

Glacier Park Law mill

15-18.

[1928][?]

Sec. 3 of Act accepting cession of Glacier Park:

"That if any offense shall be committed in the Glacier National Park, which offense is not prohibited or the punishment is not specifically provided for by any law of the United States, the offender shall be subject to the same punishment as the laws of the State of Montana in force at the time of the commission of the offense may provide for a like offense in said State; and no subsequent repeal of any such law of the State of Montana shall affect any prosecution for said offense committed within said park."

Penal Code of Montana of 1921:

Sec. 11474: Every person who maliciously injures or destroys any real or personal property not his own, of the value of fifty dollars or over, in cases otherwise than such as are specified in this code is guilty of a felony, and upon conviction thereof shall be punished by confinement in the state penitentiary for a term of not less than one year or more than five years, and every person who maliciously injures or destroys any real or personal property not his own of the value of less than fifty dollars, in cases otherwise than specified in this code is guilty of a misdemeanor."

Sec. 10713: subdiv. 4: "The words malice and maliciously import a wish to vex, injure, or annoy another person, or an intent to do a wrongful act, either established by proof or by presumption of law.

Sec. 8746: Revised Codes of 1907: " Every person who maliciously injures or destroys any real or personal property not his own in cases otherwise than are specified in this code, is guilty of a misdemeanor."

(This section was in effect at time of passage of act accepting cession of Glacier Park: it was amended in 1918 and as so amended now appears as sec. 11474 of the Revised Codes of 1921 and is set forth above)

CLASS OF SERVICE DESIRED	
DOMESTIC	CABLE
TELEGRAM	FULL RATE
DAY LETTER	DEFERRED
NIGHT MESSAGE	CABLE LETTER
NIGHT LETTER	WEEK END LETTER

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

7 sh [1928]²
 Jim Mayhew
 Bot May 9th place
 But not the house

what use will be made of 3
 Colleges & 2nd Dunham place
 me for house etc

[1928] 15-1 S
Released for immediate publication

NEW TRAILS TO MAKE NORTHERN ROCKIES

PARADISE FOR AMERICAN SUMMER TOURISTS.

Glacier Park, Mont. -- Supt. J.R. Eakin of Glacier National Park announces a comprehensive trail construction and reconstruction program will be undertaken this year with an initial appropriation of \$46,000 for equipment, materials and necessary engineering and labor. The program will be continued each year until all major, or Class A, trails are built to highest standards. Notwithstanding its fine automobile highways, Glacier National Park is essentially a trail park. There are 1,000 miles of trails, 400 miles of which are classed as Class A trails. The Class A trails are as much a part of the transportation system as are the roads. They connect the hotels, chalets and tent camps and daily saddle horse parties are scheduled over them. Fully fifty percent of trail parties using Class A trails have never been on a horse before, yet the horses are chosen so carefully there has never been a serious accident. When it is considered that the Park Saddle Horse Company has more than 800 horses in use each year, the high class management is apparent, Supt. Eakin says.

"The 600 miles of Class B trails consist of trails in sections of the park where there are no tourist accommodations and never will be," the Superintendent says in his report. "Camping parties and rugged hikers who carry food and shelter on their backs are the only ones who can travel these trails without great inconvenience and their use is not encouraged except

New trails -- page 2

by those who can take care of themselves in the wilderness.

"Glacier National Park is a hiker's paradise. It offers trails for the tenderfoot or the outdoors specialist. The ability to take care of oneself under all conditions in the wilderness is a specialty, make no mistake about that. Besides three large hotels, there are five chalets and four tent camps connected by Class A trails each not more than a good day's hike apart. For the rugged hiker, the trails lead ever onward and to many it means they also lead ever upward.

"New trails to be constructed this year are Granite Park Chalets to Flat top Mountain, which is, in fact, a continuation of the famous ^{sky} ~~high~~ line Garden Wall Trail; Glacier Basin to Sperry Glacier and a short one-day circle trail at the head of Waterton Lake. These will be Class A trails. Existing Class A trails will be rebuilt to highest standards as rapidly as the short construction season permits.

"A trail to Grinnell Glacier was practically completed last year. Indications now are that the Northern Rockies will enjoy an early spring, in which event this trail will be completed before July 1st."

- - - -

GLACIER GUIDE HIGH CLIMBER.

Frequently made round trip of 9000-foot
ascent five times daily.

Glacier Park, Mont., ---- Tourists in Glacier National Park sometimes thought they had done a good mountain stunt when they climbed a trail or footpath 2000 feet up. And for inexperienced persons who have always lived ~~xxx~~ in and walked on the relatively level plains such a climb was, indeed, an unforgettable event. But Hildor V. Strand, special guide for tourists visiting Sperry Glacier, frequently did 9000 feet up, and the same distance down, besides much travel over the rough ice surface with tourists on a rope, and thought little of it.

Mr. Strand's work as guide involved taking visitors from Sperry Basin to the depression in the mountains between Mount Edwards and Gunsight Mountain, a distance of a mile and a half, with an elevation of 1800 feet, over the glacier, and back down to the basin. The remnant of a trail passes over snow banks, over rock shale, around cliffs, and over numberless piles of rocks and mountain debris. He took all parties arriving from whatever direction, frequently making the round trip five times a day. No one who wished to see this beautiful ice mass and the grand panorama from its surface was disappointed because he had already made the trip several times. He went again and told the story of the glacier and surrounding mountains which he loves so well.

Each summer for several seasons past he has piloted more than 500 persons up the trail, so called, and the number increases yearly. His fame as a Sperry Glacier guide is spreading. The park officials have recognized the ~~worhh~~ worth of his service and the number of tourists who wish to visit the glacier, and will construct a good trail from Sperry Basin so a horse may be ridden to the last rock wall; so next summer hikers can make the trip much quicker and ~~xxxxxxx~~ easier.

St. Paul, Minn., January 6, 1928

Mr. L. W. Hill,
Mr. Ralph Budd,
Mr. W. P. Kenney.

Herewith set of six photographs showing status of Helps' Buildings at the Prince of Wales Hotel as of December 29th.

The work on these buildings at that date stood as follows:

HELPS' DORMITORIES:

- No. 1. Foundations complete except portion rock work for west bay. Rough framing 90% complete, west bay and inside stairways to be framed and 25% wall furring placed. Roof shingling 85% complete. 75% windows placed. Outside building paper placed on south side. Basement floor not poured. Brick chimney 60% complete.
- No. 2. Foundations complete - basement floor not poured. Rough framing 95% complete. Inside stairways to be framed and wall furring to be placed. 50% windows placed. Brick chimney complete.
- No. 3. Foundations complete. Basement floor not poured. Rough framing 70% complete. Roof frame and sheathing to be placed. Inside stairways to be framed. Wall furring to be placed. Chimney 25% complete.

RECREATION BUILDING:

Foundations complete.
Rough framing complete except 50% of wall furring to be placed.
Roof shingled.
Roughing in electric light wires 70% complete.

A. H. Hogeland

15-1E

Mr. Hill:

[1-9-28]

Mr. A. H. Hogeland wishes to see you for a few minutes
sometime at your convenience regarding enlarging the dining room
at the Prince of Wales Hotel.

I have said to him there does not seem much chance for
the next few days, account various annual meetings, etc.

H. W. Kask 1-9-28.

*P.L. Called again today.
H.W.K. 1/14/28.*

*Mr. Hill talked with Mr. Hogeland today.
H.W.K. 1/14/28.*

St. Paul, January 24, 1928.

Mr. A. H. Hogeland,
Consulting Engineer.

Dear Sir:

I quote the following letter which has been received from the Alberta Liquor Control Board:

"The Alberta Liquor Control Board is making a survey of the Province and endeavouring to ascertain the amount of money expended in Alberta from June, 1926, to the 31st of December, 1927, on new Hotel properties and on furnishings and improvements in the older Hotels.

"If your Company would care to do it, the Board would appreciate having you give us an estimate of your expenditures in connection with building, furnishings, etc., for the Prince of Wales Hotel at Waterton Lakes."

If there is no objection to furnishing this information, will you kindly do so?

Very truly yours,

(Signed) F. G. DORETY

B

Copy to Mr. Louis W. Hill ✓
Mr. Ralph Budd
Mr. W. P. Kenney

C. O. Jenks
St. Paul, Minnesota, January 25, 1928.

C. O. Jenks, Esq:

Referring to your letter of January 24 in regard to the golf course at Glacier Park:

The only plans that were made so far as I know were the rough sketches prepared by Mr. Tucker and left with Mr. Hill. The print on which Mr. Tucker made his sketch of the links did not show all our property lines and I arranged to have these sketches platted by Mr. Noble's engineer and to have prints ready for Mr. Hill's examination on arrival at the Park one time last year before the golf course was started. Mr. Hill then made some changes in the first two or three and the last couple of holes of the nine hole course. A final blueprint was then made of those locations and I am reasonably sure that you or the Engineering Department have a copy of it. That is all that we have. I think the original print of the eighteen hole course is still in Mr. Hill's hands, but I do not suppose you are interested in that now.

There were no specifications, but I am sending you a copy of Mr. Tucker's letter of May 16, 1927, as that may be of some service. I do not know anything about the completion of the work except what is stated in Mr. Hill's message of September 6 to you:

"Let your man Dishmaker or his representative take over work and avoid any further grading. Dishmaker can complete work with or without very few instructions."

If you do not find a copy of the print showing the nine hole course that was approved last year I will loan you the one in our file so you can have some copies made.

We had not had a report from Mr. Maher since last fall relative to the property required for the golf course and yesterday morning I asked him to bring this up to date. As soon as I get a report I will send you a copy.

J. A. Lengby.

*Harry
Lengby
for*

⁸
[Blueprint has been filed with Glacier Park blueprints on top of shelves]

15-1C
[1928][?]
Released for immediate publication

ROCKY MOUNTAINS GREATER MAGNET
FOR TOURIST TRAVEL THIS SEASON.

Glacier Park, Mont.,--September 15 --- Glacier National Park today closed its 19th season with attendance figures ~~showing that~~ nearly 56,000 showing that/ ~~10,000~~ tourists toured this region of the Rocky Mountains from June 15th to September 15th.

It was the banner sight-seeing year of the Park's history, Supt. Eakin announced, attributing much of the increased travel to the many national conventions held on the Pacific Northwest coast during the summer months.

The Prince of Wales Hotel in Waterton Lakes National Park, Alberta, Canada, adjoining Glacier Park was quite popular with visitors, new graveled highways making travel between the two international parks a delightful trip.

The largest percentage of visitors came by motor and auto camp grounds were largely patronized. Trail trips, both hiking and horseback, were popular. Fishing was excellent and to insure that the future visitors may enjoy good sport 1,422,000 trout were planted in the waters of the Park this season.

St. Paul, Minn., January 28, 1928

Mr. F. G. Dorety,

Vice President.

Dear Sir:-

Your letter 24th instant:

There has been spent up to December 31st, 1927, by the Canadian Rockies Hotel Company, Limited, on the Prince of Wales Hotel, Waterton Lakes Park, and appurtenant buildings and facilities, and furnishings - \$667,345.00.

In addition to this the work now under way erecting buildings for help, and enlargement of dining room and kitchen of the hotel, is estimated to cost about \$80,000.00.

I see no objection to furnishing this information to the Alberta Liquor Control Board, unless, in your opinion, it might be used against us in taxing these improvements.

Yours truly,

A. H. Hogeland

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

St. Paul Daily News - January 28, 1928,

GROSS EARNINGS OF 3 ROADS INCREASE

Net Revenue of St. Paul
Lines Show 1927
Decrease.

The 1927 gross revenues of the three transcontinental railroads passing through St. Paul totaled \$376,421,639.

While these figures, obtained from the monthly earnings statements of the Great Northern, Northern Pacific and St. Paul roads show material gains compared with 1926, the net operating revenues represented decreases.

The gross revenues were: St. Paul, \$162,942,819; Great Northern, \$117,904,004, and the Northern Pacific, \$95,574,816.

The 1927 net income amounted to: St. Paul, \$14,072,934; Great Northern, \$29,202,540, and Northern Pacific, \$2,592,837, making a total of \$65,868,311.

GAINS IN DECEMBER.

Net railway operating income on the Northern Pacific in December increased \$130,630, as compared with 1926.

The total net railway operating income for December, 1927, was \$2,077,664, while in the corresponding month of 1926 it was \$1,947,034.

For the 12 months of 1927 the net railway operating income was \$22,592,837, while in 1926 the total was \$24,213,700, a decrease for 1927 of \$1,620,863.

INCREASE \$342,263.

The total railway operating revenues for last December were \$7,532,352, as compared with \$7,190,089 in December, 1926, an increase of \$342,263.

For the 12 months of 1927 the railway operating revenues were \$95,574,816, while for the total year of 1926 they were \$97,351,042, a decrease for 1927 of \$1,776,226.

Freight revenues in December increased \$406,319, as compared with December, 1926, but for the total year freight revenues decreased \$763,110.

15-18

For release January 28. [1928]

To The Automobile Editor:

This article, on the new scenic automobile highway over the Rocky Mountains, which Supt. Eakin of Glacier National Park prepared from official Government data, is for your free use -- or any part thereof. This new transcontinental highway, it is calculated will revolutionize automobile travel to the Pacific Northwest.

HOKE SMITH,
Western Development Agent,
Great Northern Railway, St. Paul.

NEW TRANSCONTINENTAL HIGHWAY

WILL REVOLUTIONIZE AUTOMOBILE TRAVEL

TO PACIFIC NORTHWEST COUNTRY.

Many highways are claimed to be the most scenic in America. Some have reason for substantiating this claim, others have little more than local pride to support the superlative. Glacier National Park, upon the completion of the Transmountain Road, will enter the lists and, if comments of those who have been over the section completed are to be taken as a criterion, the mantle will descend upon a new claimant. This new Government highway will connect Glacier Park station, the eastern gateway, with Belton, the gateway on the western slope of the Rockies.

The Transmountain Road crosses the Continental Divide at Logan Pass, one of the most beautiful and distinctive passes of the Northern Rocky Mountains. Approaching from the pass from the west, immediately after entering the park at Belton, the autoist passes Administrative Headquarters. The Flathead River, fine forest and rustic buildings carefully located, form a combination that is extremely attractive. Shortly after passing Headquarters, a virgin cedar forest is reached. This is one of the very few virgin cedar forests left, and visitors to the park marvel at its beauty. Three miles from Belton is Lake McDonald. Like all the sixty-odd lakes in Glacier National Park,

Lake McDonald is Alpine in character. It is 10 miles long and its greatest width is 2 miles; its waters marvelously clear, and teeming with trout. All lakes in Glacier Park are indescribably beautiful and each is quite distinctive.

From the lower end of Lake McDonald, the autoist follows a winding road through a forest of cedar, tamarack, lodgepole pine, aspen and fir, giving vistas of the lake and mountains until, just before reaching Lewis' Glacier Hotel, the road follows the very edge of the lake for a distance of about one-half mile.

Continuing from the upper end of Lake McDonald, for 11 miles the road follows up McDonald Creek, a fine turbulent mountain stream. McDonald Falls and Logan Falls are exquisite. The forest along the creek is extremely dense and ferns and moss grow in profusion. 18 miles from Belton is Avalanche Creek, where the principal auto camp on the west side of the Continental Divide will be located. This camp ground will be modern in every respect, with housekeeping cabins, delicatessen store, community house, shower baths and service station. Every effort will be made to complete this camp ground by the time the Transmountain Road is ready for travel.

A hike or horseback ride of 3 miles from Avalanche Camp Ground brings the visitor to Avalanche Lake, nestling at the foot of a sheer wall 3200 ft. in height, at the top of which is Sperry Glacier, one of the most distinctive glaciers in the park. Avalanche Lake is famed for its beauty and cutthroat trout. One-fourth mile from the road is Avalanche Gorge, a fine example of erosion in limestone, and striking in its wild rugged beauty. 6 miles beyond Avalanche Creek the road begins to climb to Logan Pass. The maximum grade is 6% and curves are compensated. 12 miles of road are required to make the climb to the pass. There is a tunnel through solid limestone. Two windows provide light and ventilation and make a splendid frame for Heaven's Peak, one of the most distinctive mountains in the park. A stone

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parapet is placed at the outer edge of the road all sheer declivities. Numerous parking places provide parking spots where motorists may linger and drink in the magnificent views. Glaciers, and falls and cascades fed by them, are constantly in sight, as are many peaks supporting large snow fields. Wild flowers, variously tinted strata of the earth's crust, and beautiful mountain meadows complete the spectacle. Words cannot describe this masterpiece of Nature: it must be seen to be comprehended.

Logan Pass will give even the most blasé traveler a thrill. Within easy walking distance are the Hanging Gardens of Hidden Lake, the latter full of trout. A trail leads from the pass to Granite Park chalets, a distance of 8 miles, and is for the entire distance only a few hundred feet below the Continental Divide. Mountain goats and Bighorn sheep are usually to be seen by those using this trail. Another trail follows the general course of the road to Going-To-The-Sun chalets.

Continuing from Logan Pass, the visitor will be astounded at the different type of forest encountered east of the Continental Divide. Engleman spruce, Balsam fir, Blue spruce, Aspen and Lodgepole pine predominate. The forest is not so dense as that west of the Continental Divide, and for that reason wild flowers are more plentiful. More open meadows will also be noticed.

Eight miles beyond Logan Pass are Going-To-The-Sun chalets, an extremely picturesque group of buildings on a high rocky ledge jutting into St. Mary Lake. I shall not attempt to describe St. Mary Lake. Suffice it to say that the late Secretary of the Interior Lane pronounced it the most beautiful lake in America. To perhaps a greater extent than any other lake in the park, St. Mary Lake is bordered by rugged mountains.

Four miles beyond Going-To-The-Sun chalets is Roes Creek. At this point a beautiful meadow on the shore of St. Mary Lake will be the principal auto camp in the park east of the Continental Divide.

7-28-1928
It will be complete in every respect but, like the Avalanche Camp Ground, funds for its construction cannot be secured until contract is let for completion of the entire road.

The junction of Transmountain Road with Blackfeet Highway is six miles beyond Roes Creek Camp Ground and near St. Mary Chalets. Autoists may turn north to famed Many Glaciers Hotel on Lake McDermott, or to Canadian points. Or they may turn south to Two Medicine Chalets and Lake. Before reaching Two Medicine Junction, they may turn eastward over a modern highway to Great Falls and points east; or they may continue past Two Medicine Junction to the imposing Glacier Park Hotel at Glacier Park station, which is considered by many to be the last word in rustic architecture.

The Roosevelt Highway, paralleling the Great Northern Railroad between Belton and Glacier Park station, is now under construction and will be completed about the time the Transmountain Road is ready for travel. Many motorists will no doubt make the return trip to Belton over the former road and thus complete a motor trip that will be highly enjoyable and most unusual.

West of the Continental Divide, of the 34 miles from Belton to Logan Pass, 24 miles already have been surfaced with crushed gravel. Grading is practically completed on the remaining 10 miles. Work is now shut down for the winter. Funds are available for completing grading and surfacing the road to Logan Pass and this work is now under contract. Work will be completed in the autumn of 1928 and the road open to travel for the season of 1929.

East of the Continental Divide, the St. Mary section of the Transmountain Road has been graded from Blackfeet Junction to one mile beyond Roes Creek. Contract will be let next spring to extend this section 3 miles to Going-To-The-Sun chalets and to surface the stretch that is at present graded only. It is expected contract will be let in 1929 to complete the last link in this famous project.

It is believed completion of this road will revolutionize motor travel over the whole northwest. At present there is no automobile road connecting the east and west sides of the park, and motorists must ship their automobiles by freight from one side to the other. While the freight charge is considerably less than usual charge for such service, experience has proven that motorists will not go where they cannot drive their cars. Consequently Glacier National Park and northern Montana will not enjoy the volume of auto travel that its wonderful natural attractions justify until a through road is provided.

Prospective visitors to Glacier National Park will be interested to know that the entire east side road system, with the exception of a six mile spur road to Cut Bank chalets, has been rebuilt to highest standards, or is now in process of being rebuilt.



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