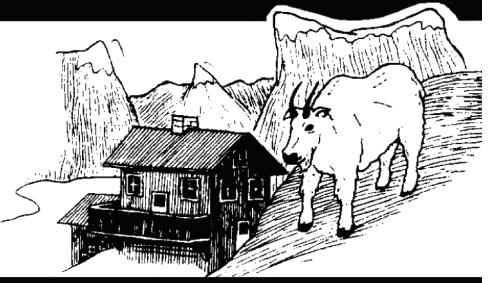


THE INSIDE TRAIL



Voice of the Glacier Park Foundation Summer 2021 Volume XXXVII, No. 2

Tales of the Trails



Riders approaching Triple Divide Pass, circa 1928. Photo Tomer Hileman, from the Ray Djuff photo collection.)

In this issue:

- *Through Glacier in 1915 with Mary Roberts Rinehart*
- *Through Glacier in 1917 with a Frugal Hiker*
- *Getting Around in Glacier*
- *Selling Glacier*
- *Inside News of the Summer of 2021*

The INSIDE NEWS of Glacier National Park

The Sun Road Ticketing System

On Memorial Day, Glacier Park introduced its first-ever ticketed reservation system for Going-to-the-Sun Road. The Park seeks to limit traffic to about 4,600 vehicles per day.

Tickets are required for vehicles entering between 6 AM and 5 PM. Some vehicles, for people with reservations at facilities along the road, concessioners, inholders and tribal members, can enter without tickets.

If traffic arrived at a uniform rate from 6 AM to 5 PM, the 4,600-vehicle cap would bring a vehicle onto the road roughly every 10 seconds. There are some 2,100 parking spaces in the

Going-to-the-Sun corridor. Parking spaces and traffic lanes have been enormously congested in recent years.

Park Service ticket-checking personnel are stationed on the road just before the entrance booths at West Glacier and at St. Mary. Unticketed vehicles regrettably are turned away. At West Glacier, they are directed to an area near Park Headquarters where staffers offer information about other travel options in the area.

Many travelers have been surprised by the ticketing system, despite extensive publicity and postings on the Glacier Park website. One consequence has been a surge of unticketed vehicles up

the North Fork Road, overwhelming the capacities of Polebridge, Kintla Lake and Bowman Lake. Another has been traffic jams just prior to 5 PM, as vehicles line up awaiting expiration of the ticketing requirement. Lineups at West Glacier sometimes spilled out onto Highway 2, until the Park Service created a staging area near Park Headquarters where vehicles could wait.

The Shuttle Fleet

Glacier's shuttle bus fleet is back on the road, after being shut down because of the pandemic in the summer of 2020. Occupancy sharply has been reduced to allow for social distancing. Masking is required, and vinyl barriers separate the driver and the passengers.

The shuttle buses, like the road, now require reservations. Riders board the shuttles at St. Mary or Apgar, then transfer to smaller shuttles at Sun Point or Avalanche to reach higher points on the road. They are given wristbands which allow re-boarding after hikes or other stops.

Many travelers have been surprised by the ticketing system, despite extensive publicity and postings on the Glacier Park website.

Glacier Park Foundation

P.O. Box 15241
Minneapolis, MN 55415
www.glacierparkfoundation.org
info@glacierparkfoundation.org

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The Glacier Park Foundation was formed by Glacier Park employees and visitors who have a deep love for this special place. The Foundation is committed both to the importance of wilderness preservation and to the importance of places like Glacier as classrooms where people can experience wilderness in intense meaningful ways, learning not only a love for the land, but also a respect that nurtures the skills necessary to preserve that land. The Foundation has a special interest in Glacier Park's history, traditions and visitor facilities.

The Inside Trail takes its name from the famous old trail which connected Glacier Park Lodge with the vanished chalets at Two Medicine, Cut Bank, and St. Mary. The name thus emphasizes the publication's focus on the lore and history of Glacier National Park. We invite submission of historical, scientific, or anecdotal articles, commentary, poetry, or artwork for publication in future issues.

Construction Woes

Intensive construction work is underway on U.S. Highway 2, along much of Glacier's southern border. Some 36 miles of the highway, from Stanton Creek west to Hungry Horse, is being resurfaced. Guardrails are being replaced and rumble strips installed on the often narrow and serpentine road.

Pilot cars lead traffic back and forth while the renovation project proceeds. Delays of half an hour to forty-five minutes or more are common.

Similar delays occur on the Many Glacier entrance road, where renovation also is proceeding. Those delays are compounded by closures of the road due to traffic congestion. Vehicles have waited through construction delays between Babb and the Sherburne Dam, and then have had to wait again at the Many Glacier entrance station until congestion clears and parking becomes available at points further up the road.

Staff Shortages

A common theme this summer all around Glacier and its environs is shortages of staff. Everyone from small restaurants to concessioners to the Park Service have scrambled to find employees. This is paradoxical, of course, as the country emerges from massive unemployment and as visitation surges.

Many factors play into the shortage. One is a great reduction in international workers (a large cohort of employees in recent years) due to covid-related travel restrictions. Another is a shortage of affordable housing outside the park, combined with covid-related limits on housing in Glacier. But a bemusing fact is the simple shortage of applicants for jobs in some of the loveliest country on earth.

Xanterra

Andy Stiles, general manager of Xanterra's Glacier Park Lodges, greets Inside Trail readers with word that "Red buses are back!" and that all of Glacier's lodges are open. Last summer the buses sat idle, and all the East Side facilities (Many Glacier, Swiftcurrent, Rising Sun, and Two Medicine) were shuttered.

This spring, Xanterra worked with the Park Service on a plan to reactivate the buses. A tentative, cautious protocol would have sold each three-passenger seat as a unit (to one person or to a family), with plexiglass dividers between the seats. However, these restrictions were relaxed as the pandemic receded. All the passenger spaces now can be purchased individually (except for the "shotgun seat," which is kept vacant), and plexiglass only surrounds the driver. Everyone aboard, however, must mask.

Day visitors are allowed into the lobbies and common spaces of the large lodges, Many Glacier and Lake McDonald. (This protocol is relaxed from last summer, when Lake McDonald Lodge's lobby was open only to registered guests.) Furniture in the lobbies has been reduced a bit and spaced out to assist social distancing.

Capacity limits have been set for the lobbies. If visitor numbers approach capacity, employees will be posted at the lobby doors to space out further entries. Xanterra and the Park Service are striving to achieve an appropriate balance between access and visitor safety. Masks must be worn by everyone in the lodges, pursuant to a federal order.

Meal service is exclusively takeout. Day visitors to the lodges can place meal orders, as can registered guests. At Many Glacier, diners queue and

order in the Swiss Lounge, wait in the Interlachen Lounge, and pick up food at the door of the Ptarmigan Dining Room. At Lake McDonald Lodge, diners follow last summer's protocol, ordering from "Russell's on the Run" at the bar window and picking up food at the fire exit. Jammer Joe's and Lucke's Lounge at Lake McDonald are not open. Nell's at Swiftcurrent offers takeout.

Xanterra's workforce has been altered demographically by the pandemic. American college students are prominent. But "J-1" international students who've worked in large numbers in recent seasons are present only in small numbers due to travel restrictions. Veteran employees are back in large numbers – notably at Lake McDonald Lodge, where two evacuations (during the forest fires of 2017 and 2018) and the 2020 pandemic have forged a strong sense of community.

Pursuit

Gary Rodgers, general manager of the Pursuit Glacier Collection (formerly Glacier Park, Inc.) sends this note to Inside Trail readers: "As we emerge from such a turbulent year, it has become overwhelmingly apparent that now, more than ever, places like Glacier are so invaluable. We've been hosting guests from around the world for more than 50 years, and we know how important it is for us to share the grandeur and healing nature of this incredible place with others.

"At our locations in and around the park we've ramped up our commitment to preserving the history that many of these grand lodges and chalets hold. At Glacier Park Lodge, we're continuing a multi-year restoration project with the replacement

(Inside News continued on page 22)

A GPF Video on Lodge History

In recent years, the Glacier Park Foundation has given historical orientations to employees at Glacier Park Lodge, Many Glacier Hotel, Lake McDonald Lodge, the Prince of Wales Hotel, and St. Mary Village.

By John Hagen (Many Glacier 1970-1980)

In recent years, the Glacier Park Foundation has given historical orientations to employees at Glacier Park Lodge, Many Glacier Hotel, Lake McDonald Lodge, the Prince of Wales Hotel, and St. Mary Village. Ray Djuff and Mark Hufstetler, professional historians, have given talks to the employees at each lodge at the beginning of the season.

GPF also has created historical handbooks for each lodge. The handbooks include a brief narrative history, a timeline of events, and sections on prominent personalities, stories, and architecture and art. Handbooks are made available to the lodge employees and are posted on GPF's website.

The coronavirus pandemic precluded orientation talks in 2020 and in 2021. GPF's Board decided to create a video on the lodges' history to help orient employees. GPF hired a videographer, Mimi Schiffman, who worked at Lake McDonald Lodge in the early 2000s. Schiffman has done

videography for PBS and CNN, among other clients.

Schiffman's concept for the video was to intersperse historical narrative with interviews of former employees. Mark Hufstetler wrote the script, conducted Zoom interviews with a dozen former employees, and gathered historical images. Ray Djuff provided many images from his personal collection.

The National Park Service provided historical photographs and film clips. Jean Tabbert, who manages historical collections for the Park Service at West Glacier, was especially helpful. The lodging companies, Pursuit and Xanterra, contributed contemporary photographs and video clips.

The video was finished in mid-May. GPF provided master copies to Xanterra and Pursuit to use in training their summer staffs. The video also is posted on GPF's Facebook page

and website.

The historical narrative emphasizes the role of the Great Northern Railway in creating the early chalets and the great lodges. Film clips from long ago show a locomotive chugging across the landscape, belching clouds of smoke, and a gaggle of tourists in antique clothing treading awkwardly down the path from the railroad station to the hotel.

The narrative describes Glacier's early decades as a horseback park. A film clip features wranglers and tourist riders plying a trail. Historical photos show some of Glacier's early facilities, long vanished – the Belly River tent camp, the Going-to-the-Sun Chalets, and the Many Glacier Chalets on the slopes of Mt. Altyn.

Fred Newman, who performed in the cast of *A Prairie Home Companion*, tells a famous tale of the Heaven's Peak Fire of 1936. Employees

successfully fought the fire, extinguishing embers that bombarded Many Glacier Hotel. The manager triumphantly telegraphed Great Northern head-

*GPF hired a videographer, Mimi Schiffman, who worked at Lake McDonald Lodge in the early 2000s. . . .
The video was finished in mid-May. Schiffman has done videography for PBS and CNN, among other clients.*

(Continued on page 23)

It's No Mystery, Mary Roberts Rinehart Loved Glacier National Park

(Photos from the Ray Djuff collection.)



By Robert E. Oliver

*“Up and up. The trail was safe, the grade easy. At the edge of the bench we turned and looked back. The great hotel lay below in the sunlight. Leading to it were the gleaming rails of the Great Northern Railway. We turned our horses and went on to the snow-covered peaks ahead.” — (from chapter three of *Through Glacier Park: Seeing America First with Howard Eaton* by Mary Roberts Rinehart)*

If you don't know the name Mary Roberts Rinehart, you would have had you lived a hundred years ago. Rinehart was one of the most widely-read American authors of popular fiction from 1910-1940, mostly for her extensive canon of mystery novels. A nurse by training, Rinehart took up writing in earnest in 1903 when she

and her husband lost their savings in a stock market collapse. As with most writers, her talent was slow to be recognized. Despite writing 45 short stories, articles and poems in 1903, she was paid only a dollar for many of them.

Undaunted, she turned to a new genre largely of her own making, the “had I but known” school of mystery writing. In these novels, both narrator and reader are missing a key fact in their understanding of the situation. As the story unwinds there are clues to build suspense and foreshadow a thunderous development that – you

guessed it – isn't revealed until the novel's last pages. When well done, the device lends believability to both plot and narrator, and Rinehart became a master in its use.

Called “the American Agatha Christie,” Rinehart wrote a decade before the far more famous English novelist, but none of her characters achieved the notoriety of Miss Marple or Hercule Poirot. It was Rinehart's novel *The Door* of 1930 that gave rise to a saying known to all mystery readers, “the butler did it,” although the phrase as such never appears in her work.

Publication of her 1907 novel *The Circular Staircase*, which sold 1.25 million copies, brought Rinehart national acclaim. Regular bylines in *The Saturday Evening Post*, then a leading

magazine, kept her name before the public for decades. The *Post* helped launch her as a writer of non-fiction, too, dispatching her to England in August 1914 to cover World War I.

Rinehart wasn't a travel writer, so *Through Glacier Park* was a major new direction for her. It was the first of three travelogues she would write, all concerning with the American West, which after 1915 became her favorite holiday destination. The largest publisher of her work, *The Saturday Evening Post*, rarely ran travel pieces, so Rinehart turned instead to *Colliers*, which published the Glacier Park story in two article-length installments. Houghton-Mifflin later brought it out in 1916 as a book. Her second travelogue, *Tenting Tonight*, in 1917, described another trip through Glacier Park. In 1923, her final travel book, *The Out Trail*, was published.

Rinehart's experience began as her train pulled into Glacier Park Station. On the platform to greet her were Howard Eaton, her tour director and the owner of Eaton's Ranch in Wolf, Wyoming, the first “dude” ranch in the West, and Blackfeet elder Three Bears. Louis Hill may have arranged this official Blackfeet greeting; he regularly paid Indians to meet trains, pose with passengers, camp on the hotel lawns and entertain hotel guests. To ensure that everyone was rested after their journey, and to show off the facilities, food and service of the new Glacier Park Hotel (now called Glacier Park Lodge), all members of the tour party stayed there before saddling up next day after breakfast.

If not already under the spell of Eaton's considerable charisma before the tour, spending two weeks with him on the trails of Glacier Park did the trick for Rinehart, who wrote: "A hunter who puts the greenest tender-foot at ease, and teaches him without apparently teaching at all; a host whose first thought is always for his guests; a calm-faced man with twinkling blue eyes, proud of his 'boys' and his friends all over the world - that is Howard Eaton as nearly as he can be put on paper."

In *Through Glacier Park* the reader sees Rinehart as a bold woman, unafraid to challenge herself "roughing it" in the wilderness. Although the auto age was dawning in 1915, many Americans still had first-hand experience riding, or at least being around horses, so a two-week saddle tour wasn't as exotic as it seems today. Still, the story of a fancy lady in the tour party who wore silk stockings the first day on the trail illustrates the bragging rights of an urban dude roughing it in Glacier Park in 1915: "I feel as though my knees will never meet again, but I'm so swollen with pride and joy I could shriek!"

Wishing to accurately report the experience to her readers, Rinehart doesn't spare herself long days in the saddle, cold nights (a fellow traveler lends her a pair of woolen pajamas), and cold waters of Glacier's lakes, to which those wishing a bath must resort. Experienced in fishing, Rinehart can't seem to catch anything after several attempts. Eaton, however isn't about to let her go home empty-handed, and risk a discouraging account in her book. The solution is Red Eagle Lake, as Rinehart describes:

"There are trout in that lake; cutthroat trout weighing four pounds. I sat in a boat with a man who drew one in. I saw two college boys in their undergar-

ments standing up to the waist in ice water and getting more large trout that I knew were in the world. I ate trout other people caught, but they were bitter in my mouth."

Although Rinehart finally caught several fish at Red Eagle Lake, her guides weren't yet satisfied; leading her deeper into the wilderness to an unnamed waterfall (St. Mary Falls?). Here she caught eight fish in fifteen minutes; a happy ending to the fish story in the book.

The entire text has a mildly upper class tone similar to that in Rinehart's novels. She was well-off herself, and several of her fellow travelers were reputed to be among the truly wealthy. Rinehart employed a cook and maid, so was used to others preparing and serving her meals. Although facilities in Great Northern chalets and tent camps were simple, Louis Hill insisted that cooking and service meet the very high standards of G.N. dining cars, even in Glacier's back country. In the early 20th century, dining car food was comparable to that of fine hotels. Rinehart described the lunch service at remote Sperry Chalet: "Tables, chairs and linen. Alas, there was a waitress who crumbed the table and brought in dessert."

Howard Eaton carefully chose an author who was herself familiar with the class of traveler he was seeking. Eaton's 1915 Glacier Park Tour, described in his brochure as "Specially planned Horseback Camping Trips under Direction of Howard Eaton" ran from July 19 through August 2, 1915. Like all reputable tour operators of the era, Eaton sold only American Plan packages. These included horse, saddle and bridle, tent, chalet or hotel accommodation as called for in the itinerary, expert wranglers to look after horses, all meals and drinks (liquor not in-

cluded), and a tour director, ordinarily Eaton himself. (European plan holidays included only breakfasts, or in some cases, especially on tours of British operators, "half board," which included breakfast and dinner daily.) Eaton's brochure clearly addressed the matter of travelers' checked luggage: "For each person a limit of 25 pounds of baggage is made - to be carried in a special sack, which will be furnished - and which may be handled to advantage on pack horses."

The fare per person was \$125, payable in two installments; one-half at time of booking; balance at the end of the tour. If such terms seem overly generous to readers of today, it's because anyone booking such a tour was bound to be good for the money. In 1915, the average hourly wage in the U.S. was \$0.22. Most workers made between \$200-\$400 per year. By comparison, a dentist could take in \$2,500 a year. Spending \$125 per person for a two-week holiday in 1915 was not a decision made casually.

The book was written as an eyewitness account, not a detailed guidebook, and Rinehart isn't precise in describing her tour's exact route through the park. She does say they "crossed Mount Henry," "stayed overnight in teepees," and "spent most nights beside a lake." However, a detailed outline of the route followed by Rinehart's group is readily found in the 1915 Eaton Brothers brochure:

"Plans cover a trip north and west from Glacier Park Station, visiting . . . Two Medicine Lake, Cut Bank River, St. Mary's Lake, Many Glacier (from here a side tour to Iceberg Lake, Grinnell Glacier, Cracker Lake and Swift Current Pass), returning to St. Mary's Lake; thence Gunsight Pass to Lake McDonald, from where a ride will be made to Avalanche Basin and from which delightful

scene, the final stage of the journey to Belton is completed.”

Referring once more to the 1915 brochure of Eaton Ranch, we learn that that year’s tour wasn’t his first in Glacier country; “For years Howard Eaton has known this Montana country, but not until 1913 did he attempt trips there with campers. Encouraged by the success of two journeys, and aided by further careful study of conditions, he is now planning a special journey

Inwardly hoping to catch sight of a grizzly, most of the travelers probably dreaded the reality. When it happened to her early in the tour, Rinehart faced it with resolve. After two weeks on the trail, bears were part of the expected landscape; one day the tour party spotted seven at the same time.

Like Louis Hill, Rinehart wasn’t short of criticism for park administration and the U.S. government. She complained park headquarters was

ideal and followed it – followed it with an enthusiasm that’s contagious. And with an inspiring faith.”

If you have a desire to experience the essence of seeing Glacier Park the traditional way – on horseback – it’s still possible in 2021, though on a limited basis. Guided horseback rides by Swan Mountain Outfitters leave Apgar, Lake McDonald and Many Glacier from May-September. Rides range from an hour to a day, but there’s no modern-day Howard Eaton to show you the park on a two-week, superbly-planned and executed equestrian excursion.

If you visit or stay at Glacier Park Lodge, I recommend Glacier Gateway Trailrides. Operating from the historic corral location, a half mile northeast of the lodge, a two-hour ride on the Mount Henry trail follows the route Mary Roberts Rinehart rode with Howard Eaton and Charlie Russell in 1915. Just a few years ago, it was run by a Blackfoot man whose horses came from the reservation.

Through Glacier Park remains in print today, a slim, 56-page paperback you can readily read in two hours. Sadly, the present edition omits the staged black and white photos taken by the professional photographer (unnamed, but mentioned in the book) who traveled in Rinehart’s group in 1915. Those photos are a souvenir of early efforts by Hill and others to promote tourism in the park.

Partially making up for this is the book’s foreword, delightfully written by Rick Rinehart, great grandson of the author and an admirer. I certainly recommend the book for anyone with more than a passing interest in Rinehart or the early promotion of Glacier Park as a tourist destination. With a list price of \$14.95, it’s sold by Glacier National Park Conservancy, The Montana Historical Society and in the park itself.

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a two-hour ride on the Mount Henry trail follows the route Mary Roberts Rinehart rode with Howard Eaton and Charlie Russell in 1915.

during the month of July, 1915.” His regular customers would have had no doubts, but to reassure first-time travelers on an Eaton-led tour, the 1915 brochure clearly states his Glacier Park tour to be his “third annual” outing.

A good tour itinerary often alternates “short” with “long” travel days. Rinehart gives evidence that Eaton did so in his 1915 Glacier Park tour: “There were days we reached camp mid-afternoon. Then anglers got their rods and started out for trout. There were baths to be taken in sunny pools that looked warm and were icy cold. There were rents in riding clothes to be mended; even - whisper it - laundry to be done, by women, some accustomed to ministrations of a lady’s maid at home. And, there was supper and the campfire. Charley Russell, the cowboy artist, was the campfire star.”

No wonder Rinehart was enchanted with her tour with Howard Eaton as guide and Charles M. Russell himself telling tales around the campfire! Russell, most *Inside Trail* readers will know, has several connections to Glacier Park, the Blackfoot and Blood tribes, and the Lake McDonald region, where he had a summer home, which he named Bull Head Lodge.

in an old barn five miles from the railroad, when she would have put it in Belton. She finds fault with the Secretary of the Interior, who spent only half a day at Glacier Park (railway) Station, but no time in the park itself in 1914. She suggested he see all national parks on horseback, and hire many more rangers, who were all but invisible during her visit.

Like many before and since, she decries the naming of geographic features in the park, citing Haystack Peak, the Garden Wall and Huckleberry Mountain as especially ridiculous, while pleased that some still had original, though usually unpronounceable, Blackfoot names. Of the Blackfeet themselves, she concludes that they’ve been shabbily treated. Finally, she says, the government made a poor job of opening Glacier Park to the public. Thinking, perhaps, of those dining car meals, the lodges, roads and trails put in place so much more quickly and efficiently by Mr. Hill, she opines:

“Were it not for the Great Northern Railway, travel through Glacier Park would be practically impossible. Probably the Great Northern was not entirely altruistic, and yet I believe that Mr. Louis Warren Hill, known always as “Louie” Hill, has had an

The Selling of Glacier National Park

How Louis Hill, Howard Eaton, Fred Kiser and Mary Roberts Rinehart beckoned early tourists to Glacier

1910 was a busy year for Louis W. Hill, second son of James J. Hill and President of the Great Northern Railway.

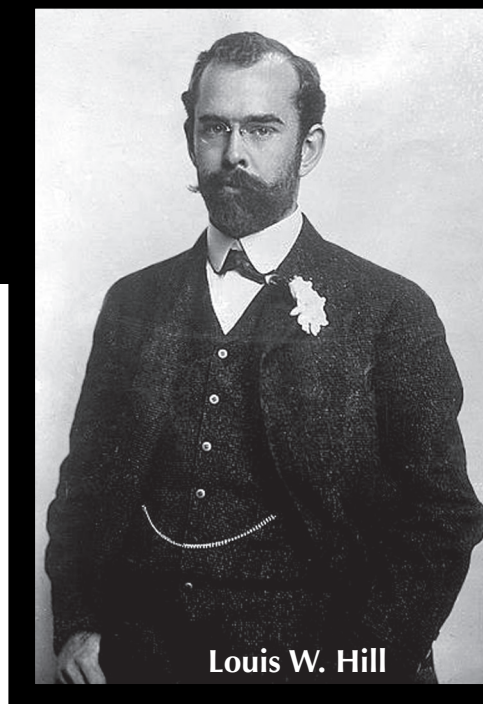
(All but the last photo are from the Ray Djuff collection.)

By Robert E. Oliver

Readers of *The Inside Trail* are familiar with the high ideals behind the national parks, forests, wildlife refuges and monuments of the United States. How public lands are actually used, though, requires a balance between preservation and access that is difficult, and often contentious. As a tour operator who sold Glacier National Park as a vacation destination, I've taken my place in a long line of those who made a living from the parks. If you were employed by, or a customer of, one of Glacier Park's concessionaires, you, too are part of the buying and selling of the park. The corona virus pandemic has provided me time to research the early commercial development of Glacier as a tourist destination. This article considers some of the people who promoted tourism in the park in the years just after its founding.

1910 was a busy year for Louis W. Hill, second son of James J. Hill and President of the Great Northern Railway. On May 11, 1910, President Taft signed the bill creating Glacier National Park, 13 years after the U.S. Forest Commission established the Lewis and Clark Forest Reserve on lands that eventually became the park. Throughout those

years the Hills bided their time, advocating in discreet ways for the national park status for Glacier that would give Great Northern a distinctive attraction to compete with Yellowstone National Park on the rival Northern Pacific and with Grand Canyon National Park on the Santa Fe. Both of the other railroads were creative and aggressive in promoting national parks as tourist destinations. The Northern Pacific, seeking a way to make geysers, mud pots and steam vents understandable to average Americans, nicknamed Yellowstone "Wonderland," a reference to Lewis Carroll's 1865 children's story *Alice's Adventures in Wonderland*, then enjoying worldwide popularity.



Louis W. Hill

among the few essential sights "every American must endeavor to see before he dies." In Alberta, Canadian Pacific Railway was defining tourism in Banff, Canada's first national park. CPR's superb trains connected with its own steamships at Halifax, Nova Scotia (for Britain and Europe) and

On May 11, 1910, President Taft signed the bill creating Glacier National Park, 13 years after the U.S. Forest Commission established the Lewis and Clark Forest Reserve on lands that eventually became the park.

In the 1890s, the Santa Fe Railway and Fred Harvey Company, America's first chain operator of hotels, restaurants, book and gift shops, began promoting Grand Canyon as the "Titan of Chasms," and an other-worldly experience ranking it

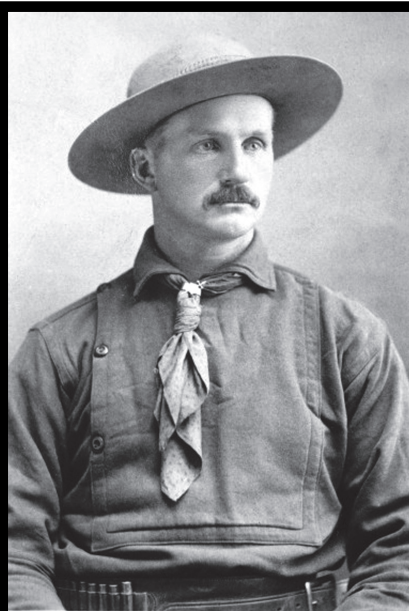
Vancouver (for Japan, China, Hong Kong, New Zealand and Australia) forming "an All Red Route," allowing subjects of the British crown to tour the world without ever leaving British territory or traveling with "foreigners." The new Glacier Na-

tional Park had formidable competition in its bid for tourist patronage.

The little-remembered Schuyler Colfax, Speaker of the House of Representatives from 1863-69, was an early advocate for U.S. tourism. In 1865, following the end of the Civil War, he set out to explore the West, later compiling the experiences in a book, *Our New West*. The sheer size and scenic variety of the region prompted him to advocate both Northerners and Southerners traveling in their reunited country as a way to heal the wounds lingering after the Civil War. He was among the first to voice a then common tendency of affluent Americans to look to Britain and Europe for recreational travel: “If our people, who go to Europe for pleasure, travel and observation, knew a tithe of the enjoyment we experienced in travel under our own flag, far more of them would turn their faces toward the setting sun.”

James J. Hill built the Great Northern from St. Paul to Seattle to haul wheat from North Dakota, iron ore from Minnesota, and timber from the Northwest. Hill was only mildly interested in passenger traffic, mostly to facilitate immigration to North Dakota, Montana and Washington, but also for the lucrative U.S. Mail contracts. Even so, G.N.’s Oriental Limited compared favorably with its competition, and was solidly profitable.

[Author’s note – the elder Mr. Hill saw the shipping of freight or traveling from the Midwest as a first step to China or Japan, hence the train’s name. Putting this idea into practice, Great Northern ran its own steamships from Seattle to Asia. When the Glacier Park Hotel opened, its “forest lobby” was festooned



Howard Eaton



Fred Kiser



Mary Roberts Rinehart

with Japanese paper lanterns, and a Japanese couple served afternoon tea, subtle reminders of the railway’s trans-Pacific ambitions. In the 1920s, Great Northern ran trains of highly perishable silk originating in China, from Seattle to the East on expedited schedules; helping establish its reputation as “A Dependable Railway.”]

Although it was freight that built Great Northern into a prosperous railway, it wasn’t blind to the potential of passenger business. In 1906, Hill wrote to an early gathering of the “See America First” initiative, a confederation of railroads, Chambers of Commerce, tour operators and better roads advocates, seeking to convince American travelers to tour their own country first as a matter of patriotic pride:

“I am in heavy sympathy with your “See America First” movement and with the economic and patriotic ideas that have inspired it. Intimate knowledge of our own country is a first step toward intelligent citizenship. It broadens the mind and informs the judgment. The promoters of the movement will more and more be confronted with national problems, economic rather than political and can be handled successfully only by those whose detailed information is of equal scope. My best wishes for the success of your convention.”

The Hills were no strangers to the region that became Glacier Park. A benefactor of many worthwhile causes and projects in his adopted home state of Minnesota, James agreed to finance a trail near Lake McDonald in 1902. Dr. Lyman Sperry, a professor at Carleton College in Northfield, Minnesota, had been exploring the mountains east of

[T]he elder Mr. Hill saw the shipping of freight or traveling from the Midwest as a first step to China or Japan. . . . Putting this idea into practice, Great Northern ran its own steamships from Seattle to Asia. When the Glacier Park Hotel opened, its “forest lobby” was festooned with Japanese paper lanterns, and a Japanese couple served afternoon tea, subtle reminders of the railway’s trans-Pacific ambitions.

Lake McDonald in search of glaciers for several years. Hill certainly knew scientific confirmation of “living, moving glaciers” would improve the case for national park designation. Accordingly, Great Northern donated transportation to and from Belton station, tents, food and supplies for 15 University of Minnesota students who cleared timber and graded the Sperry Trail from Lake McDonald to the foot of Sperry Glacier. Neither Hill, Sperry, nor the students knew it, but this was the beginning of a great tradition, and many a Minnesota college student would follow them to summer work in Glacier Park over the decades.

Few of the nation’s leaders had seen, firsthand, the scenic glories of the west. Thus, both a painter and

a photographer joined the 1871 Hayden expedition; the government’s official survey of the Yellowstone region. Both Thomas Moran’s magnificent painting of the lower falls of the Yellowstone River and Wm. H. Jackson’s photos of Yellowstone were shown to President Grant and members of Congress to help them decide if Yellowstone warranted the far-reaching protections proposed for national parks. The outcome, in 1875, was the world’s first national park, and it immediately became a destination of interest for travelers.

Similar efforts supported the quest to win national park status for Glacier. In February 1909, Fred Kiser exhibited examples of his photography at the St. Paul Municipal Auditorium in Minnesota. William P. Kenney, an official in GN’s Traffic (i.e., Sales) Department knew of the exhibition and brought it to the attention of Louis Hill. Kiser had been retained by the Spokane, Portland & Seattle Railway (partially owned by Great Northern) to photograph its line

along the Columbia River, so it’s possible Hill already knew of Kiser’s work. In a 1909 letter to Kiser, Louis Hill came straight to the point:

“Have you taken photos of the St. Mary country? Would like complete set of photos of that country, as its probably the best on the line and important to have high-class photos to bring pressure to bear on Glacier Park bill through next season.”

Hill sent the photos, enlarged for effect, to Washington for presentation to the President and Congress. Simultaneously, he contracted with Kiser for a portfolio of scenic shots of all Great Northern territory in the Northwest, including (in priority order as directed to Kiser): “Lake McDonald, St. Mary’s Lake, Flathead Lake, Cascade Mountains and the Wenatchee and Upper Columbia valleys.” Hill facilitated the work by converting a Great Northern passenger car into “Special Photographic Car 1000” with sleeping, dining and lounge space, a darkroom and plenty of storage for camera gear, which could now be readily transported to



Although it was freight that built Great Northern into a prosperous railway, it wasn’t blind to the potential of passenger business.

(Photo from the Ray Djuff collection.)

even the remotest location. While Kiser and Hill worked on the final specifications of car 1000, Kiser traveled on regularly scheduled trains, and even small hand or motor-powered “speeders,” to transport him and his equipment to precisely the right location for photos.

In 1909 a third attempt to make Glacier a national park began, and Hill, feeling confident, approved construction of Belton Chalets near Great Northern’s Belton (today’s West Glacier) station. Speaking to newspaper reporters, Hill had this to say: “a series of roads should be established throughout the park, with Swiss chalets scattered here and there, making a veritable American Alps.” He went on to say, “lodges will be located far enough apart so that a man on foot could make the trip and obtain sleeping accommodations.”

When, in May 1910, national park status was confirmed, Hill was ready. Working with local contractors, Great Northern set up tent camps on the east side of the park in time for visitors that summer. For three dollars a day, meals included, hardy visitors could walk from Midvale (East Glacier) over Gunsight Pass to Lake McDonald near Belton, using trains at either end for onward travel. These may have been Great

Northern’s first Glacier Park tour packages.

Hill closely managed construction of the hotels at Midvale (today’s East Glacier Park) and Many Glacier that we know today, as well as additional chalets and tent camps. He resigned as Great Northern President to give full attention to building, and bringing into operation, the railway’s growing tourism plant in Glacier Park. Roads were built, saddle horses supplied, and regularly-scheduled tour boat service on several of the park’s lakes begun.

With these tourism facilities at Glacier Park, Hill was poised to promote it as a fully-featured destination; an American contender for travelers used to the best Europe could offer. Targeting affluent travelers (who had the money and leisure to travel in 1910), he adopted a theme of “See Europe if you will, but see America First;” joining the coalition his father acknowledged in 1906. Further, Great Northern adopted “See America First” as an official slogan, making it part of the railway’s insignia and using it in all promotional materials. Thousands of Great Northern freight cars roamed the country displaying the “See America First” message like huge, rolling billboards, later embel-

lished with a mountain goat emblem, which, in various forms, remained synonymous with Great Northern until the 1970 Burlington Northern merger.

As with anything Louis Hill became involved in, he would settle for only the best advertising, including wall calendars with Blackfeet Indian portraits by Winold Reiss, Glacier Park landscape paintings by John Fery (hung in Great Northern stations, city ticket offices, off-line sales offices, and the park hotels), and even a national NBC radio drama series called “Empire Builders” broadcast weekly from Chicago’s Merchandise Mart. [Author’s note – Amtrak’s Empire Builder, named after Great Northern’s greatest train, still stops at Glacier Park each summer, the only U.S. national park so served.] To support its investment in Glacier Park, G.N. spent more than \$300,000 in some years to promote travel and tourism, the equivalent of \$7.7 million in 2021.

Given his flair for publicity, one might speculate that Louis Hill personally suggested the popular novelist Mary Roberts Rinehart visit Glacier Park. While the railway

Amtrak’s Empire Builder, named after Great Northern’s greatest train, still stops at Glacier Park each summer, the only U.S. national park so served.

“Wilderness Threshold”, painting by J. Craig Thorp. Painting commissioned by “The National Park Traveler”.)



often paid travel expenses of writers, photographers and artists, there's no evidence it did so in this instance. No, it wasn't Louis Hill who sought out Mary Roberts Rinehart; it was Howard Eaton.

Howard Eaton? An ornithologist from upstate New York, who knew Rinehart when both lived in Pittsburgh, Eaton ran a cattle ranch near Medora, North Dakota from 1879-1903. Thereafter, he and two brothers bought 6,000 acres on the Eastern flanks of the Bighorn Mountains. Although cattle ranching was always its main business, Eaton's Ranch had another source of income as explained in its 1915 brochure (the year of Rinehart's Glacier tour):

"Eatons' Ranch is devoted to regular year 'round ranch work and is steadily increasing its activities along strictly ranch lines. For a short period each year it is open to visitors who find many attractions in the simple outdoor life it offers and whose welfare is at all times the foremost personal consideration of Eaton Brothers."

The professionally-written and illustrated 26-page brochure goes on to describe the ranch itself: "The ranch houses, a little settlement in themselves, lie in the sheltered seclusion of Wolf Creek Valley, with the mountains less than a half mile away. A fine trout stream, Wolf Creek, flows for more than three miles through the ranch lands, amid scenes of varied charm-where mountain, valley, plain and mesa join. Accommodations cover pleasant cottage, tent and cabin rooms; a shower bath and bathrooms (these are not attached to bedrooms); running water, hot and cold; reading room and well-stocked library. Plain abundant

meals are served in a large central dining room. Good, plain service is provided to meet the natural requirements of ranch life."

Still, in 1915, ordinary Americans had little idea who would visit such a place and for what purpose.

"Roughing it with comfort," stated Eaton, was the way things were done at America's first "dude ranch." Built on the hard work of all three brothers, the tone of the ranch was guided by Howard's natural abilities in both true hospitality and promotion. He'd gone west to savor the last of frontier America, but soon found the classic work of the Old West -cattle ranching- didn't pay very well. [Author's note - "Roughing It" was the title of a book by Mark Twain. Published in 1872, it quickly became a standard term for those seeing the west while eschewing hotels, restaurant meals and service by then common in the Eastern U.S.]

By 1915 Howard Eaton was known across America. He invited Theodore Roosevelt to take up ranching as his neighbor in Medora, North Dakota (the future President did so, later calling it a turning point in his life). Eaton helped save the American bison from extinction by timely procurement of 18 pure-bred cows from the Charles Allard herd on Montana's Flathead Indian Reservation in 1902. Eaton had been inviting wealthy easterners to "rough it in comfort" on two-week tours of Yellowstone Park since 1898. His well-off customers could readily afford the lodges, restaurant meals, and stage tour packages sold by all the railroads serving Yellowstone, but elected instead to "rough it" with Howard Eaton. They went West by train, toured on tame saddle horses, slept in tents, ate meals outdoors,

and sat around a campfire at night listening to Eaton's stories. Such wholly American experiences, not available in France or Italy, would be fondly recalled for decades by the dudes who traveled with Eaton.

Great Northern's tourism facilities in Glacier Park would have attracted Eaton immediately; the tent camps, after all, were purpose-built for equestrian tours. On a trip East in early 1915 to promote his tours, Eaton visited Rinehart in Pittsburgh, inviting her to join his Glacier Park tour that summer. She was reluctant to go, having just returned from the Belgian front, where she wrote eyewitness accounts of the trench warfare. She also had young children to care for. Finally, though, the appeal of "roughing it" brought Rinehart to Glacier Park for a travel adventure with one of America's most famous tour operators, and the prospect of a writing assignment that might expand her appeal to a new audience.

Was Rinehart's *Through Glacier Park* successful in promoting tourism to Glacier Park? Both Hill and Eaton thought so. She modestly, and naively, said: "I wrote a small book on the trip through Glacier Park, with the unexpected result of advertising both Howard and the park to a surprising degree. The little book became a guidebook, and long before spring, Howard's party for the following summer had grown to a hundred and fifty."

Louis Hill, after reading Rinehart's work, wrote her: "I read your article the other evening and was very much interested . . . I think the memory you have is marvelous and do not see how you can carry it all away with you. There is no question in our minds but that you have written the best article on the park, it is

so readable and wakens and carries interest so easily.”

The time, money and effort Great Northern put into tourism at Glacier Park was never fully repaid in sales or profitability. Required to make a year’s income in the short season they were open each year ensured that the hotels would, even at full occupancy, break even at best. That aside, Great Northern achieved the objective it sought in Glacier Park: a major destination on its railway, and an experience that burnished Great Northern’s name and reputation with the public. Since its good name was on the line with each visitor’s arrival, the railway set and maintained high standards for its Glacier Park operations. Hill was willing to lose money on every meal served at the park hotels rather than stint on ingredients, preparation, appointments or service. The same held true of the railway’s dining cars, which maintained a traditional

service years after lesser railroads began cutting corners.

Howard Eaton continued as the public personification of Eaton’s Ranch. Almost until the day he died, in 1924, he did what he loved most; welcoming dudes to his unique brand of “roughing it” with luxury. To his credit, Eaton Ranch continues in business today - the reigning monarch of Rocky Mountain dude ranches – and still owned by the Eaton family.

Mary Roberts Rinehart returned to the Northwest in 1916, this time with her extended family. After two weeks “training” in essential horsemanship skills at Eaton’s Ranch, they decamped to Glacier Park, where, as personal guests of Louis Hill, they reveled in the unmistakable atmosphere of Great Northern equestrian

tours: hotels, chalets, tent camps, full-course meals appearing, as if by magic, in the wilderness, expert wrangler-guides, fishing and the superb mountain scenery. Although she had several homes, her first encounter with Glacier in 1915 turned her into a confirmed devotee of the West, where she returned for many years until a heart condition made it unwise to live at such high altitudes.

After fulfilling Louis Hill’s needs for photos of the Northwest, Fred Kiser set up the first photography business in Glacier Park, possibly under a provision of his contract with Great Northern. He rented cameras, sold film and ran dark rooms to develop tourists’ photos before their departure at several hotels and chalets. His Glacier Park photo novelties - glass lantern slides, prints, post cards, albums and stereograph slides - are eagerly sought by collectors today.

Howard Eaton . . . did what he loved most; welcoming dudes to his unique brand of “roughing it” with luxury.

– Hikers from Lake Josephine - 1912). Fred Kiser photo. – Riders at Sperry Chalet. (GNP Archives). – Hikers ford stream near Morning Eagle Falls. Fred Kiser photo. All from the Ray Djuff photo collection.)



(Photos from the Ray Djuff collection.)

In retrospect, Great Northern's Glacier Park of the first third of the 20th century very probably convinced many travelers to "See America First." The Railway was widely admired for the quality and reliability of its passenger trains, and its Glacier Park tour packages enabled casual travelers to sample the best of the park's superb accommodations and experiences in only a few well-planned days.

Yet by the mid-1920s it was clear that railways were losing their near-monopoly in passenger travel. Louis Hill was astounded at the pace at which "hard" (paved) roads had been built across the country linking even the smallest towns and most remote regions, including the Montana high-country, with the rest of the nation. In 1933 he witnessed the opening of Going-to-the-Sun Road,

an idea that seemed a dream just 15 years earlier.

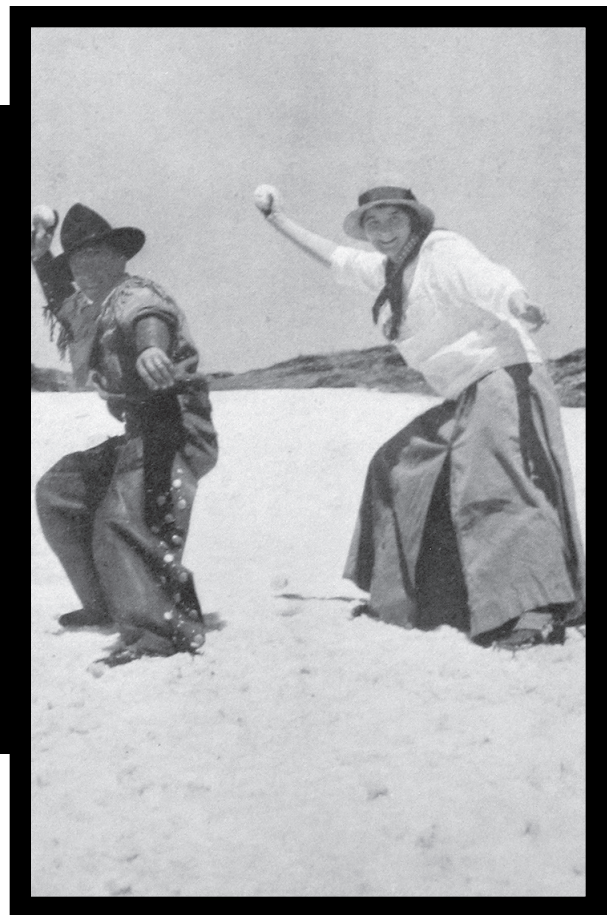
Automobiles opened the park to a new kind of traveler – families who preferred to camp instead of staying in hotels, and prepared their own meals rather than dining in restaurants. Such visitors weren't as likely to book a saddle horse tour, either, which had been Great Northern's recommended way of seeing the park's scenery (and filling beds and dining rooms in its hotels and chalets each night). Over the decades fewer visitors reached Glacier Park by Great Northern trains, yet even in the summer of 2021, Louie Hill's superb hotels, chalets, red buses and lake tour boats continue doing what they were intended to more than a hundred years later.

Great Northern's Glacier Park of the first third of the 20th century . . . was widely admired for the quality and reliability of its passenger trains, and its Glacier Park tour packages enabled casual travelers to sample the best of the park's superb accommodations and experiences in only a few well-planned days.

Snowball fight photo is from a 1912 Great Northern Brochure. (R. E. Marble photo from the Ray Djuff photo collection.)

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(Photo from the Ray Djuff collection.)





Tales of the Trails

Glacier is the foremost trail park in North America.

(Fred Kiser photo from the Ray Djuff collection.)

By John Hagen (Many Glacier 1970-1980)

The name of this journal is *The Inside Trail*. That name was chosen, in part, because most of its readers have been denizens of the trails of Glacier Park. The Inside Trail, which connected four lodges on the park's southeastern flank, is one of the most famous of those trails.

Glacier is the foremost trail park in North America. No other park has such an array of high alpine trails, trails along magnificent lakes, and trails commanding stunning vistas. At one time, Glacier had about 900 miles of trails. The number has declined with increased costs of maintenance, but the system remains unrivaled.

Trails cross some twenty major passes. Among the most majestic is Dawson Pass, beneath the black spire of Mount St. Nicholas, with the wild green expanse of the Upper Nyack Valley plunging below. Piegan Pass abruptly displays the mighty palisades of the Garden Wall. In the

winds on Two Medicine Pass, one wrestles with a topo map to identify an array of dramatic peaks with suitably dramatic names – Vigil Peak, Caper Peak, and Mount Despair!

Amazing geology frames the trails. The black Diorite Sill of volcanic rock, with a white ribbon above and beneath it, crosses great cliffs on many peaks. On the ramp-like trail to Gunsight Pass, one contemplates great foldings of rock, rolled up like ribbon candy by the Lewis Overthrust. On the Grinnell Glacier trail are stromatolites, cabbage-like fossils of algal colonies laid down in primeval seas.

And there are the waterfalls! Majestic cataracts like Dawn Mist Falls, rushing torrents such as those along the trail to Avalanche Lake, frothy washboards like White Quiver Falls. Feather Plume Falls drops in a free fall of 500 feet, and when strong winds blow it diffuses and appears to be flowing upward, high above the Piegan Pass Trail.

Glacier's trails have a storied history. It begins with the Old North Trail, rising out of the depths of

time. That ancient pathway passed along the eastern front of the Rocky Mountains from Canada to Mexico. Uncounted generations of Indian peoples used it for migration. Tra-vois poles drawn by horses over the course of centuries left ruts in the ground which still were distinctly visible in the early years of the park.

Early fur traders' journals record the use of west-to-east trails through the mountains. Large parties of Kootenai (Flathead) Indians crossed from their lands on the west side to hunt buffalo on the eastern plains. Blackfeet, who controlled the plains, resisted these incursions. Large battles were fought in 1810 near Marias Pass, in 1812 near Cut Bank Pass, and in 1853 near Red Eagle Pass.

Decades later, amid these longstanding tribal conflicts, we find the figure of Pitamakan (Running Eagle), the "Blackfeet Joan of Arc." She led parties over mountain trails against the Kootenai, ultimately dying in a battle on Flathead Lake. Her name is preserved on the Pitamakan Pass trail and at Running Eagle Falls.

Smallpox epidemics in the mid-1800s, the Piegan War and the Baker Massacre of 1870, and the eradication of the buffalo broke the military strength of the Blackfeet. Meanwhile, Father De Smet, other missionaries and traders had formed relationships with the Kootenai and other tribes. These developments opened the area which now is Glacier Park to exploration. A few early forays which underlie the modern trail system were as follows:

In 1878, the trader Duncan McDonald made a northbound trip from the Flathead country to Canada. He carved his name on a tree beside a majestic lake, and people began to call it "McDonald's Lake." The route that he took to Canada had been used before him, and it soon became well trod. The legendary Canadian warden John "Kootenai" Brown said a few years later that he could drive a team and a wagon down the trail from Waterton Lake to Lake McDonald. (One wants to know where Brown would have accessed the valley floor from West Flattop Mountain. The Ruhle Guide comments that the present trail has "a grade said to be 27%, possibly the steepest in the park"!)

In 1883, Libby Collins, the robust "Cattle Queen of Montana," staked a copper mine on the stream now called Cattle Queen Creek, in the upper McDonald Valley. In order to supply the mine, she hired a crew to improve an ancient Indian trail over Swiftcurrent Pass. Collins doggedly worked the mine for three summers, until a mining engineer convinced her that the project was fruitless, and she returned to cattle ranching. (Much subsequent work was expended on the Swiftcurrent Pass trail, which had dangerous pitches on the Devil's Elbow. Six horses were lost there in

one tragic mishap. The trail was nicknamed "Galen's Ladder," after an early superintendent of the park.)

In 1890, Lieutenant George Ahern explored the Belly River Valley with a detachment of black troops (the famous "buffalo soldiers") and motley companions who apparently included the young Joe Cosley. They hiked up the valley past the lakes now called Elizabeth and Helen, then built a trail up the daunting mountain wall to Ahern Pass, in pouring rain. Ahern called the trail "a route fit only for a crazy man," but they were able to bring their pack stock up. Decades later, Cosley used the pass for an escapade described below.

In 1895, a geology professor named Lyman Sperry visited the Lake McDonald area. A homesteader, Charlie Howe, led Sperry and his party through "thick and tangled forests" to a beautiful walled-in lake. It was early June. The party heard and saw avalanches thundering from snowfields high overhead. They named the place the Avalanche Basin, and a trail was constructed to it within weeks.

Sperry was an energetic man. He and his friends trekked up the McDonald Valley as far as Ahern Pass and also climbed the Garden Wall. The following summer, he returned and twice visited the glacier that bears his name. The first trip involved a precipitous climb from the Avalanche Basin. The second trip went up Snyder Creek and Sprague Creek, foreshadowing the trail used today.

Sperry personally created that trail. He approached the Great Northern Railway, speaking with its president James J. Hill. Sperry offered to recruit college students to build the trail without pay, if the Great Northern transported them, equipped, tented and fed them.

This plan was carried out in the summers of 1902 and 1903. Sperry brought 15 students from the University of Minnesota. They built a trail from Lake McDonald to Sperry Glacier and then extended it past the beautiful alpine tarn now called Lake Ellen Wilson and on over Gunsight Pass. Ten years later, the railway built Sperry Chalets on this trail. The route over Gunsight Pass has been one of the premier hikes in the area since its inception.

In 1910, Glacier became a national park. A great surge of trail building followed. It was organized and funded partly by the government and partly by the Great Northern to facilitate travel between its newly-created tent camps, lodges and chalets. Glacier's major trails mostly were completed by 1918.

Among those trails were several famous horseback routes. The North Circle was a five-day route from Many Glacier Hotel to the Belly River tent camp, over Stoney Indian Pass to Goat Haunt on Waterton Lake, then south to Fifty Mountain Camp, further south to Granite Park Chalet, and over Swiftcurrent Pass to Many Glacier. The South Circle went from Many Glacier to Going-to-the-Sun Chalets, to Lake McDonald Lodge over Gunsight Pass, then back to Many Glacier via the Loop Trail and Granite Park Chalet. The Inside Trail went from Glacier Park Lodge over Scenic Point to Two Medicine Chalets, over Pitamakan Pass to Cut Bank Chalets, and then over Triple Divide Pass to the St. Mary Chalets.

Supplemental trail building was done between 1925 and 1934 by Eagle Scouts, organized each summer by the National Park Service. They constructed sections of trail from Two Medicine Lake to Two

Medicine Pass, along the south side of St. Mary Lake, and from Bowman Lake to Brown Pass.

One of the last trails built, in 1931, went through Ptarmigan Tunnel from the Swiftcurrent Valley to the Belly River Valley. Before that time, travel between the valleys took a long route over Red Gap Pass. Ray Kinley, who worked at Many Glacier for fifty years, pioneered a shortcut on goat trails over the Ptarmigan Wall. Ray suggested drilling a tunnel through the wall at the level of Ptarmigan Lake. The Park Service took the suggestion, but blasted the tunnel toward the top of the wall, where the rock was thinner. The tunnel (which recalls the Mines of Moria in *The Lord of the Rings*) is some 183 feet long and is tall enough to accommodate riders.

The best-known story of Glacier's trails involved Joe Cosley, one of the park's original rangers. He left to serve in the Canadian Army in World War One, then returned to the area as a poacher. In May 1929, ranger Joe Heimes discovered Cosley's beaver-trapping camp on the Belly River. He arrested him and took him by trail and road to Glacier Park Station (East Glacier) and then by rail to Park Headquarters at Belton. Cosley was tried there by a federal magistrate, fined \$100, and released when friends paid the fine.

Cosley's friends then drove him to Avalanche, where the road was closed by snow. Cosley donned snowshoes and set off northward up the McDonald Valley late in the

afternoon. The Park Service heard of this at once. There was no road from Belton to Glacier Park Station. Heimes and another ranger took the morning train, drove to Belly River, and hiked in to Cosley's camp. But Cosley had reached the camp ahead of them, retrieved his furs, and escaped to Canada.

Cosley's route presumably went up the Loop Trail, up the Highline, then eastward over the snowy and dangerous Ahern Pass, past Lake Helen and Lake Elizabeth and down the Belly River, over deep snow and travelling all night. He made this trek in less than 20 hours, at the age of 59. One of Glacier's most beautiful lakes bears his name, some bear the names of his lady friends (Bertha, Lois, Helen, Elizabeth?) and he is prominent in Glacier legend, attired in a voyageur's red sash.

The great flood of 1964 extensively damaged Glacier's trails. Torrential warm rains fell in early June, melting the snow pack. Dams burst, highway bridges were knocked out, and more than thirty people perished on the Blackfoot Reservation. The famous old trail over Red Eagle Pass was wrecked and abandoned. This trail, dating to ancient times, had connected the St. Mary Valley and the Nyack and Coal Creek Valleys. The Nyack and Coal Creek trails now are seldom used, and determined hikers must access them by making fords across the Middle Fork of the Flathead River.

In the 1970s, hikers from Many Glacier did nonstop treks along many of

the famous old horseback trails – the North Circle, the South Circle, the Inside Trail/St. Mary Lake/Highline route to Many, and a parklong route from the Prince of Wales Hotel to Glacier Park Lodge. A picturesque tale from those adventures was published in this journal under the title "*UFOs on the North Circle Trail*" (Fall 1998).

Six hikers from Many Glacier were doing a North Circle trek, working southward from Fifty Mountain Camp to Granite Park, long after dark, in misty, foul weather. Suddenly we saw eerie beams of light twisting around in the inky sky several miles away. The beams were projecting downward from two moving objects which swung slowly to the west and then back to the east, apparently scanning the mountainsides.

Everybody thought of UFOs. What else could these prowling objects be, shooting beams of light around at such an hour, in such a desolate place? Someone made the only slightly less disagreeable suggestion that they were "search helicopters," sent by the Park Service to look for us because we were behind schedule.

Finally we figured out the truth. The objects were cars driving westward over Logan Pass, eight miles away, at an elevation somewhat above us. Their headlights projected downward as they swung from west to east, around the big curve in the road at Oberlin Bend. We breathed a sigh of relief and pushed on to Granite Park Chalet.

Everyone who hikes in Glacier has a colorful tale to relate. May your days on the trail end in a happy manner, whether you're hiking the North Circle or taking a casual scenic stroll to Hidden Lake!

Everyone who hikes in Glacier has a colorful tale to relate. May your days on the trail end in a happy manner, whether you're hiking the North Circle or taking a casual scenic stroll to Hidden Lake!

A Frugal Hiker in Glacier National Park

By Tessie Bundick (*Many Glacier*
1972-73, 76-80)

Have you ever wanted to take an extended hike through the majesty of Montana's Glacier National Park? Days and nights of wandering and enjoying the wonders of nature at its most splendid manifestation? That is just what Ada F. Chalmers and her two sons of St. Louis, Missouri, did in 1916. She recounts her visit to this new American playground in a May, 1917, "Ladies Home Journal" magazine article, entitled, "Through Glacier Park for \$1.39 A Day-How I Did It With My Two Boys".

To say that Mrs. Chalmers was plucky and resourceful is an understatement. She outfitted herself for her journey first by getting her outdoor wardrobe organized. In an era when most women did not wear pants, Ada bought some hiking bloomers, stout boots, a sweater, heavy gloves, leggings, a raincoat and so on. She made over a boy scout's uniform for Emmet, her youngest. Russel, her eldest, was fitted with his father's flannel shirts and a heavy hunting suit. For beds, Ada put together ponchos and heavy woolen blankets. She packed first aid equipment, including quinine capsules, cathartic pills, and adhesive plaster and bandages. She also included needle and thread, buttons, safety pins and scissors.

Lemon drops were to be brought along to keep thirst at bay and each

hiker was to carry three quart water bottles in flannel bags which dou-

Have you ever wanted to take an extended hike through the majesty of Montana's Glacier National Park?

bled as pillows. On August third, this little party arrived in Belton, on the Park's west side, and then took a stage to the head of Lake McDonald, where they learned from an old guide, how to pack a horse, which Ada had purchased for \$12.50.

She took no food for the animal as it could graze throughout the trip. After equipping themselves with more supplies, the intrepid threesome hiked ten miles up to Sperry Chalet where they pitched a tent, made camp, started a campfire and ate supper.

That is just what Ada F. Chalmers and her two sons of St. Louis, Missouri, did in 1916.

Clever Ada fashioned muslin, draw string bags which she waterproofed by dipping the cloth into melted paraffin. These she used to store food supplies like flour, bacon, corn meal, soap, matches and so on. She used mutton tallow to waterproof

their boots. Using the aluminum camp cooking outfit, with folding oven and grate, Ada made corn bread that night without eggs and she helpfully provided a recipe for said bread. Respectful of their environment, the family took pains to bury any food scraps before they broke camp.

Ada and her sons were grateful that they had brought along amber glasses when they had to hike on snow. They made it to Going to the Sun Chalet and camped there for four nights, fishing and sightseeing. No reservations needed in these early park days. While in this area, the appreciative family picked many wildflowers and dipped them in warm paraffin to preserve the blossoms. No restrictions on flower gathering – take as many as you want!

On the fifth day, the Chalmers resumed the hike after purchasing supplies at the Chalet, consisting of fresh meat, dried peaches and canned beans. When they reached their destination, they enjoyed a fine trout dinner, the gift of a fellow hiker. Ada commented on how kind and pleasant everyone she met was. For three days, the resolute family slowly covered the miles to the Many Glacier area, camping anywhere they wished. The mother and two sons spent five wonderful days in this valley. On the sixth, they arose, bought food supplies and began the return trip.

They made it to St. Mary's Chalet, having to deal with an unfortunate

mishap, when the sole of one of her boots came loose. Of course, the dauntless Ada just tied her boot up with rags and pulled her stocking over her shoe and kept hiking. They spent their first night under a roof after many days of sleeping under the stars, and found themselves the object of curiosity and admiration from the other guests. One man offered to buy the entire outfit from Ada, as he wanted to experience wilderness. She sold out at a profit and made arrangements to be taken by auto to the park entrance. Before she left, Ada mused on what her wonderful mountain experience had meant to her and the boys. She believed that these wild places could be enjoyed by all, no

matter what their financial situation was. She felt that women could master these adventures, unaccompanied, with courage and resourcefulness, if they had the spirit and physical strength to just do it. Things women should know before setting out on these trips: she should know how to pack a horse, pitch a tent, and cook over a campfire. It also does not hurt to have a stout heart, an even temper and good common sense. Attributes which Ada was blessed with in spades!

She finished her article with more practical advice about these extended sojourns. Such as: wash your face every night and take along slippers to wear in camp. One could bathe in

streams and corsets should definitely be discarded for comfort's sake.

Ada spent a total of \$108.17 for her twenty six glorious days of Glacier Park fun. A lot was spent on food purchases at commissaries attached to park chalets and hotels. She spent \$20 for the three of them at St. Marys. Ada helpfully advised that illustrated circulars about railroad approaches, hotel accommodations and points of interest could be obtained from the National Park Service. Also, she noted that the United States Geological Survey sold topographical maps for ten cents.

Ada concluded that she had made arrangements to spend a month in Rocky Mountain National Park and a month in Yellowstone, where she vowed to keep a full record of all equipment used and every expense.

Ada spent a total of \$108.17 for her twenty six glorious twenty days of Glacier Park fun.

Red Bus Book Update

By Ray Djuff (Prince of Wales 1973-75, '78)

When I announced two years ago that I intended to write a history of Glacier's Red buses, I boldly predicted that I anticipated the book would be ready for release in June 2021. That was my intention. At the time, though, I had not heard of COVID-19.

The pandemic that resulted from the spread of the virus closed the Canada-U.S. border to non-essential travel. It was little more than a month before I was scheduled to make a trip to the National Park Service archive in West Glacier to do what I anticipated would be the last of my research for the book.

The border between the two countries opened August 9, and as much as you might think my research could be done online, it really needs

to be done in person. The files I seek are not digitized and the hardworking folks at the Glacier archive could not possibly, without more staff and a much bigger budget, fulfill my requests for copies of documents or answer all my questions.

Being unable to complete my research was a curveball I had not anticipated. It threw off my carefully planned timeline. I'd been making great progress until then, thanks to dozens of gearjammers who have responded to my calls for assistance in sorting out details about the operations of the transport company, complemented by surviving spouses and the children of former drivers. I can't thank them enough.

Then in September 2020, my life was turned upside-down when my wife, Gina became gravely ill. I ended up quitting my part-time job to

look after her, becoming a full-time caregiver. As of this writing, Gina died in late June. All of this is to say that I've blown past my hoped-for release date for the Red bus history book. I'm now aiming for June 2022. To those who have been so helpful to this point, you have my abiding appreciation. I know I will have more questions for you when I return to the project.

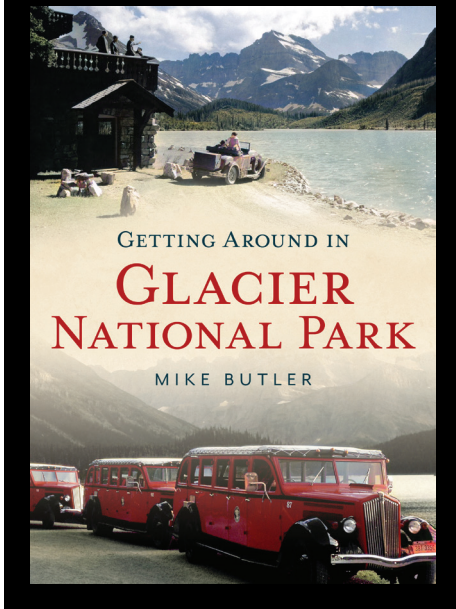
To those who had hoped for a copy of the book for their reading pleasure and to share with Glacier-curious people, thank you for your patience. While I've been waylaid, the Red bus book project will get done.

EDITOR'S NOTE. Not only do we share his loss, we must thank Ray for finding time to fill requests for this current "Inside Trail" issue!

Book Review

Getting Around in Glacier National Park

by Mike Butler



Reviewed by Mac Willemssen (Swiftcurrent 1967; Many Glacier 1968-1970)

Mike Butler has written an enjoyable and informative book about the history of Glacier National Park and the transportation to and through it over the years. Mike's perspective is from a firsthand knowledge of Glacier and its transportation system learned from his experience as a Red Bus driver ("Jammer") during the summers of 1972 and 1973.

The evolution of Glacier's transportation systems for the benefit of its visitors begins with the construction of the Great Northern Railway along what would become the Park's southern boundary. The railroad opened Glacier to thousands of visitors from all over the United States and the world in the early 1900s. Later came the road, trails, chalets, hotels, boats and buses.

The book's chapters describe the development of the railroad, the roads, the boats, the buses, the trails and the hotels. As such, it is a great com-

plement to anyone's Glacier library. It is very readable and easily puts the reader right in Glacier, whether in a bus, a boat or on a trail.

Mike makes great use of numerous historical photographs taken by the official photographers of the Great Northern and the National Park Service. He adds to the value and enjoyment of those photos by clearly describing the locations and landmarks in each one.

An interesting and fun feature of the book is the inclusion of "Historical Spotlights". These describe various people and events instrumental in the development of and publicity for Glacier. One of the fun Historical Spotlights was Mike's description of his two summers as a jammer driving his Red Bus No. 97. As a former emp, I particularly enjoyed his descriptions of the various hotels and his culinary reviews of the food served to the emps at each location.

Three of the subjects I enjoyed the most were the chapters on the trails, buses and boats. I always thought the jammers and the boat crews did a great job of conveying both knowledge of and enthusiasm for the wonders of Glacier. Mike shows why and how they came to doing so. On a personal note, my enthusiasm for Glacier came because of the father of a childhood friend of mine. Dale Hill was a jammer during the bellwether summer of 1936, the first year of the Red Buses and the summer of the great Heaven's Peak fire. But for Dale, I never would have had my summers in Glacier.

As a bellman for two years at Many Glacier, I encouraged hundreds of tour patrons to enjoy the fun of Art Burch's boats on Swiftcurrent and Josephine Lakes. A funny and minor disagreement I have with the author is his description of the little hike between the two lakes. He describes it as a "little hill". I can assure everyone that the proverbial little old ladies in many tour groups would beg to differ!

If there is ever a second edition of the book, I would encourage Mike to add the heroic and generous efforts of the Glacier Conservancy in the preservation of Sperry Chalet after the recent destructive fire. But for the Conservancy's advocacy, and perhaps more importantly its immediate infusion of money to buy the timbers to support the exposed stone walls that first winter, Sperry Chalet might not have survived to be rebuilt. The Conservancy deserves both gratitude and recognition.

The same is true for the preservation of the Red Buses in the early 2000s. Glacier Park Inc. and the National Park Service would have been content to either scrap or sell the buses in their entirety. Advocacy groups, including numerous jammers from over the years and the Glacier Park Foundation were instrumental in getting the final restoration accomplished by the Ford Motor Company. John Hagen, president of the Glacier Park Foundation, worked endlessly and tirelessly to facilitate keeping the Red Buses a part of the Glacier experience.

I wholeheartedly recommend this book to everyone. It is a fun and informative read.

Many Glacier Hotel Reunion in 2022

By John Hagen (Many Glacier 1970-1980)

A reunion of former Many Glacier Hotel employees will be held at the hotel from July 21-24, 2022. This reunion was originally scheduled for August 2021, but was postponed due to restrictions on activity because of the pandemic. Musical performances in the lobby likely could not have been held this year, but should be possible in 2022.

The reunion was organized through the Glacier Friends page on Facebook. Accommodations at Many Glacier and at Swiftcurrent Motor Inn were sold out within minutes of 12:01 AM on July 1 of this year,

when reservations for July 2022 became available. Reservations may be possible at facilities in St. Mary, in East Glacier Park, near Duck Lake, and at nearby campgrounds. Cancellations also may occur at Many Glacier and Swiftcurrent (check reservations at the Glacier National Park Lodges website).

If you plan to attend the reunion, you may inform Carol Dahle at

CarolDahle@yahoo.com. She will keep you up to date via email regarding reunion plans and events, and she will do her best to answer any questions you may have. If you've already received Glacier emails from Carol, she will be keeping you on the group email list unless you request to be removed. No need to reply again.

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Glacier Park Lodge/Gearjammer Reunion in 2023

By John Dobbertin, Jr. (Glacier Park Lodge 1962-63)

Mark the dates, make plans to attend, and e-mail us to join the Glacier Park Lodge Employee Reunion 2023 to celebrate the Lodge's 110th! The dates: July 18-21, 2023. Plan to arrive Tuesday, July 18 and depart Friday, July 21 (of course, you can arrive earlier and leave later!).

In addition to everyone who worked at Glacier Park Lodge, all East Alums are invited to join the reunion. This includes those who worked in the laundry, warehouse, headquarters offices, transportation center and Jammers.

Glacier Park has been discovered since we held our 2013 reunion. Hotel rooms are in extremely high demand and are booked two years in advance. Pursuit — owners of Glacier Park Lodge — has been very kind extending the opportunity to book rooms now for the 2023 Reunion.

For information on room reservations e-mail johndobb@mwt.net.

Two of the 2013 Glacier Park Lodge Employee Reunion Organizing

Committee members have returned for this one: John Dobbertin, Jr. ('62-'63) and Joe Blair ('66-'67 & '72). If you are in contact with any Glacier Park Lodge — or East — employee alums, please pass the word and have them contact us at johndobb@mwt.net.

Reunion updates will be posted on our website: gplreunion2023.com. (If you have Glacier Park Lodge employee lists from 1964, 1965, 1978, 1979, please email: johndobb@mwt.net.)

Reunion updates will be posted on our website: gplreunion2023.com.

(Inside News continued from page 3)

of many of the giant timbers that support the main lodge and, this summer, we welcomed guests to our first batch of renovated rooms. We're honored to host a reunion for former employees at the lodge in 2023 and can't wait to walk back in time to share stories and tall tales with some of those historic teams and legendary characters. We're so proud to be a part of the Glacier community and to continue to share the magic of the area with our mutual guests."

Cell Phone Access May Expand

In June, Glacier Park released a proposed Comprehensive Telecommunications Plan and Environmental Assessment. The plan primarily focuses on upgrading Park Service communications systems. But it also proposes expanding cell phone coverage and Internet coverage for travelers in some developed areas.

The Park Service plans to install a number of new communications towers. Most of these will replace existing equipment poles. The tall-

est new tower, at Chief Mountain, will be 80 feet high. The rest are substantially shorter – e.g., 40 feet at the Many Glacier Ranger Station, 30 feet at the Loop on Going-to-the-Sun Road, 20 feet at Elk Mountain and at Looking Glass Hill.

The plan assesses the impact of these towers on "viewsheds." In general, it concludes that views will not be compromised much because of dominant features like mountains and the masking effect of trees.

The plan allows commercial cellular and Internet access in four developed areas in four developed areas of the park – Many Glacier, Rising Sun, Two Medicine, and Lake McDonald Lodge. It establishes limits on the placement, size, amount, and type of commercial infrastructure and equipment. Only infrastructure

with "minimal visibility and impacts ... such as micro cell sites or wireless access points" will be permitted. Large-scale commercial towers will not be allowed.

"Welcome to the Big Tree Lodge"

A new archway has been installed at Glacier Park Lodge this summer with the inscription, "WELCOME TO THE BIG TREE LODGE". This is the name the Blackfoot Indians gave to the hotel when it was first built.

Canada-U. S. Border is open for unessential Americans travel

The border opened August 9 for Americans who wish to come to Canada. *However, it is not yet open to Canadians who wish to visit the U. S. for non-essential travel.* It is hoped that will change in the near future. There are no longer quarantines for vaccinated/recent tested visitors.

Canada-U. S. Border is now open for unessential American travel! As of publication, unfortunately, this is not true for Canadians wishing unessential travel.

(Photo courtesy of Pursuit Lodging.)



(GPF Video continued from page 4)

quarters: “WE HAVE SAVED THE HOTEL!” He received the laconic answer: “WHY?” As Fred explains, “The Great Northern constantly lost money on the hotels, and especially in those Depression years.”

Viewers learn why the Great Northern, while fretting over financial losses, poured money into building the Prince of Wales Hotel, eighty miles from its rail line, in 1926. The answer is Prohibition! The railway believed that throngs of thirsty Americans would ride the rails to Glacier, board its buses, and rattle off to Canada to slake their thirst. A photo in the video shows a raucous group of travelers with bottles of beer projecting in all directions from mouths and hands and the crooks of their arms.

All the lodges are vividly featured. At Glacier Park Lodge, photos focus on the massive Douglas fir lobby pillars which inspired the Blackfeet sobriquet “Big Tree Lodge.” The

Lake McDonald segment focuses in part on Charlie Russell, the famous Western artist who frequented the lodge in its early decades.

The video stresses the importance of Going-to-the-Sun Road, completed in 1933. In conjunction with broader trends, the road changed Glacier from a railway-and-horseback park to an automobile-and-hiking park. A picturesque film clip shows big tourist vehicles of the 1950s cruising the road like aircraft carriers.

Interspersed with these narrative segments of the video are brief interview clips with former employees from all the major lodges. They reflect on the impact that working in

Glacier had on them as young adults – the adventures, the friendships, the grandeur of the mountains, and the extraordinary sense of community.

The oldest employee featured, Jim Duffy, worked at Glacier Park Lodge in the 1960s and went on to become a justice of the Hawaii Supreme Court. The youngest, Bronson Albano, worked half a century later at the Prince of Wales Hotel. Others worked in all the intervening decades. The testimony they give is consistent: “Glacier Park is probably the best thing that ever happened to me.” “It was definitely life-changing.” “Glacier Park is the best place on earth!”

Ray Djuff and Mark Hufstetler, professional historians, have given talks to the employees at each lodge at the beginning of the season.



Mary Roberts Rinehart fishing with her children during their 1916 trip to Glacier.

Two of Louis W. Hill's children contemplating the Going to the Sun Chalets from the Hill cabins at Sun Point. Photo from the personal Louis W. Hill's personal collection when it was housed at the J. J. Hill Library in St. Paul, MN. It is courtesy of the Northwest Area Foundation.



Heartfelt Thanks to Lynn Repulski!

Pictured in the photos are Lynn Repulski, Carol Repulski Dahle (Lynn's sister), Ron Zahn, and Rachel Walden (visiting Uncle Ian). Ron Zahn and wife Brenda are Phoenix residents (Ron, a 1973 Many Glacier employee). In February 2019, Ron took the role as Ian's principal care giver when his health failed.

The previous issue of *The Inside Trail* (Spring 2021) included a photograph to illustrate the story entitled "Mr. Tippet's Swan Song." The photo pictured four friends of Ian Tippet, beside him in his newly-renovated Phoenix apartment, a few months prior to his death.

To our regret, the woman on the left in the photo was incorrectly identified. She is Lynn Repulski (Many Glacier 1975), who traveled from Minnesota to Phoenix, where she devoted four days to buying, sorting, hauling, hanging pictures, lining kitchen drawers, and handling all manner of other functions. Thanks, Lynn, for your amazing generosity!

Thanks, too, to her companions in the photo (correctly identified as Carol Dahle, Ron Zahn, and Rachel Walden) and to the photographer (Laura Shearin), all of whom devoted great energy to restoring the apartment and welcoming Mr. Tippet home.

Mr. Tippet attended the employee reunion at Many Glacier in 2010. Brenda and Ron also attended. They learned that he lived in Phoenix. Ron told him that they also live in Phoenix and gave him his business card. Ron said something that started with, "If you ever need help..." When Ian's health failed, it was local residents Ron and Brenda Zahn who championed his daily care needs.



(Photos courtesy of Laura Shearin.)



Ron and Brenda Zahn

"If you ever need help..."

JOIN THE GLACIER PARK FOUNDATION

All friends of Glacier Park are invited to join the Glacier Park Foundation. Membership includes a subscription to *The Inside Trail* and the right to vote for directors. Please download a membership form from our Web Site (www.glacierparkfoundation.org) or send your name, address, phone number, and park experience to Glacier Park Foundation, Box 15241, Minneapolis, MN 55415.

An annual membership in the Foundation costs \$10. A "Friend of the Park" membership costs \$25 annually, cumulating to a Lifetime membership in five installments. A Lifetime membership paid in one installment costs \$100.

The Glacier Park Foundation is a § 501(c)(3) nonprofit corporation. Contributions are tax deductible to the extent permitted by law.

