

2
Holliston May - 29 15-1 F

Mr. L. W. Hill.
St Paul

Dear Sir —

yours attached, all promises
received O.K. and planted while at
the Park this week noted they were already
coming up. Thanks very much.

Yours Truly,
Geo. W. Wishmaker

15-1K

St. Paul, May 3, 1929.

Mr. L. W. Hill,

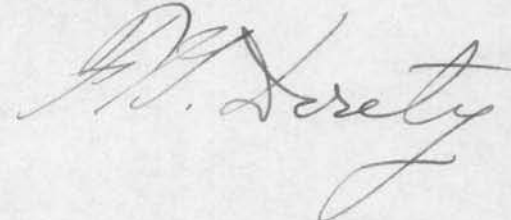
Chairman of the Board.

Dear Sir:

Referring further to your inquiry about taxes on Glacier Park Hotel Company property, I have reached the conclusion that the tax is constitutional and that we cannot oppose it.

When Kansas ceded the Ft. Leavenworth Military Reservation to the United States, it reserved the right to tax property on the reservation, and in Ft. Leavenworth RR Co. v. Lowe, 114 US 525, the United States Supreme Court held that a state tax was constitutional. The situation is just the same as it is in Glacier Park so that this decision would seem to dispose of the matter.

Very truly yours,



FGD/c

15-1 I

St. Paul, Minn., May 4, 1929.

Mr. T. D. McMahon:

I would like to talk with you sometime on Monday, May 6, about buildings for auto camps at Glacier Park this year.

Louis W. Hill,

Mr. Hill:

Mr McMahon glad to come down any time you say today.

W. L. Hill 5/6/29

Mr Hill talked with Mr McMahon today 5/6/29
W. L. Hill

St. Paul, Minn., May 7, 1929.

Mr. Ralph Budd;

If we are going to accomplish anything this year in the way of establishing tourist camps at Glacier Park Station, Two Medicine, St. Marys and Many Glacier locations, I think the first and most important matter will be obtaining permission from the National Park authorities for the three locations within the Park; and also obtaining permission to maintain "Drive-your-own" auto service at Many Glacier and St. Marys. Of course, we can maintain one on our own ground at Glacier Park Station.

I am certain that Mr. McMahon, the Architect, will soon have satisfactory plans, providing the matter is gone over with him by some of our officers who are interested.

I understand Mr. Kenney returns to St. Paul tomorrow and I will be glad if you will talk this over with him.

Possibly Mr. Dorety should very soon make the applications for the camp sites and permission to maintain the "Drive-Your-Own" agencies.

Louis W. Hill.

Copy to Mr. W. P. Kenney,
Mr. C. O. Jenks.

St. Paul, Minn., May 7, 1929.

Mr. F. G. Dorsey:

Referring to your letter of today, with which you enclosed draft of proposed letter to the Superintendent of National Park Service, about reduction of rates in Glacier National Park:

This question should be considered a little more carefully; matter has not been up with Mr. Kenney at all that I know of.

I made the suggestion that we consider selling coupon books for our new Camp Service which could be used for lodging or purchasing supplies at the proposed new Camp Stores, but I do not think they should be good for the proposed "Drive-Your-Own" Service, as that should be \$5.00, \$7.50 and \$10.00 net, without any reduction.

I am quite certain we should make no reduction at Sun Camp, which is always full in the Park season; so is Granite Park, and Two Medicine about one-half of the time. We would not gain much by having reduced rates at some points and not at others.

I think the whole question should be considered carefully before making application to the Government. It looks to me as if it would be rather impracticable to apply it to the chalets.

My original suggestion was for a courtesy card for our railroad tourists; not giving them reduced rates, but giving them preference in the matter of rooms as against automobile tourists, for the reason that we might work up a party from New York, or some distant point, and they might arrive at the Park and find no accommodations at certain camps or hotels on account of a local crowd motoring in from points in Montana, etc. I had in mind protecting our first-class passengers against that situation.

Louis W. Hill.

Copy to Mr. Ralph Budd.
Mr. W. P. Kenney,
Mr. C. O. Jenks.

St. Paul, May 7, 1929.

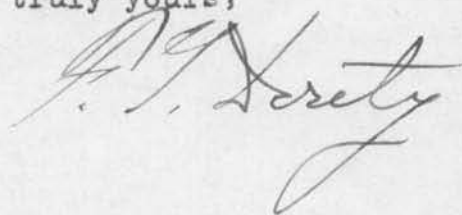
Mr. L. W. Hill,
Chairman of the Board.

Dear Sir:

Mr. Budd asked me to draft the attached letter to the Superintendent of National Park Service about reduction of rates in the Park and to submit same to you. I am also enclosing copy of my letter to Mr. Budd about the matter.

Will you please let Mr. Budd or me know if you approve of sending such a letter?

Very truly yours,

A handwritten signature in cursive script, appearing to read "A. J. Lerety". The signature is written in dark ink and is positioned to the right of the typed name "A. J. Lerety".

FGD/c.

15-15

On Pennsylvania Railroad, May 7, 1929

MR. F. G. DORETY:

Referring to your letter of April 23,
quoting letter from Mr. A. B. Hogg, our attorney at Leth-
bridge, Alberta:

Mr. W. A. Brewster of the Brewster Trans-
port Company, Banff, advises that he has been informed by
Mr. C. A. Davidson, Highway Commissioner, that the road
from Pincher Creek to Waterton Park will be graded at once,
but is doubtful if it will be completely gravelled until
late Fall, or next Spring. He also adds that the road from
Calgary to Waterton will be in good shape this year,
and they are looking forward to a very heavy travel.

He states that up to date, the Canadian
Pacific have neither declared their intention, nor made any
move towards building a camp at Waterton Lakes Park, and he
does not believe there is anything to this.

W. P. Kenney ✓

cc Mr. Louis W. Hill ✓

Mr. Ralph Budd.

St. Paul, May 7, 1929.

Mr. Ralph Budd,

President.

Dear Sir:

I attach form of letter to the Superintendent of the National Park Service which I have drafted after consultation with Mr. Binder. He suggests omitting any reduction at Going-to-the-Sun chalet for the reason that that is often more than filled under present rates, and there has been some thought of increasing the charge at that chalet. Two Medicine chalet is sometimes more than filled over weekends under present rates so that the proposed reduction might mean some loss of total gross weekend revenue at that point. The other camps all have some excess capacity and probably would increase their gross revenue by the proposed reduction.

Will you please advise if this form of letter is satisfactory?

It is my thought that conductors on incoming trains might distribute these tickets to paid passengers making application for them and might require the signature of the holder upon the ticket. The manager of the chalet could then require the signature of the holder as a means of identification when application is made for reduced rates.

Mr. Binder suggests that an arrangement of this sort might be regarded as discrimination by automobile tourists who would feel that the Park is a national park and that they are as much entitled to favorable rates as railroad passengers would be, and that there is some likelihood that the Superintendent might

refuse to approve of the plan on this ground. There has been a gradual increase in camp rates in the past and Mr. Binder suggests that a proposal of this sort might invite an effort on the part of the Park authorities to bring about a general reduction.

Very truly yours,

FGD/c

P.S. I have confined the proposed reduction to incoming tourists reaching the Park by train. Some tourists might come down from Waterton and go out by train, but Mr. Binder advises that these would be few in number and that there would be no practicable way of giving them reductions, since they would probably stop at some of the chalets before they could reach Glacier Park station and purchase their ticket.

St. Paul, May 7, 1929

Mr. J. R. Eakin,
Sup't., National Park Service,
Belton, Montana.

Dear Sir:

The Glacier Park Hotel Company feels that the use of the Park by persons having to pay railroad fare has been somewhat restricted by the expense of travel to and from the Park together with living and traveling expenses in the Park. The Great Northern Railway Company has made substantial reductions in railway rates, but the expense burden is still heavy for those traveling by rail for any considerable distance. For the purpose of further reducing the burden to such people, the Hotel Company would like to offer reduced rates at camps and chalets to persons traveling to or from the Park via the Great Northern Railway. To that end we would like to submit for your approval and for the approval of the Director of National Parks, an amendment to our rate schedule providing that any person arriving at Glacier Park via the Great Northern Railway Company on a paid ticket will be furnished with a credit card.

[5-7-1929]

It ain't fair

entitling him or her upon proper identification to a reduction of 20% upon all chalet rates except at Going-to-the-Sun chalets; including food supplies purchased at camp stores or chalet kitchens.

Will you please let us know as promptly as possible whether this amendment has your approval as we would like to put it into effect at the opening of the coming season.

Very truly yours,

GLACIER PARK HOTEL COMPANY

BY _____



St. Paul, Minn., May 8, 1929.

Mr. Hill

Mr. Harry Kask:-

I am attaching hereto, for your information, letter from Mr. Joe Scheuerle regarding the illustrated maps he submitted for our approval.

We have received an estimate from McGill-Warner Company on the cost of reproducing the smaller pictorial map in five colors, size 16" x 22". In quantities of 10,000 these maps would cost us \$900.00. If we printed them with copy on the reverse side, there would be an extra charge of \$115.00. This is at the rate of about 1 cent each. 25,000 maps would cost us \$1200.00. For printing on the reverse side, there would be an extra charge of \$165.00.

The larger map would cost approximately 10 per cent. more than the smaller one.

O. J. McGillis ✓

[5-8-29]

Mr Hill

Suggested plans of three
sizes of tourist camp
buildings in Glen Park
These are based on
construction at least
expense

I believe plan A
could be shortened to
20'- and still be large
enough. This would give
6'-3" between ends of beds
and making alternate
elevations of more attractive
exterior - using steps up
will send this down may 9

JDM

7-8-29

[Attached blueprints have been wrapped and
filed with Glen Park blueprints on top of blueprints]

~~on Hill~~

Suggested alternate
cottages S n P tourist
Camp, showing elaborated
exterior.

By using higher
up a room could be
obtained on second
floor of double house
with outside stairway

W. J. M.

5/9-29

15-1 I

St. Paul, May 10, 1939.

Mr. W. P. Kenney,
Mr. C. O. Jenks.

Gentlemen:

Referring to Mr. Hill's letter of May 7th to Mr. Budd regarding the matter of obtaining authority for locating tourist camps in Glacier Park. I assume that Mr. Kenney will designate to the Engineering Department locations wanted in a general way and that the Engineering Department should then furnish me with descriptions for use in making up application. If permission is wanted for the erection of garages or offices for the "Drive-Your-Own" car service, I would like to have designation of these locations also.

Very truly yours,

FGD/c

F. G. DORETY

cc-Mr. L. W. Hill,
Mr. Ralph Budd.

15-71
(C O P Y)

Address only
Field Headquarters
National Park Service
409 Underwood Building
San Francisco, California

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
FIELD HEADQUARTERS
SAN FRANCISCO, CALIFORNIA.

May 13, 1929.

Mr. Ralph Budd,
President, Great Northern Railway Co.,
St. Paul, Minn.

Dear Mr. Budd:

As requested in your telegram to Washington of May 6, and as promised in Director Albright's reply from this office, we enclose blueprints showing the types of tourist cabins in use in several of the National Parks.

We have already given some thought to the cabin-camp development which is certain to come in Glacier Park along with highway developments under way.

In this connection we wish especially to call your attention to the good points of what we call the "tepee type" plan. Both from your viewpoint as an operator and ours as a Landscape Division, the stressing of the Indian interest element, especially in Glacier Park, is good. With this in mind we have worked out a preliminary plan for a tepee-type cabin, octagonal in shape, flexible in size, for one, two, three or four rooms. This flexibility makes them adaptable to lowest price "housekeeping" uses, or de luxe furnished cabins.

In arranging these cabins within the camp we would again emphasize the Indian by grouping them in "council circles" of convenient size in some manner similar to that shown in blueprint of Roes Creek Scheme B or C, which we enclose.

We also like the good points of the drive-under chalet type cabin shown on the blueprint of Yakima Park Preliminary I, enclosed. This is especially suitable in exposed situations where inclement weather is to be expected and where topography makes parking problems acute.

[5-13-29]

-2-

In any event it is our endeavor to lend such definite character to our cabin developments as shall lift them out of the class of usual roadside tourist cabins.

Any efforts you can make to assist us in these endeavors will be very much appreciated.

Sincerely yours,

Thos. C. Vint
Chief Landscape Architect

By ERNEST A. DAVIDSON
Assistant Landscape Architect.

Encl.

Copies to: Messrs. L. W. Hill ✓)

W.P. Kenney)

C.O. Jenks)

Please note. I am turning the
plans over to Mr. McMahon.

R.B. 5/13/29.

T. D. McMahon - With prints.

St. Paul, May 10, 1929

Mr. Louis W. Hill:

Referring to various conferences and memoranda all to the end of installing in Glacier Park a more economical accommodation which will enable us to sell all-expense tickets at a lower price than we can now do: I have discussed the questions with those concerned and it seems to be the consensus of opinion, as expressed in your memorandum to Mr. Dorety the seventh, that it is doubtful if we can make lower rates in the Park for those who travel by rail than we make to others, and the advisability of doing this is also doubtful. I assume we will, therefore, drop that question, but will carry out the idea of giving a courtesy card to tourists coming by railway.

As to the tourist camps for rail patrons, the sleeping quarters can be built quite rapidly, but, as you say, it may take some time to get authority to place them where we wish. Mr. Dorety is taking in hand the matter of applications for such permission from the National Park authorities, in accordance with your memorandum to me of the seventh.

I think I should say we are all of the opinion that the success of this lower rate accommodation will depend entirely on having a general eating room where a lower charge would be made than is made in the main dining rooms, as has been done in Yellowstone. We do not think that the people who would like to save some money by eating at a cheaper place than the main dining rooms would all, or even the majority of them, be willing to do their own cooking.

The third class of service, which will provide cooking facilities and stores for the sale of supplies that people can prepare for themselves, is also necessary.

We think those accommodations will be used mostly by automobile tourists.

Of course, it will take longer to build these dining rooms than the sleeping rooms and it may be that in every instance it will necessitate also building a separate kitchen. It may be possible to use the same kitchen at one or more points or even to use the same dining rooms where they are more of a chalet type than at Many Glacier and the entrance hotel.

As to the "Drivursel" service: This will, of course, so vitally affect the bus concession that Mr. Hayes will doubtless want to talk the matter over with us, and I should think it would be only the courteous and decent thing to do to talk the matter over very frankly with him. If the "Drivursel" service is put in at very low rates, it probably would mean he would have to lower his bus rates, which, of course, would be a good thing for the railway, from the standpoint of making lower all-expense tours available without lowering the railroad rates.

It might be that the solution of the whole matter would be to buy Howard Hayes out and then hire him to run the secondary accommodations and the transportation for us. I think he did this in Yellowstone. His pleasing personality and capability make him a valuable man to have in Glacier Park and if the transportation charges within the Park are to be drastically cut, it might very well be that he could better afford to let us operate, making as low rates as we care to, and simply pay him a salary.

Mr. Kenney calls attention to the fact that the bus concession, like all concessions, is one that the Government has granted and has approved the rates of fare. Before putting in any service that would practically put the bus concessionaire out of business, it is only natural that we would have to get the Government's approval. I had this in mind in suggesting that if we were going to bring about such a condition by very favorable rates on "Drivursel" cars it might be necessary to try to deal with Howard Hayes for his buses in order to make it possible to get the bus fares reduced.

Mr. Dorety will keep us advised as to the progress he makes in getting permission to establish camps.

Ralph Budd ✓

Copy-

Messrs. Kenney, Jenks, Dorety

15-1A

GLACIER PARK HOTEL COMPANY

St. Paul, May 20, 1929.

Mr. L. W. Hill:-

In a letter from Dr. W. Q. Conway, Kalispell, giving me the assignments of nurses for Glacier Park for the coming season, Miss Rule has been given the Lewis' Hotel position. This was the only position open at the time we received Miss Rule's application.

A.J. Binder. ✓

AJB/J

15-1 A

GLACIER PARK HOTEL COMPANY

OPERATING HOTELS AND CHALETs IN GLACIER NATIONAL PARK

"THE SWITZERLAND OF AMERICA"



GENERAL OFFICE
JUNE TO OCTOBER
GLACIER PARK, MONT.

NOVEMBER TO MAY
GREAT NORTHERN BLDG.
ST. PAUL, MINN.

H. A. NOBLE,
GENERAL MANAGER

ON THE MAIN LINE OF THE

GREAT NORTHERN RAILWAY

GLACIER PARK HOTEL
MANY-GLACIER HOTEL
GOING-TO-THE-SUN CHALETs
TWO MEDICINE CHALETs
CUT BANK CHALETs
ST. MARY CHALETs
SPERRY GLACIER CHALETs
MANY-GLACIER CHALETs
GRANITE PARK CHALETs
BELTON CHALETs

Mr. Hill
Mr. H. W. Kask:

Sat 5/29 [1929?]

I dropped down this P.M.
to see you and see if Mr
Hill any special instructions
for me before I left for
the park. ^{But was too late - you were gone -} Am going out
on 43 to night - It is
necessary for me to go ahead
of the crew this year as we
have considerable mechanical
work to do - Every thing is
well under way - Steamed from
Field Schlick to the French
point is now on the ocean
and we should get it in
two weeks or so.

Will be ready to sew it up as soon
as we get it. Probably it will be
best not to put it up in rooms
that are being cleaned at Two
Medicine & Sun until we
get the carpenters and painters out,
as I would not like to get it
sailed first thing —

While our business will not
be as heavy as last year — It will
be a good year, I think.

Hoping to see Mr. Hill and
Garrison out here soon I am
Yours Truly

H.A. Hall

~~RR~~ ~~from~~ ~~at~~

mailed PRB

~~mother~~



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