

Mr. Lengby:

Referring to your memo of July 2, file 11732, to Mr. Hill,
and returning herewith letter of June 29 from G. P. Putnam's Sons,
regarding book entitled A KING IN THE MAKING:

Yesterday Mr. Hill discussed the subject with Mr. W.R.
Mills and conclusion was reached to drop the matter,

H W Kask 7-9-27.

St. Paul, Minnesota, July 9, 1927.

Mr. A. H. Hogeland:

Please arrange with Toltz, King and Day a basis for preparing and supervising plans, construction, etc., for the tap room annex - which may be one or two annexes in order to get required number of additional bedrooms, say 75 or 80 rooms.

I talked today with Mr. Day and Mr. Jones, and they are going to prepare some rough plans outlining possibilities, etc. which they will send me and I will return to them shortly.

Louis W. Hill.

FAST MESSAGE



BE BRIEF

(COPY)

Sandpoint, July 10, 1927.

69Q HN

Ralph Budd,

On Line.

Tucker has called on us for forty more men which I have told O'Neill to furnish,
making^a/total of one hundred.

A-85

C. O. Jenks

259P

Mr. Hill
To Note
RB

*Original sent Mr. Hill at Pebble Beach
Nov 7/14/27*

FAST MESSAGE



BE BRIEF

St. Paul, Minn., July 11, 1927.

Louis W Hill - Car A-22 - Glacier Park, Montana.

Lanterns for new hotel shipped from Saint Paul first of July in Great Northern car 43089 which arrived Sweet Grass July fifth. Car should be Cardston now and probably lanterns on hand at hotel.

H W Kask.

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, July 11, 1927.

Louis W. Hill,
Car A-22,
Glacier Park, Montana.

Further regarding lanterns for new hotel. Now have advise
car left Sweetgrass Saturday and should be at Cardston today or tomorrow.

H. W. Kask.

JACKSON CLINIC
MADISON, WISCONSIN

BUSINESS ADMINISTRATION
JOSEPH W. JACKSON
HAROLD K. THURSTON
GEORGE M. GREENE

July 11
19 27

Mr. L. W. Hill,
Chairman of the Board,
Great Northern R.R. Co.,
St. Paul, Minn.

My Dear Mr. Hill:

In a talk I have just had with President Glenn Frank of the University of Wisconsin I learned he is thinking some of going up into the Canadian Rockies for his vacation. I urged him by all means to switch to Glacier Park and he is interested.

It occurs to me that it would be well worth while making a special effort to get him there as he has a great many unusual contacts through his speaking engagements and his syndicated articles. We consider him here a real fellow and the type who could appreciate everything in the Park. I would suggest that you send him some illustrated literature on the Park. *and visit him*.

In the thought that you may not be at St. Paul I am also dropping a word to President Budd. It was my intention of being at Williston June 2 for the dedication of the new bridge but one of my five daughters was married the preceding day so I had to be here in order that she might be properly given away by her Dad.

Sincerely yours,

JWJ/AG



15-18

Copy to: Messrs. L. W. Hill) (C O P Y)
W. P. Kenney) Please note. R.B. 7/14/27.
C. O. Jenks) WM. H. TUCKER & SON, INC.
ONE HUNDRED ONE PARK AVE.
NEW YORK

Lincoln, Nebraska
July 12, 1927.

Mr. Ralph Budd,
President, Great Northern Railroad,
Executive Offices,
St. Paul, Minn.

Dear Sir:

I herewith report to you the progress made on the golf course at Glacier Park up to the time I left there July 8th.

I have been all over the work and grounds very carefully and in checking up the working schedule I prepared for Mr. Winsborough, our construction superintendent, I regret to state he is two weeks behind in his work. In checking up the labor expenditures it tallied with our check on work accomplished to date. The result is, we are 30% behind in our schedule and labor expenditures, and 40% behind in our machine work.

The former is due to our not being able to keep up our schedule crew of 60 men. Mr. Winsborough has been running anywhere from 35 to 60 men, which is inadequate for the clearing of the fairways.

As previously explained to you, the reason we are behind on the fairway is due to our not having the necessary implements to work with as per our requisition sent in May 26th. Consequently we had to use hand labor in many cases that was scheduled and should have been taken care of by machine and implements.

Regardless of these setbacks I am very much pleased to find we have now the necessary implements and equipment to go right ahead, and I hope we can catch up to our original working schedule.

We can accomplish this if our plan of procedure as now set does not miscarry. In order to complete our revised schedule and be ready for seeding on time I have stressed the necessity upon Mr. Winsborough to send in a request to Mr. LaBertew for an extra gang of 30 or 40 men. With this additional crew for a period of about three weeks we will, I feel sure, catch up our lost time and be ready to seed the latter part of August.

I hope to be at the Park again on or about July 25th for several days, and will report to you again on the progress made.

Yours very truly,
(Signed) WM. H. TUCKER
WM. H. TUCKER & SON, INC.

FAST MESSAGE



BE BRIEF

St. Paul, Minn., July 12, 1927

5:30pm

Ralph Budd - Line.

You will recollect I wrote you some time ago that the Milwaukee officials would be in Kalispell July 11th. Just received report that a number of Milwaukee officials were at western side of Glacier Park looking over Lake McDonald with object of purchasing hotel at head of the lake. They also spent some time in Kalispell. Think it is their intention to try and secure access to Glacier Park by auto from Missoula similar to their entrance via Gallatin Gateway ~~by car~~ to Yellowstone. A-36

W. P. Kenney

cc Mr. L. W. Hill
Mr. G. O. Jenks.

(ciphered)

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, July 12, 1927.

Louis W. Hill,
Car A-22,
Glacier Park, Montana.

Architect Day has preliminary plans ready and account engagement at Bowbells, North Dakota next week could conveniently leave tonight on train three and go over plans with you if you are to be at Glacier Park Thursday morning. Please advise if his suggestion meets with your approval.

H. W. Kask.

FAST MESSAGE



BE BRIEF

52 WF.JO.C.

GLACIER PARK 1050 AM JULY 12TH. 27.

HARRY KASK,
CARE L.W.HILL,

ST PAUL.

MESSAGE RECEIVED, WE LEAVE ON NUMBER THREE WEDNESDAY, SEND PLANS WITH MAIL
TO PORTLAND.

LOUIS W.HILL.

1233PM.

*Phoned Mr Day**7:30 P.M.**OK 7/12/27.*

July 13, 1927.

Mr. J. W. Jackson,
c/o Jackson Clinic,
Madison, Wisconsin.

Dear Sir:

Receipt is acknowledged of your letter July 11, to Mr. Hill, regarding likelihood of President Glenn Frank of the University of Wisconsin spending his vacation in Glacier Park.

For your information, Mr. Hill and his family left here last Saturday for the West, intention being to stop for a few days at Glacier Park, and then continue on to the Coast, and eventually to Pebble Beach, California. Your letter is being forwarded to Mr. Hill, and arrangements have been made to send President Frank some Glacier Park literature.

Yours very truly,

(Signed) H. W. Kask.

Secretary.

Copy to Mr. Ralph Budd,
Mr. W. P. Kenney

It will be appreciated if Mr. Kenney's office will arrange so that illustrated Glacier Park literature is sent promptly to President Frank.

H. W. Kask.

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, July 13, 1927.

Louis W. Hill,

On Car A-22 on Train 3, arriving Whitefish, Montana, July 13,
Whitefish, Montana.

Architect Day phoned this morning saying will make further studies
and send preliminary plans in few days. I will forward to Pebble Beach when
received unless you advise otherwise. No plans sent in mail package two last night.

H. W. Kask.

*Sent in package 3A to Pebble Beach
on July 14.
H. W. Kask 7/15/27.*

FAST MESSAGE



BE BRIEF

St. Paul, Minnesota, July 15, 1927.

H. A. Noble,
Glacier Park,
Montana.

Chairman has wired that instructions be issued so hotels and camps apply *daily* baggage stickers to all baggage possible. This applies also to Waterton when that hotel opens. Understand general supply stickers sent Charles Griffin on June ten.

H. W. Kask.

JUL 15 1927

G. N. RY.

DAY LETTER



BE BRIEF

238F EG

SEATTLE JULY 14 1927

Kash
MR HARRY KOCH

1127 GREAT NORTHERN BLDG STPAUL

HAVE BOB MILLS SEND ME ABOUT 25 EACH OF BAGGAGE POSTERS PRINCE OF
WALES, MANY-GLACIER AND ALL CAMPS. ALSO INSTRUCT THAT HOTELS AND
CAMPS BE FURNISHED SUPPLY AND APPLY DAILY TO ALL BAGGAGE POSSIBLE.

L W HILL

847PM

Wm 4633
A P. H. Am.
4308
10 P
1030 P

MAX TOLTZ, M. AM. SOC. M. E.
MECHANICAL ENGINEER
W. E. KING, M. AM. SOC. C. E.
CIVIL ENGINEER
BEAVER WADE DAY, M. A. I. A.
ARCHITECT

TOLTZ, KING AND DAY, INC.
ENGINEERS AND ARCHITECTS
BUILDERS EXCHANGE BUILDING
ST. PAUL, MINNESOTA

ROY CHILDS JONES, M. A. I. A.
ARCHITECTURAL DESIGN
H. P. ARNESEN, C. E.
OFFICE ENGINEER
EDWIN F. NOTH,
OFFICE ARCHITECT
R. W. OTTO, M. AM. SOC. M. E.
HEATING AND VENTILATION
W. A. THOMAS, M. AM. SOC. M. E.
ELECTRICAL ENGINEER
H. G. ROGERS,
MUNICIPAL ENGINEER

July 14, 1927

Mr. Louis W. Hill,
Chairman of Board of Directors,
Great Northern Railway Co.,
St. Paul, Minn.

My dear Mr. Hill:

We are sending you herewith preliminary studies of three different schemes for the Prince of Wales Hotel Annex. They are designated as A, B, and C respectively, and each is illustrated by a block plan showing its relation to the site, a more detailed floor plan and sketches of the exterior as seen from the lake and looking toward the lake.

Each of these schemes seemed to us worthy of consideration in order that their relative advantages and disadvantages might be weighed.

Scheme A is a development of the Y plan for the proposed wings. It will give 82 bed rooms, tap room, barber shop, beauty parlor and additional shops in a total area of 13886 sq. ft. It fits satisfactorily on the site, and provides good views for the tap room and a portion of the bed rooms. Its outstanding disadvantage, as you suggested would probably prove to be the case, is the inaccessibility of the tap room. We have tried to develop as direct as possible a passage from the entrance front to the tap room, but the communication is still a devious one. It is open to objection in our judgement from the point of view of accessibility to both public and guests, and also from the point of view of control by the hotel staff.

It should also be noted that a certain inevitable complication of construction is bound to result from joining up units at odd angles with each other.

Schemes B and C have been developed with a view to eliminating this difficulty if possible without sacrificing other major considerations. In both schemes the tap room has been placed in a separate unit, located between the main building and the wing, and separated from the entrance front only by the width of a corridor.

Scheme B has the long way of the tap room toward the lake. The bed rooms are all contained in one wing with its end toward the lake.

This is advantageous for the Tap Room but probably not so much so for the bed rooms. As to this last consideration it could probably be urged that all the bed rooms get some view, whereas in the other schemes part get a better view and part not so good a view.

It is also to be said that this scheme utilizes to best advantage the flat ground available at the top of the hill. But to offset this there is the fact, due to an unavoidable lengthening of corridor spaces, that the total area necessary to provide fewer accommodations is considerably greater than in either of the other schemes, being 14,861 sq. ft. for 80 bedrooms. This would, of course, be something of a factor in the cost of operation and upkeep.

Scheme C has three sides of the Tap Room exposed, with the short end toward the lake. The bed rooms are all contained in one wing with its long side toward the lake. This disposition seems to us to satisfy the requirements as to view. At the same time the shortening of communications, and a simpler grouping of units has resulted in a saving in area, with an increase in accommodations, as compared with either of the other schemes. To provide Tap Room, other facilities, and 84 bed rooms a total area of 13,190 sq. ft. is required.

The Bed Room Wing can be kept within the limits of the 4,320 ft. contour line. If the first floor level is established at 4,330 ft. this would not seem to present any special difficulty as to adaptability to site.

It would, of course, be possible to run the bedroom wing out at a slight angle if desired.

You will note that in Scheme A the typical bedroom arrangement follows that of the main building. In Schemes B and C we have placed the baths all inside, next the corridor. We have thereby been enabled, by slightly widening the building, to considerably shorten it, with a consequent saving in area.

Both Schemes B and C offer, we believe, interesting possibilities as to the treatment of the Tap Room. In either case there could be fireplaces and ceilings open to the roof, with either beams or trusses showing. In Scheme C there could be a big end window as in the Main Lobby. In both cases there is space over the corridor for a gallery, which could be used for additional space or for card rooms.

[7-14-1927]

Mr. Mills, whom we asked to look over the studies this morning, raised a point on which we may be in error. This was that there might be a legal requirement necessitating bedrooms over the Tap Room. This could, of course, be managed if necessary.

We are taking steps to check ourselves up on all the legal technicalities connected with the Tap Room.

We shall appreciate a frank expression of your reaction to the various schemes. In our judgment, which we would like to record for whatever use it may be to you, Scheme C is the best of the three.

We believe it more nearly, and with greater simplicity, affectiveness, and economy meets the conditions as we understand them than do the other two.

We are prepared to proceed to further preliminary studies, or to the working drawings, immediately on receipt of word from you.

Yours very truly,

TOLTZ, KING AND DAY, Inc.

Roy Childs Jones

RCJ:G

St. Paul, Minn., July 15, 1927

Mr. L. W. Hill:-

Your letter 9th instant:

I attach copy of letter this date to Toltz, King and Day with a copy of their letter to me 14th instant, being agreement covering plans, specifications, etc. for the annex or annexes, or other building work which we may desire them to handle for us at the Prince of Wales Hotel.

A. H. Hogeland

St. Paul, Minn., July 15, 1927

Toltz, King and Day, Inc.,
Builders Exchange Building,
St. Paul, Minn.

Attention Mr. B. W. Day:

Gentlemen:-

Your letter 14th instant, concerning plans, specifications, etc. for an annex to the Prince of Wales Hotel at Waterton Lakes Park, Alberta.

Your proposition as stated therein is satisfactory and is assumed to apply to one or more annexes, or other building work we may ask you to handle at that place.

It is understood that it will be optional with us as to how much of the architectural work you are to handle for any such buildings and that your fee will be based on the work we ask you to do and be as follows:

For (1) Preliminary Plans	1%
" (2) Working Plans and Specifications	3%
" (3) Bills of Material	$\frac{1}{2}$ %
" (4) Superintendence	1 $\frac{1}{2}$ %

I have written my approval on the two copies of your letter, which will constitute the agreement between us and am returning one copy herewith for your file.

Yours very truly,

Chief Engineer.

C O P Y

T O L T Z, K I N G A N D D A Y, I N C.

ENGINEERS AND ARCHITECTS

Builders Exchange Building

St. Paul, Minn.

July 14th, 1927

Great Northern Railway Co.,
St. Paul, Minn.

- Attention Mr. A. H. Hogeland -

Gentlemen:-

In response to your telephone request, we submit herewith our proposal to act as your engineers and architects in connection with the Annex to the Prince of Wales Hotel:

- (1) Preliminary Plans. We will prepare preliminary plans showing the arrangement of the Annex in connection with the main building, studying the whole plan and arrangement carefully. We will modify these plans until they meet with your approval. (We have already made some preliminary studies for Mr. Hill and are now revising them in accordance with his wishes.)
- (2) Working Plans and Specifications. After approval of preliminary plans we will prepare working drawings for the architectural work, structural work, mechanical work such as heating, plumbing, electric wiring. These plans will include all details necessary for construction. We will prepare specifications for such furniture and equipment as you may direct.

We will make not to exceed three trips to the site prior to or during the construction as may be necessary. We will furnish such consulting advice as can be furnished from the office during construction and will correct and approve any shop drawings submitted by subcontractors.

- (3) Bills of Material. We will prepare bills of material for everything going into the project and will advise with your purchasing department or purchase ourselves, as you may direct. We will prepare a construction program, subject to your approval, and will follow the shipment of materials with a view to seeing that they arrive in time for the proper carrying out of the construction program.
- (4) Superintendence. We will supervise the construction of the entire project, visiting the work as often as may be necessary. In addition to these superintendence trips we will maintain a resident engineer in the field continuously during the construction period, it being our understanding that we would assume full responsibility for the final construction of the building exactly in accordance with the plans and specifications. In case the work is to be carried on by the contractor upon a cost basis, we would, however, expect you to furnish an auditor or clerk of the works to check in materials and audit payrolls.

to

Our charge for the engineering and architectural service outlined above is six per cent (6%) of the cost of the project exclusive of land and any other parts of the work which, for any reason, we do not handle for you. This fee is divided as follows:

- | | | |
|-----|----------------------------------|------------------|
| (1) | Preliminary Plans - | 1% |
| (2) | Working Plans and Specifications | 3% |
| (3) | Bills of Material | $\frac{1}{2}\%$ |
| (4) | Superintendence | $1\frac{1}{2}\%$ |

Payments on account are to be made in a manner satisfactory to you approximately as the various parts of our work shall be completed. Until such time as actual cost has been determined by construction, our fee shall be based upon a fair estimated cost to be agreed upon between us, which shall be adjusted at the conclusion of the construction work.

In addition to the above compensation we would ask that you pay traveling expenses for ourselves and our superintendent to and from the site.

While we would prefer to take full responsibility for the entire work as outlined in paragraphs (1) to (4), we are ready to accept a commission for the performance of any or all of the paragraphs (1) to (4) as you may direct.

As indicated above, we are now proceeding with the preliminary work upon Mr. Hill's directions and without any definite agreement as to compensation. We are willing that this proposal shall constitute a contract between us upon its approval by you, or would be glad to sign a more formal contract if you so desire.

Yours very truly,

TOLTZ, KING AND DAY, Inc.

(Signed) B. W. Day

Approved.

(Signed) A. H. Hogeland,

Chief Engineer,

Canadian Rockies Hotel Co., Limited.

July 15th, 1927

Saint Paul, July 15th, 1927.

Handwritten signature
Mr. H. W. Kask:-

Referring to your notation on your letter of July 13th to Mr. J. W. Jackson, in regard to the possibility of Pres. Glenn Frank of the University of Wisconsin, spending his vacation in Glacier Park:

We will have a full supply of Glacier Park and Western literature sent to Mr. Frank at once and will follow the matter up diplomatically relative to his going to the Park.

W. P. Kenney

St. Paul, Minnesota, July 15, 1927.

Mr. H. A. Noble:

On July 14, the Chairman wired me from Seattle, as follows:

"Have Bob Mills send me about 25 each of baggage posters Prince of Wales, Mary Glacier and all camps. Also instruct that hotels and camps be furnished supply and apply daily to all baggage possible."

I wired you this morning, as follows:

"Chairman has wired that instructions be issued so hotels and camps apply daily baggage stickers to all baggage possible. This applies also to Waterton when that hotel opens. Understand general supply stickers sent Charles Griffin on June 10."

which is hereby confirmed.

Below is tabulation showing number of stickers sent to Charles Griffin at Glacier Park, Montana, on June 10:

Elton Chalets	2,500
Rut Bank Chalets	3,500
St. Mary Chalets	3,000
Sperry Chalets	3,000
Glacier Park Hotel	3,500
Mary Glacier Hotel	2,500
Two Medicine Chalets	3,000
Going-to-the-Sun Chalets	3,200

and I understand 5000 stickers were mailed to Captain Harrison on June 28, for use at Prince of Wales Hotel.

Please advise if you have sufficient labels on hand so that advertising department will know whether an additional order should be placed.

H. W. Kask.

Copy to Mr. W. P. Kenney,
Mr. W. R. Mills.

*copy mailed Mr. Hill - Pebble Beach, Calif, with supply of stickers.
H.W.K.*



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