

[1930] 15-1 S
Released for immediate publication

NEW HIGHWAY CROSSES DIVIDE

ROCKIES NO LONGER A BARRIER

TO TRANSCONTINENTAL MOTORISTS.

Glacier Park, Mont. --- The Rocky Mountain barrier to automobile transportation will be pierced July 1, 1930, when the new highway paralleling the Great Northern Railway will open to traffic between Glacier Park station and Belton the eastern and western gateways to Glacier National Park.

This will open the first real northern transcontinental highway for motor travel. Motorists crossing the country have had to ship their cars by rail over the Continental Divide between the two points named.

L. F. Martin, engineer of the Montana Bureau of Roads, gives July 1st as the probable date for the opening of the new highway.

Another highway, a sky-line route up above the clouds in places, one that will extend right through the center of Glacier Park, is to be completed later. The U. S. government is building this road, which is heralded as a Rocky Mountain route of unsurpassed scenic grandeur.

GERBER & CROSSLEY, Inc.
ADVERTISING

281 Twelfth Street, Portland, Oregon



Mr. Louis Hill, President

Great Northern Railway

St. Paul, Minnesota

Fee Claimed by Office
of First Address

[Jan 1 1930]

Louis Hill, President, Great Northern Ry.

"Sweep of industry and commerce to the West coast of America is no longer a trend, it is an established movement, wide and strong in scope. The Pacific Era predicted by Theodore Roosevelt and by many noted economists is here. Business and industry are taking full advantage of that fact."

Further remarks or Suggestions:

My most recent photograph was made by _____
(Name of Studio)

and this will be your authority to obtain a print from this studio for use in the booklet "Oregon and the Pacific Era" which will shortly be issued by the Portland Chamber of Commerce.

Signed _____

R. STANLEY HARRISON
9 FLOYD ST.
WINTHROP, MASS.

15-1A

Jan^{7th} 1930

Dear Mr. Hill:

Thank you so much for your Xmas card of greetings. I want to write you a few lines in regard to the notice received from Mr. Binder Dec^{20th} stating "my services" at the Prince of Wales Hotel were not required after Dec^{31st} 1929, and a telegram from Mr. Dickinson to Mr. Kenney to the same effect on Dec^{30th}. This was certainly a great surprise, after Mr. W. P. Kenney told me, when I asked him at Watuton Park & also when at St. Paul when leaving, whether I would carry on this winter, as previously, he said yes as far as he knew. I mention this, as in the middle of last summer there were rumours floating around Watuton Park that Mr. Udell and myself would not be at the Hotel next summer. We certainly got no ~~no~~ cooperation from Glacier Park last season, it was almost a daily occurrence for guests to say that they had been told by employees there, not to waste time by going to the Prince of Wales Hotel, as there was ~~not~~ nothing to see nor do there; and poor accommodations, and in many cases were quite indignant as they preferred it to any they had seen. With best regards.

Very sincerely yours
R. S. Harrison

C O P Y

Armstrong, Indiana
January 20, 1930

Mr. L. W. Hill,
c/o Glacier Park Hotel Co.,
St. Paul, Minnesota.

Dear Sir:-

As a public teacher I am very much interested in traveling about the country and greatly desire to scout through national parks.

My purpose in writing you is to ascertain whether you accept the willing services of school teachers during the vacationing months of the year. If so, may I put in an application for dining room service or clerical work?

Perhaps you recruit workers only from Minnesota, but if you will accept applicants from other states, I sincerely hope mine will head the list from Indiana. Since I teach in a rural school, my vacation extends from May until about second week in September.

Respectfully yours,

Miss Alma A. Ludwig

R.R. 2, Armstrong, Indiana.

15-1A
February 1, 1930.

Miss Alma A. Ludwig,
R.R. 2,
Armstrong, Indiana.

Dear Madam:-

Receipt is acknowledged of your letter of January 20, making inquiry about employment in Glacier National Park during the coming season.

I have referred your letter to Mr. A. J. Binder, General Manager of the Glacier Park Hotel Company, who has charge of matters of this kind, with request that he communicate further with you. I am sure you will hear from him very shortly.

Very truly yours,

(SIGNED) LOUIS W. HILL

Mr. A. J. Binder:

Letter from Miss Ludwig, referred to above, is attached hereto for such action as you desire to take.

Louis W. Hill

15-12

[3-8-30]

Mr. Hill:

Mr. Gasser of the Owens Motor Car Company called to see you today. Said he had talked with you sometime ago about station-wagons and Ford touring cars to replace busses in Glacier Park; also Driv-Ur-Self System in the Park, and wanted to know if there were any further developments in the matter.

I A C - 3-8-30

*Ask him
up with
take WPK*

*Talked with
Mr Gasser
3/15/30
JAC*

SUNDAY, MARCH 2, 1930

G. N. Buys Third Hotel in Glacier Park, Is Report

GREAT FALLS, Mont., March 1.
—Purchasers of the Lewis hotel on Lake McDonald, Glacier National park, by the Great Northern railroad, was said to have been made here today.

Although no road officials could be found to corroborate the report, J. E. Lewis, owner of the hotel, let it be known that after more than a year's negotiations the railroad had purchased the place on the western side of the park. The price is said to have been \$300,000.

The road's purchase is believed to be for the purpose of serving motor tourists, as a road through the park from the eastern to its western extremities, is expected to be completed this summer.

The railroad now owns two park hotels, the Glacier Park and the Prince of Wales.

RAILROAD NOTES

Fifteen heavy freight locomotives have been ordered by the Chicago, Great Western at a price of about \$1,600,000. Delivery is expected in April. This is part of a general improvement program which the road is carrying on in 1930. St. Paul roundhouses of the Great Western are being put in condition now to handle the new engines.

Two live mountain lions captured in Montana were handled by the Northern Pacific baggage department a few days ago, with no casualties reported. The animals were consigned to the Cleveland zoo. Another unusual shipment reported by C. H. Goodhue, manager of mail, baggage and express, was four carloads of gold handled from Seattle to Portland. There was about \$10,000,000 in the shipment, which was from Japan to San Francisco.

D. C. Rees, secretary of the board of pensions of the Rock Island lines, reports that since 1910 the Rock Island has paid out \$3,697,885 in pensions to retired employees.

The Great Northern is planning to again open the chalets at the west entrance to Glacier Park this spring, after several seasons during which they have been closed.

William R. Sievers has been appointed general auditor of the Great Western. He has been in the employ of both the Burlington and the Great Northern, but has been with the Great Western for 22 years.

Captain J. Milton State, Canadian soldier, world traveler and lecturer, will be the speaker at Tuesday's luncheon meeting of the Transportation Club of St. Paul, to be held in the Union Depot main dining room. Captain State fought in the Boer war in 1898 and later served in Africa, India and Australasia. In the World war he served at various times the governments of Canada, Great Britain and the United States. His talk Tuesday will be an illustrated travelog on Canada.

The Chicago Great Western railroad handled 25,376 cars of revenue freight in February, compared with 26,027 in February of last year, a decrease of 651 cars, according to an announcement by the company. Lighter traffic in wheat, lumber, fruits and automobiles principally accounted for the decline.

15-2

The Clarkfield Advocate

Jurgenson Brothers Publishers

Advertising and Commercial Printing

Phone 23

CLARKFIELD, MINN

Mr. Lewis Hill,
St. Paul, Minn.

March 29, 1930

Dear Sir:-Hearing of the 60-year jubilee that the Great Northern railroad is planning on holding at Benson, Minn., this summer, commemorating the completion of that road, reminded my uncle, Mr. Bent Jorgenson, of the time when he was employed by your late distinguished father, in the years 1883-84.

The memory also brought back the time when he quit work on the Great Northern, at Benson, on July 4, 1883 or '84. One reason that the memory came back so vividly was that he missed one pay-day, a weighty consideration in those days when dollars were dollars, plus! He had worked the first three days in July, under A.M. Lee, section foreman at Benson, and through absence on the day when the "pay car" came through, he missed getting paid for those three days. Not knowing how to go about making a claim for his wages, which amounted to \$1.50 per day, he dismissed it from his mind.

When his recent "old times" memories came upon him we began 'figgering' what the sum would amount to at compound interest, and the old gentleman was quite astounded at the growth (theoretically speaking) of his long forgotten \$4.50.

As an old-timer, who trudged between the rails of the G.N. railroad nearly a half century ago, he extends congratulations upon the 60-year jubilee. Many and many was the time, he recounts, when he would see old "Jim" Hill riding by on inspection trips of his favorite road.

Very truly yours,

W. S. Jurgensen

(Uncle Bent's signature)

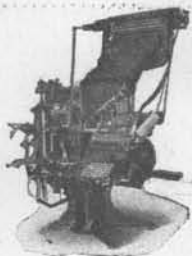
Bent Jorgenson

CLARKFIELD ADVOCATE

Printing
and
Publishing

—◆—
PHONE 23
—◆—

Clarkfield, Minn.



MR. LEWIS HILL,
(President G.N.R.R.)

Saint Paul, Minnesota.

15-2
St. Paul, Minnesota, April 1, 1930.

Messrs. L. W. Hill, ✓
W. P. Kenney,
C. O. Jenks,
F. G. Dorety,
G. H. Hess, Jr.,
F. I. Plechner,
F. L. Paetzold,
D. W. Morison.

*Pictures were shown
this morning.
JAE - 4-2-30*

At 9:50 A.M. to-morrow there will be
Paramount
shown at the ~~Riviera~~ Theater, St. Paul, a sound
motion picture featuring train operation over the
electrified portion of the Great Northern Railway
in the Cascade Mountains. This film is being sup-
plied by the General Electric Company.

The show will not take more than about
15 minutes, and if you wish to go up to the Riviera,
would be glad to have you do so and take along any
members of your department that you wish.

Ralph Budd.

*Hand to Coppe
HOK
4/22/30*

15-1T



St. Paul, Minn., April 22, 1930.

Mr. W. P. Kenney:-

For your information Mr. Ivan Coppe handed me the attached recently issued "Over Mountain Trails" booklet which was read by Mr. Hill, who made the marginal notations.

I am not sure that Mr. Hill is aware that this is a supplementary piece of Glacier Park literature published primarily to popularize horseback riding in the Park, as an aid to the saddle-horse business. We did not include any automobile rates in this pamphlet because the Call of the Mountains and the Glacier Park rate circular contain all of this information. No mention of the Belton chalets was made because we were not aware that the chalets would be open this year until after the booklet had gone to press.

All of the data on saddle-horse trips in Glacier Park for this booklet was furnished by Mr. Noffsinger and the information regarding saddle-horse trips in Waterton Lakes Park was furnished by Mr. Riviere. The data on trips in both parks was checked for completeness and accuracy by the Hotel Company. I am advised by the Hotel Company that there are no combination rates for automobile and saddle-horse trips via Logan Pass.

Mr. Hill found an error in the booklet on page 25. In the second paragraph on this page we call attention to a map on the following page, designating it in the text as page 26, but omitted to number the pages in the booklet. This will be corrected in the first reprint.

O. J. McGillis ✓

Handbook Trip from Lake McDonald to Logan Pass

*Folder with Mr. Hill's notation was given to
Mr. McGillis*

4-28-30 JAC

15-2

[4-28-30]

Mr. Hill:

The wood plaques on the table in your office were sent up by Mr. McGillis who thought you might be interested in seeing them. They were made in Germany and 13 of them cost \$50. including the duty. I understand from Mr. McGillis they ordered only 13 to see what they looked like and are to be used in connection with ticket office window displays.

I A C - 4-28-30

Returned to Mr. McGillis - 4/28/30
JAC



MINNESOTA HISTORICAL SOCIETY

Copyright in this digital version belongs to the Minnesota Historical Society and its content may not be copied without the copyright holder's express written permission. Users may print, download, link to, or email content, however, for individual use.

To request permission for commercial or educational use, please contact the Minnesota Historical Society.



www.mnhs.org