, as the Hudson Bay slope was descended, a river large enough for canoe navigation was reached to the northeast and this was later found to correspond to Hearne's *Thelewaza*. The country here falls in long gentle slopes with only a few scattered hills breaking its regularity. Short, rapid stretches of river alternate with lakes of great irregularity through which it was difficult to find a course. The poplar and jack pine were left behind and the forests changed to small ragged black spruce with birch



Discover True Source of the Dubawnt River—Map showing the headwater country of the Taltson, Thelon, and Dubawnt rivers. The heavy lines indicate additions made by recent discoveries while the lightly dotted lines show where it was previously supposed these lakes and rivers were located.

occasionally at the rapids. Finally the forests disappeared and the country assumed the pleasant open character of the northern plains. One hundred miles down the course of the *Thelewaza* river the locality was reached in which it had been supposed the river turned northerly to join the Thelon. Instead, it swung more easterly, then south and finally entered known Dubawnt waters at Wholdaia lake by a great northwest bay.

Signs of both recent and old Indian travel were frequently seen in the trip up Abitau river to the height of land but in the descent of *Thelewaza* river the only evidences of human life were very old—the rotting remains of birch-bark canoes, places to which the Indians had resorted for "birch rinds," and "quarries" where stone arrowheads were made.

The return journey from Wholdaia lake was made through northern Saskatchewan by way of the Lake Selwyn-Lake Athabaska route.

## STRIKING RECORD SET BY PULP AND PAPER INDUSTRY

(Continued from page 1)

Along with the record output and export of newsprint, was an increased export of wood pulp (groundwood, sulphite and sulphate). The official production figures for 1926 are not yet available but the increased export figures are indicative of increased production and a greater demand for Canadian pulp in foreign markets. The production of book and wrapping papers is on a more even keel since the products meet more particularly the demand of the home market, but even here the exports show increases in most cases. The following table gives the exports of the industry for the years 1925 and 1926:—

Pulp	1926	1925
Mechanical .....	382,077	360,205
(value) .....	\$11,505,818	\$10,573,273
Sulphite .....	200,995	185,890
bleached .....	15,734,220	14,049,500
Sulphite .....	254,576	263,854
unbleached .....	14,393,546	14,150,271
Sulphate .....	165,433	149,722
(value) .....	10,443,538	9,158,861
Total weights .....	1,003,081	959,671
Total values .....	\$52,077,122	\$47,931,905

Paper	1926	1925
Newsprint .....	1,731,986	1,501,655
(value) .....	\$114,089,505	\$98,945,337
Wrapping .....	18,522	20,535
(value) .....	2,259,663	2,779,298
Book .....	60,545	47,765
(value) .....	520,337	434,693
Writing .....	19,044	12,371
(value) .....	143,506	102,039
Paperboard .....	.....	.....
(value) .....	4,401,112	4,362,679
Total values .....	\$121,414,513	\$106,624,046

In the manufacture of artificial silk (rayon) from wood pulp Canada is progressing rapidly, and Canadian mills now supply, it is said, 50 per cent of the world's requirements of bleached sulphite for this purpose. It is expected that in the near future, several large plants for the manufacture of rayon will be established in Canada.

The pulp and paper industry in this country is represented by a capital investment of over five hundred million dollars; it gives direct employment to over 28,000 workers—to whom about \$39,000,000 per year is paid in wages and salaries—in the mills alone, disregarding those engaged in woods operations; and in 1926 the exports, valued at \$173,491,635, represented 17 per cent of the total export trade.

These facts, strong though they be, are still further emphasized if the industry is regarded from the angle of value added to the raw material in the process of manufacture, or the net value of production. This net value of production is admitted to be one of the best indications of the national value of a manufacturing industry and in the case of pulp and paper the net value is 60 per cent of the gross value, and very much greater, in proportion, than in any other important manufacturing industry in Canada.

The following table gives the proportions for the seven leading manufacturing industries:—

	Percentage of Raw Materials	Percentage of Value added by Manufacture
Pulp and Paper .....	40	60
Saw Milling .....	59	41
Cotton Spinning, etc. ....	61	39
Automobiles .....	67	33
Butter and Cheese .....	73	22
Meat Packing, etc. ....	81	19
Flour Milling, etc. ....	87	13

## TOURIST TRAVEL TO YUKON TERRITORY

Steamers and Railway Carry Thousands of Visitors—Striking Scenery—Big Game

A striking feature of Canadian progress in the last ten years has been the development of tourist travel to and through Yukon territory. This is not to be wondered at considering, on the one hand, how much there is to be seen and enjoyed on such a trip and on the other, that routes which in the famous gold rush of 1898 were conquered only by Herculean labours and at the risk of life and limb, can now be traversed with comfort and amid luxurious surroundings. White pass, lake LaBarge, Thirty Mile river, White Horse rapids, Miles canyon, Five Finger rapids and other once terrible places, where so many men came to grief in the old days, or conquered as by miracle, may now be viewed from a railway train or from the deck chair of a powerful well-appointed steamer. The tourist traffic into Yukon territory is now such that all through the season at least one steamer per day lands its passengers at Skagway—the coast terminus of the White Pass and Yukon railway. Most of these steamers, which are models of steadiness and comfort, belong to the two Canadian transcontinental railways. From Skagway the tourists go over this railway line to Burnet, Carcross and White Horse and from these places take steamer for Taku Arm and Atlin, famous districts in British Columbia, or go on to Dawson (Yukon) and Nenana (Alaska).

In 1926 over seven thousand tourists visited these places of whom over one thousand went down the Yukon to Dawson. These numbers are exclusive of the big game hunters who go north in the autumn and who outfit at Whitehorse for the hunting grounds which from that point are reached by launch, motor car or pack train. The thrilling scenery of the mountains with the deep canyons, rushing rivers, and snowcapped peaks and the grandeur of the Yukon river, the great highway to the Klondyke and this land of the midnight sun, are the chief attractions of the route. Another lure of the trip is the opportunity to see placer mining by hydraulic and dredging methods conducted on a scale not exceeded anywhere. The tourist is enabled to get a close view of operations by taking a short run out from Dawson by automobile.

A feature that has tended to increase the popularity of these routes, resorts and hunting grounds is that, by means of wire and wireless, tourists can keep in almost constant touch with their homes and offices in any part of the continent, while at the same time enjoying all the advantages and the health-giving freedom of this great northern playground. All transportation agencies supply particulars about tours, and information regarding hunting trips may be obtained from the Gold Commissioner at Dawson or the Territorial Agent, Whitehorse, Yukon.

In the year 1925 there were in Canada eighty establishments manufacturing wood-pulp and sixty-nine manufacturing paper. Some of these made both products. Forty-five manufactured pulp only, 34 paper only, and the remaining 35 made both pulp and paper.



# NATURAL RESOURCES CANADA

PUBLISHED BY  
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INTERIOR

HON. CHARLES STEWART,  
Minister

W. W. CORY, C.M.G.,  
Deputy Minister

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OTTAWA, MAY, 1927

## TO ASSIST MINES AND EASE FUEL SITUATION\*

### Dual Purpose of Legislation to Subsidize Coking Plants in Central Provinces of Canada

Since the forecast of legislation in aid of the coking industry, in the Speech from the Throne last December, a considerable number of Canadians have been looking forward to the introduction of the measure. Although legislation of this nature had been under consideration by the Government for some time, the suggestion contained in the report of the Duncan Commission, relating to the erection of coking plants, was a verification of needed assistance to the coal mining industry of Nova Scotia.

The Honourable Charles Stewart, Minister of Mines, in introducing a bill that would provide a subsidy applicable to the erection of by-product coking plants that would use Canadian coal, presented a measure having the dual purpose of assisting the Canadian coal mining industry and at the same time relieving the fuel situation in the acute fuel areas of Central Canada. The bill was passed by the House of Commons, and received third reading by the Senate on the 8th April.

The terms of the subsidy provide an annual payment over a period of fifteen years, of four per cent of the cost of the plant in the case of a private corporation; and five per cent of the cost in the case of municipal ownership. It was recognized that a blending of coals is necessary in order to produce the best grades of domestic coke, and to assure the production of such a fuel, provision is made for an admixture with American coal up to 30 per cent. As a means of stimulating the use of Canadian coal, and protecting the investment, a sliding scale has been arranged whereby the use of 70 per cent of Canadian coal entitles the manufacturer to the full subsidy but if less than 50 per cent is used no subsidy is paid.

\*Prepared under the direction of Dr. Charles Cammell, chairman of the Dominion Fuel Board, Ottawa.



Reseeding the Upper Waters of the Fraser River—Shipment of 15,000,000 sockeye eggs on a scow at Lakelse lake, British Columbia.

## DOMINION OBSERVATORY GIVES US THE TIME

### By Observations of Sun and Stars Canadian Astronomers Keep Our Clocks Right

How do the engineers in Canadian factories know when to blow the noon whistle? The answer is, of course, that they are dependent upon the factory clocks, which are regulated by local clockmakers and horologists, who in turn get the time directly or indirectly from an observatory, the principal one in Canada being the Dominion Observatory at Ottawa.

The great grandfathers of the present generation who lived in Lower and Upper Canada and the Maritime Provinces knew in the summer that it was

While this legislation is of particular interest to Nova Scotia, its benefits are not entirely confined to that province. The main object of the bill is to encourage the erection of by-product coking plants which it is hoped will materially supplant the use of anthracite coal in Central Canada with coke manufactured from Canadian coals. Investigations by the Dominion Fuel Board have demonstrated that one of the main avenues of escape from dependence on the anthracite fields of the United States lies in the development of the use of coke for domestic heating. Incidentally great improvements have been made in the technique of the manufacture of coke in recent years. The output of the by-product ovens is now a superior type of fuel—quite equal to anthracite for domestic purposes.

As a contribution to the industrial strength of the country, any impetus to the replacement of imported coal by coke from coal mined in Canada will undoubtedly be reflected in augmented prosperity to the coal mining industry in Nova Scotia. A problem there has been to give winter employment to the miners. As coal for coking can be mined in the winter and banked for shipment during the summer months, this must tend to alleviation of winter unemployment by allowing a more equalized production over the year.

All Canadians are interested in measures that portend an industrial improvement in our coal mining areas. Central Canada householders are particularly interested in stabilizing the domestic fuel supply. The legislation brought down by the Minister of Mines is evolved from a study of economic and scientific problems connected with our fuel situation and appears to be a constructive measure in the foundation of a national fuel policy.

time to break off work in the "back clearing" and go home to dinner when their shadows on the ground had grown so short that a man or boy could readily step on the shadow of his head. These astronomers in embryo could with experience, come within twenty minutes or half an hour of the right time; their successors demand much more exactitude, but those who tell the time are still dependent upon the rotation of the earth and the positions of the sun and stars. The work of distributing to the public the results of observations of this nature is called time service, and in Canada is one of the special functions of the Dominion Observatory.

In using the rotation of the earth as a timepiece the observer's telescope serves exactly as the hand of a clock to point to the figures on the dial. The stars and the sun correspond to the numbers on the dial and the time is read off when the telescope points to one of these figures. The results of years of observing and computing by astronomers have made it possible to tell what time the ordinary clocks should show when any particular star passes the telescope. Any ordinary surveyor's telescope, a watch, and a star catalogue are sufficient to get the time to half a second. For very accurate time a larger telescope on a firm pier is used, and many accessories are required for noting the time and comparing it with the clock.

For carrying the time on from one series of observations to the next, the Dominion Observatory has three primary clocks, each kept under constant temperature, and two of them have airtight cases and so are not affected by changes of barometer.

For general household use, time correct to a minute is accurate enough, for most other services an accuracy of a second is sufficient: but for scientific purposes, for example in astronomy in making star catalogues; in seismology, to locate the place and time of earthquakes; in surveying, to establish the positions of points on the surface of the earth; time is often required correct to the one hundredth of a second.

The electric current plays an increasingly important part in all time services. It carries the time from the telescope and records it on a strip of paper; automatically keeps the clocks wound; and by means of it the master clock keeps a series of secondary clocks at exactly the same time, and runs a number of electric dials. The telegraph, telephone, and wireless distribute the time to the public. Many electric generators are kept in step with master clocks, in which case it is possible to run special clocks in residences by plugging into any electric light socket.

## SHIP FIFTEEN MILLION SOCKEYE SALMON EGGS

### Largest Single Shipment Ever Made in Canada Sent to Upper Fraser River, B.C.

The largest single consignment of salmon eggs ever shipped in Canada was that made by officers of the Fish Culture Service of the Department of Marine and Fisheries to the waters of the Fraser river in British Columbia. Fifteen million sockeye eggs, in the "eyed" stage, were transferred in specially constructed crates from the Dominion Government's fish hatchery at Pemberton on the Fraser river below Hell's Gate canyon to the following spawning grounds in the Upper Fraser: Stuart lake, Francois lake, Bowron lake, and the Quesnel lakes.

In the transportation of eyed eggs and young fry from the hatchery below Hell's Gate canyon to what at one time were most productive spawning grounds of the Fraser river system, the Fish Culture Service is performing an important work. Previous to 1913 the upper waters of the Fraser were visited annually by great numbers of spawning sockeye. Available records for over 100 years show that one year in every four brought exceptionally large runs. In 1913 a big run occurred but owing to a rock slide in Hell's Gate canyon very few of the salmon reached the spawning grounds. Notwithstanding the fact that the debris from the slide was removed as soon as possible the damage was evident in the barrenness of these Upper Fraser areas during succeeding "cycle" years.

For sixteen years the runs remained small and it was not until artificial planting had been resorted to that any appreciable improvement was noticed in the situation. Because no sockeye were getting above Hell's Gate canyon, the hatchery at Stuart lake was closed for a number of years. In 1920 it was reopened and an experimental distribution of eggs and fry was made the next year. At the end of the four-year cycle one of the best runs in years was reported.

Last year the big shipment of 15,000,000 sockeye eggs was made to the upper waters of the Fraser and it is confidently hoped that a continuation of these methods will result in firmly re-establishing the Upper Fraser as a great sockeye spawning area.

The north boundary of Alberta is that part of the sixtieth parallel of latitude between longitude 110° and longitude 120° west of Greenwich. A portion of this boundary extending westerly from Slave river to Little Buffalo river, a distance of thirty-six miles, was surveyed and marked on the ground by the Topographical Survey, Department of the Interior, during the summer of 1925.

However, whether the clock is set by other clocks in public buildings, by the time gun, factory whistles, or radio broadcasting station—in short, from whatever source the time is derived—it has come from the rotation of the earth as read on the stars by an astronomer with a telescope.



## CANOEING ONE OF OUR GREAT SUMMER SPORTS

Ideal Conditions for Its Enjoyment Throughout Canada—A Typical Trip

Men competent to speak on the subject declare that the canoe has provided a distinctive note in Canadian literature from the time of Champlain to the present day. Its mention appears in the chansons of the voyageurs and it is the theme of many of our modern poets. Nor is this to be wondered at, since Canada is of all the world pre-eminently the land of the canoe. The natives of other new countries had canoes for inland waterways but for the most part they were clumsy inefficient affairs which disappeared before the superior water craft of the white man. Not so the birch-bark canoe of the Indian tribes who dwelt in Canada. Their craft was adopted by the white explorers and traders, and to-day, now that new materials are available, canoes made in Canada, which are the best in the world, are modelled on the lines of the redman's birch-bark, and are each so light as to be readily carried by one man and so seaworthy as to outride storms on our great inland freshwater seas and even on Hudson bay itself.

Never country had such a canoe and never canoeist had such a country as Canada. At hundreds of railway stations and steamboat landings the canoeist can drop his craft into the water and in an hour have penetrated so far into the wilderness that apparently no sound more modern than the bellow of the motor is the cry of the loon has ever broken its primeval stillness. Alarm clocks and telephones and suburban trains are forgotten; time is measured by meals and sleeps; for what an appetite even a dyspeptic has on a canoe trip and how the victim of city sleeplessness enjoys that blissful slumber on a "couch of new-pulled hemlock" in the wilderness.

And Canada invites her own children and those of other countries to take these canoe trips. All she asks is that tourists keep the game laws and do not burn down the forests. Canada needs the forests in her business—they constitute a very important part of her business—and then, no visitor would desire to come back the next year to find a blistered and blackened brûlé. There are hundreds of canoe routes in all parts of Canada and for the convenience of intending voyagers the Department of the Interior has prepared maps and detailed directions for a large number of these in all the provinces.

The following is a short description of a typical round canoe trip in the Maritime Provinces. The trip traverses the beautiful network of lakes in Annapolis and Queen's counties, Nova Scotia—some of them, like Rossignol and Kejimikujik, are far famed for their virgin beauty—the scenery is wild and delightful and the route offers a direct challenge to the adventurous pioneer spirit. The round trip, which covers 107 miles should preferably be taken early in the year as the rivers are then more easily navigable. The country abounds in game, including moose, deer, and bear; and trout are plentiful along the entire route.

The detouring point is Shannon River Bridge, a point on the Bridgewater and Port Wade branch of the Canadian National railway. At the station the canoe is dropped into the waters of the Shannon river, which are followed south to Shan-



Canoeing in the Maritime Provinces—View of beautiful Kejimikujik lake in southwestern Nova Scotia, where good fishing awaits the sportsman. Scenes like this are frequently met with along canoe routes in the Maritimes.

non lake. A short portage leads to McGill lake which is crossed to its southwest corner. By following a small stream the first, second, and third Molly Upsim lakes are crossed in succession. Another portage leads to Kolly lake and a third short portage to Alma lake (about 9 miles from the starting point) on the islands of which several guides' camps are located. From the southwest corner of Alma lake the route turns south to the Medway river through Medway, Dean, and Eel lakes, and bends southeastwardly to the large Poonhook lake, 34 miles from the detouring point. A direct westerly course is now followed and a way is threaded through the extensive network of lakes between Poonhook lake and beautiful Rossignol lake, only three short portages, of less than half a mile each, being necessary. From here the Liverpool river is followed northwardly to Kejimikujik lake, where good accommodation can be obtained. The route leaves the lake, continuing along the Liverpool river, and follows a northeasterly course to Harry lake, then by the East Branch river to First East Branch and Frog lakes, with a one-and-a-half-mile portage; then by Bear lake and another half mile portage to George's lake, and on to Henry lake, from the east side of which another short portage leads to the West Branch Medway river which is followed southeastwardly to its confluence with East Branch Medway river. From this point the outward trip is retraced to Shannon River Bridge completing a round trip of 107 miles.

## CANADA'S NATIONAL PARKS IN CENTRAL ROCKIES

(Continued from page 1)

With the building of a completely equipped and modern hotel at Waterton Lakes park, this charming reservation will at last take its rightful place among the most attractive of Canada's national playgrounds. As is well known this park lies contiguous to the United States Glacier park. Geography has virtually made them one playground and the building of a hotel in Canada by the Great Northern Railway Company—an organization which has done much to develop Glacier park—and the establishment of regular boat and bus services between the two reserves, must result in greatly increasing the travel to the Waterton Lakes park.

## MOTOR TOURISTS WILL THRONG CANADA THIS YEAR

(Continued from page 1)

need. Mechanics who can make all necessary repairs are located at intervals along every highway, and good accommodation at reasonable prices is available for touring parties. Whether the tourist prefers the palatial hotels of the cities and fashionable summer resorts or the more modest hostelrys and tourist lodges, or desires to test the pleasures of tenting on tourist camp sites he will find facilities to meet his need.

The number of gatherings in Canada this year will make for increased motor travel in all parts. In every city and town the sixtieth anniversary of Confederation will be marked by fitting celebrations and to these and to a number of important conventions such as the Worlds Poultry Congress in Ottawa there will be personally conducted automobile tours from other provinces and from the International Boundary. In connection with the Poultry Congress there will be ten such tours starting at different points ranging from St. Stephen, New Brunswick and Digby, Nova Scotia in the east to Sault Ste. Marie, in the west. In the Prairie Provinces and British Columbia many gatherings will be attended by motorists, while the openings of scenic highways to and through national parks and the completion of connecting links in the Rocky mountains and on the Pacific coast will mean that from sea to sea there will not be a portion of Canada that will not witness greater motor tourist activity than ever before.

The inauguration of a through bus service from Waterton to Banff, thence to Lake Louise and Field, will not only facilitate travel between Waterton Lakes, Rocky Mountains, and Yoho parks but also with the United States Glacier park. In the United States there exists already a highly developed system of highways which touches all the main national parks in the western States, and connecting bus lines make it possible for visitors to travel easily from one to the other. The new transportation facilities in connection with the Canadian parks will no doubt cause many tourists to extend their trips into Canada and to enjoy the wonders of the Canadian Rockies in the open-air, open-sky way.

## "BEOTHIC" WILL MAKE ANNUAL ARCTIC PATROL

1927 Expedition Will Visit Present Posts and Cruise Westward to Heart of Archipelago

The establishment of a new post on the southern end of Baffin island and a reconnaissance survey in the very heart of the Canadian Arctic archipelago will be carried out during the annual patrol of the Dominion's northern island possessions this summer. Preparation for the 1927 expedition are being pushed forward by the North West Territories and Yukon Branch of the Department of the Interior and, in addition to the new work outlined above, the posts already established will be re-provisioned and the necessary relief changes made in the police personnel.

The S.S. *Beothic*, which made last year's patrol, has again been chartered and will sail with the expedition from North Sydney, Nova Scotia, about July 15. Besides the usual quota of supplies for the posts already established, building materials, supplies, and other equipment will be taken north for the new post to be erected at Lake Harbour on the southern coast of Baffin island. The first point of call on the northward journey will be the Danish port of Godhavn, North Greenland. Pond Inlet, on Baffin island will be the first of the Canadian posts visited, after which the expedition will go to Dundas Harbour, Devon island; Craig Harbour, Ellesmere island; Etah, North Greenland; Rice Strait and Bache Peninsula, Ellesmere island, in the order named.

Leaving Bache Peninsula the ship will begin the southward journey, touching at Dundas Harbour before the projected cruise up Lancaster sound, Barrow strait, and Melville sound is begun. Ice and harbour conditions along these waters will be investigated with a view to establishing a post, at a later date, on Bathurst island, Cornwallis island, or Melville island. The *Beothic* will return to Pond Inlet, later visiting Clyde River, Pangnirtung, and Lake Harbour also on Baffin island. The expedition will remain at Lake Harbour long enough to see the new post established after which the homeward voyage will be continued to Port Burwell, northern Quebec, and North Sydney.

Mr. G. P. Mackenzie, of the North West Territories and Yukon Branch will, as in the past two years, be in charge of the expedition and the other members will include Inspector C. E. Wilcox, of the Royal Canadian Mounted Police and nine relief constables; Dr. M. O. Malte, botanist of the National Museum; a ship's doctor; and a secretary to the Officer in Charge. The ship's crew will number thirty-three, officers and men. Captain E. Falk will be the Master and Captain L. D. Morin, pilot. It is expected that the voyage will occupy sixty days and on the return trip, besides the police officers coming out on leave, Dr. L. J. Weeks and Mr. M. Haycock, of the Geological Survey, and Dr. L. D. Livingstone, all of whom spent the winter at Pangnirtung, will accompany the expedition to the home port.

The newsprint paper made in Canada during the year 1925, if spread out in a single sheet, would cover an expanse of approximately 10,000 square miles, which is about the area of lake Erie.

*Small of the R.*

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, May 2, 1927.

G. W. Dishmaker,

Glacier Park, Montana, Spokane, Wash. or Monroe, Wash.

*garden* Can you use couple thousand more gladiolus bulbs at Glacier  
*there*  
Park station or in flower beds to be planted early?

Louis W. Hill.



FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, May 2, 1927.

G. W. Dishmaker,

Glacier Park, Montana, Spokane, Wash. or Monroe, Wash.

Will ship you tomorrow or next day two or three barrels of Iris plants which should be planted immediately on arrival at Glacier Park account plants being no longer dormant. If these are not unpacked on arrival and planted immediately ~~on arrival~~ they will rot. Can you take care of them?

Louis W. Hill.

1 barrel containing 400 Iris roots (6 eyes to clump)

1 " " 300 " " "

1 " " 300 " " "

Total

1000

Shipped by Baggage train #3 May 3, 1927.

FAST MESSAGE



BE BRIEF

74QW

ELK 8 30AM 5/3 27

LOUIS W HILL

ST PAUL

CAN USE THE GLADIOLI FINE LEAVING FOR GLACIER PARK WEDNESDAY  
AND CAN TAKE CARE OF THE IRIS IMMEDIATELY ON THEIR ARRIVAL.  
THANKS FOR THEM AM SENDING A GOOD LOT OF PERENNIALS TO GLACIER  
PARK FROM GARENS<sup>D</sup> HERE

GW DISHMAKER 1055 AM



FAST MESSAGE



BE BRIEF

74QW

(COPY)

Elk, 8 30AM 5/3/27

Louis W Hill,

St Paul.

Can use the gladioli fine. Leaving for Glacier Park  
Wednesday and can take care of the iris immediately on their arrival.  
Thanks for them. Am sending a good lot of perennials to Glacier  
Park from gardens here.

G W Dishmaker 1055 AM

St. Paul, Minnesota, May 3, 1927.

Mr. George W. Dishmaker: Glacier Park, Montana.

I wired you yesterday as follows:

"Will ship you tomorrow or next day two or three barrels of Iris plants which should be planted immediately on arrival at Glacier Park account plants being no longer dormant. If these are not unpacked and planted immediately they will rot. Can you take care of them?"

The Iris clumps go forward on Train 3 leaving here tonight, addressed to you at Glacier Park, Montana. The shipment consists of three barrels, two of them containing 300 clumps each, and one barrel with 400 clumps, making a total of 1000 clumps in all. I understand they run about six eyes per clump.

I will appreciate being advised where they are planted.

Louis W. Hill.

Copy to Mr. George W. Dishmaker,  
Monroe, Washington.

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, May 4, 1927.

George W. Dishmaker,  
Glacier Park, Montana.

Shipped one thousand iris clumps in three barrels train three last night Tuesday. They should arrive Glacier Park tomorrow Thursday morning. Shipping two thousand gladiolus bulbs in box train three tonight which will arrive Glacier Park Friday morning.

Louis W. Hill.



FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, May 4, 1927.

George W. Dishmaker,  
Glacier Park, Montana.

Shipped one thousand iris clumps in three barrels train three last night Tuesday. They should arrive Glacier Park tomorrow Thursday morning. Shipping two thousand gladiolus bulbs in box train three tonight which will arrive Glacier Park Friday morning.

Louis W. Hill.

15-1F

St. Paul, Minnesota, May 4, 1927.

Mr. George W. Dishmaker,  
Glacier Park,  
Montana.

Dear Sir:

As wired you today, I am sending a wooden box by train three tonight addressed to you Glacier Park, Montana, containing: 2000 gladiolus bulbs:

<u>Number</u>	<u>Variety</u>	<u>Color</u>
500	Peace	Giant White
500	Miss Virginia	Scarlet
1000	Rose Ash	Ashes of Roses

Please advise when received and taken care of, and also indicate where they are planted.

Louis W. Hill.

May 5, 1927.

Mr. Geo. W. Dishmaker,  
Elk, Washington.

Dear Mr. Dishmaker:

Referring to the  
Chairman's letter of April 14, from  
Pebble Beach, to Mr. J. H. O'Neill,  
copy of which went to you, regarding  
shipment of 12,000 - 15,000 gladiolus  
bulbs:

In order that our  
office records may be complete can  
you advise how many bulbs of the  
various varieties this shipment con-  
tained?

Yours very truly,

*W. V. Lusk*

Secretary to Chairman.

Copy to Mr. Geo. W. Dishmaker,  
Monroe, Washington.



AGREEMENT, made this fifth day of May, 1927, by and between GLACIER PARK HOTEL COMPANY, hereinafter called the "Hotel Company", and WILLIAM H. TUCKER & SON, INC., of New York, hereinafter called the "Architect",

## WITNESSETH:

The Hotel Company desires to construct a golf course at or in the vicinity of the station of Glacier Park on the line of the Great Northern Railway Company at Glacier Park, Montana. The Architect agrees to examine the site for said course, which shall be designated by the Hotel Company, to prepare plans for either a 9-hole or 18-hole course, as the Hotel Company may designate, including blue print drawings and a water color drawing, to furnish the necessary surveying party, the necessary office force and the necessary materials for plans and specifications, all at its own cost and expense. The Architect will also furnish the services of Mr. William H. Tucker, Sr., and the necessary office force for supervision of the work of planning and construction, and will nominate to the Hotel Company a suitable resident construction superintendent, who shall remain at Glacier Park continuously until the golf course is completed or until the work shall be discontinued due to weather conditions. All necessary labor and materials for the work of construction, including grading, water works, sodding and seeding, planting, fencing and other structures or improvements and including the salary and transportation expense of the construction superintendent, shall be paid by the Hotel Company. The final decision as to the amount and character of improvements to be made shall rest with the Hotel Company.

In consideration of the said service to be furnished by the Architect, the Hotel Company agrees to pay to the Architect, on completion of the work, a fee equal to eight per cent (8%) of the actual expense incurred by the Hotel Company in the construction of the golf course (excluding land cost, and architect's expenses

[5-3-1921]

and fee). In addition thereto, the Hotel Company agrees to pay to the Architect the necessary traveling expenses of Mr. William H. Tucker, Sr., upon all trips made to Glacier Park with the approval of the Hotel Company, such expense to include the entire expense to and from New York in cases where special trips are made from New York. Where visits are made to Glacier Park as a part of a general trip, the expense shall include only that portion of the trip between Glacier Park and the nearest point on the general trip.

The services herein provided for shall be commenced forthwith and prosecuted promptly.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed the day and year first above written.

In the presence of:

H.I.V. Kask

J.A. Lengby

GLACIER PARK HOTEL COMPANY

By Louis W. Hill  
President.

William H. Tucker & Son, Inc.,  
By Wm. H. Tucker  
President.

15-1E

St. Paul, Minn., May 5, 1927

Mr. L. W. Hill:-

Herewith six photographs showing progress up to April 28th  
of the new hotel at Waterton Lakes Park.

A. H. Hogeland

Cy:- Mr. Ralph Budd,  
Mr. W. P. Kenney,  
Mr. F. L. Parker.



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