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(May 1929)

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

COPY

Zion NATIONAL PARK

FILE NO.

~~XXXXXXXX~~

ANNUAL REPORT FOR 1930

IMPORTANT

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Officials and employees will be held responsible for failure to observe these rules, which are necessary to protect the integrity of the official records.

ARNO B. CAMMERER,
Director.

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September 3, 1930.

The Director,
National Park Service,
Washington, D. C.

Dear Mr. Director:

There are transmitted, herewith, copies of the annual reports for Zion and Bryce Canyon National Parks for the travel year 1930.

There are also transmitted three photographs to be included with the Zion portion of the report. In addition to these I would suggest that you include your choice of the pictures of the superintendent's residence, which were forwarded to you some time ago.

I expect, within the next few days, to get over to Bryce Canyon and secure a few photographs for the Bryce portion of the report.

Sincerely,

E. T. Scoyen,
Superintendent.

ETS/J

Office Copy

1936



ZION NATIONAL PARK

Eivind T. Scoyen, Superintendent, Springdale, Utah.

The year in Zion Park was featured by the following events:

1. Completion and dedication of the Zion-Mt. Carmel Highway.
2. Amazing increase in travel of per cent.
3. Continued improvement of approach highways by reconstruction and improvement of bad sections and oiling operation on important sections.
4. A substantial increase in the demand for our educational service, the percentage of increase of per cent over last year being greater than our increased travel.
5. Appropriations which have enabled us to put a reasonable control on the Mukuntuweap River.
6. Approval of bill extending the park boundaries.
7. Steady progress of mapping of park area by the U. S. Geological Survey with probable completion of the job this season.

WEATHER CONDITIONS

Temperature conditions during the year were practically normal. The high mark was 102 degrees on the 4th and 8th of July, and the low 10 degrees above on January 14. The total precipitation was inches, and was below normal. The feature of the years weather was the drouth extending through October, November, and December, as not a drop of rainfall occurred during these months. The month of January started off with one of the worst snow storms ever to sweep over the Southern Utah section. Starting on January 9 it stormed practically without a break until the 18th. Twenty-seven inches of snow was measured on the ground at the Temple of Sinawava, the greatest depth ever recorded on the floor of the canyon. It was during this storm, on the night of the 10th, that Maurice Graham, pilot for the Western Air Express, was lost. Although practically a continuous search was carried on, the lost plane was not found until June 24, about ten miles north of our north park boundary line. The search was then continued until July 16, when his body was found about four miles above the park.

PARK TRAVEL

The opening of the Lion-Mt. Carmel Highway to general traffic on January 3, combined with the increased interest in this park, resulted in a heavy increase in travel. From the weather and road condition standpoints the year was very favorable to auto travel. The total number of visitors amounted to _____, an increase of _____ or _____ per cent over the 1929 travel year. The heaviest travel during any month was in _____, when _____ entered.

Of the above total, _____ came in _____ motor vehicles, an increase of _____ in the number of passengers, and _____ in the number of autos. _____ came by stage, a decrease of _____ entered by miscellaneous means.

Visitors were registered from every state in the Union, District of Columbia, Hawaii, Alaska, and _____ foreign countries.

The following is a comparative table showing park travel:

Year	By Automobile		By Stage (Rail)	Miscellaneous Travel	Total Visitors
	Cars	Passengers			
1930	:	:	:	:	:
1929	8,612	28,201	5,151	31	33,583
Increase:	:	:	:	:	:
Per cent:	:	:	:	:	:

The following table shows park travel by months:

Month :	By Automobile :		By Stage :	Miscellaneous :	Total :	Total :
	Cars :	Passengers :	(Rail) :	Travel :	1930 :	1929 :
1929*	:	:	:	:	:	:
Oct.	411	1,204	7	2	1,213	1,361
Nov.	126	396	--	-	396	368
Dec.	95	275	--	-	275	184
1930	:	:	:	:	:	:
Jan.	98	316	2	-	318	205
Feb.	406	1,404	2	3	1,409	188
March	600	2,161	3	3	2,167	926
Apr.	1,104	4,818	--	4	4,822	908
May	1,087	3,401	20	4	3,425	2,349
June	2,690	6,234	968	5	9,107	6,973
July	3,723	12,192	1,486	3	13,681	8,546
Aug.	3,651	12,020	1,170	12	13,202	7,717
Sept.	:	:	:	:	:	3,656
Totals :	:	:	:	:	:	33,383

*The past travel year is from October 1 to September 30 of the year following.

During the year _____ people in _____ cars camped in the public auto camp.

PARK SERVICE ACTIVITIES

Construction. The major construction job in the park was the Zion-Mt. Carmel Highway, which was completed and dedicated on July 4. Work in progress on this job during the year was: Oil process surfacing on Section 1, selected material surfacing on Section 3, paving and grouting of tunnel, construction of bridges across the Wakarusa River and Pine Creek, and many small items.

The two bridges mentioned above were completed late in July.

The bridge across the river is a three span steel "I" beam structure which has been camouflaged with 54-inch Redwood slabs to give it a rustic finish. The Pine Creek structure is a masonry arch type of native sandstone, and is considered by many who have seen it to be one of the most beautiful bridges in the entire country. The perfection of the stone work is made all the more impressive by the marvelous blending of rocks of several different colors and shades of color in the arch and side walls.

The river bridge is 185 feet long, with a 20-foot driveway across the center, and a five-foot sidewalk on each side, making a total width of 30 feet. The spans are supported by two pieces of solid masonry 34 feet high. The crossing at Pine Creek is 120 feet long, and the barrel of the arch is 60 feet long, and 23 feet high.

River Protection Work. One of the largest floods in recent years came down through the canyon after a cloud-burst on September 4, 1929. Even in the wide sections of the channel the head amounted to 7 feet. At three points, especially, the river started to wash a new channel, putting Zion Lodge and the Public Auto Camp in grave danger of destruction when another such flood occurred. At one point the river cut its channel 120 feet towards the DeLuxe Cabin area at Zion Lodge, and when it subsided, the river bank was only 70 feet from the edge of the road in front of the cabins.

A deficiency estimate was submitted asking \$16,740.00 to control this situation. It was expected that work would be started by February in order to give protection during the spring highwater. However, the appropriation did not become available until May 1, and the work was not started until after high highwater had passed. Fortunately the spring stage of the river was the lowest on record and no further damage was done.

The park force was faced with the necessity of completing this work by July 1, as a flood may occur at any time after that date. Trucks and teams were hired, equipment purchased, and work was carried on a two-shift basis until June 25, when the job was completed. A total of 4,775 cubic yards of rock was quarried and hand-placed in seven basket dams or dikes, which were enclosed in heavy wire mesh. In addition 1,557 cubic yards of earth were excavated for the dams, and 10500 cubic yards for channel changes. A full carload of fencing wire with No. 9 cross wires at 6-inch centers was used in enclosing the dikes.

The problem of controlling this river will be one that will never cease to trouble officials of the park. In the future a regular item for work on this river should be carried in the park appropriation, the same as is done for maintenance of other features such as road, trails, buildings, etc. A total of \$15,739.40 was spent on this work in Zion Canyon the past year.

Trail Construction. Very little work was done in trail construction the past year. The only important item was the installation of two drinking fountains on the Narrows Footpath. Water was piped from springs across the river, and one fountain was installed in the Temple of Sinawava and the other about three-quarters of a mile up the trail. This was a badly needed improvement.

The construction of a fine series of bridle paths on the valley floor should be the next trail development in this park.

Miscellaneous Construction. The residence for the superintendent was completed on June 28, and is no doubt one of the most beautiful buildings in the Service. It is constructed entirely of native sandstone. In addition, a trail shelter cabin was built on the West Rim, and considerable work was accomplished in improving the grounds at park headquarters.

Maintenance. At the close of the period, park forces had under maintenance 18 miles of road, 56 miles of trail, 16 miles of telephone line, 22 buildings valued at \$34,080, 1 public auto camp with 75-car capacity, 2 water and sewage disposal systems, one in the administrative area, and the other in the public auto camp, an electric system at park headquarters connected to the lines of the Dixie Power Company, and equipment consisting of 10 trucks, 3 passenger cars, 2 air compressors, 2 air hoists, a 3/4-yard power shovel, and numerous smaller items.

Ranger Activities. The park ranger force consisted of a chief ranger, two permanent rangers, and 2 seasonal rangers. Work consisted of traffic control, fire protection, assisting in educational work, general police duties, patrol work and many miscellaneous duties.

No arrests were made for infraction of the park regulations. Only one serious violation occurred and the District Attorney did not feel that it was bad enough to bring before the Federal Court.

Educational Work. This department consisted of a park naturalist (temporary), and one ranger-naturalist. In addition one of the permanent rangers assisted in the information office, and in other educational activities.

Active field work was carried on from June 1 to September 15. Two nature guide trips were taken to the Narrows daily, and these were preceded by open air lectures on the formation of the canyon at the Temple of Sinawaya. In the evening lectures were given at the auto camp and Zion Lodge. The Information Office was kept open daily from 7:30 A.M. to 9:30 P.M.

Considerable progress was made in research work and many additional exhibits were added to our museum. We are now badly crowded for space in this building.

A summary of the season's work shows that lectures were given, which were attended by people, and people were conducted on nature guide trips. A total of people visited the museum, making the total number of contacts by the educational division .

A total of National Park Portfolios were sold, Chi Ranger, Grand Canyon Country, and free publications were distributed. By special effort we secured copies of the August 1929 National Park number of "American Forests and Forest Life", and this was the easiest publication we had to sell.

Sanitation. Under direction of the Chief Ranger an intensive effort was made to reduce the number of flies in the canyon and good progress was made. Considerable mosquito control work was also done.

Office operations. The office force consisted of a chief clerk, a temporary clerk-stenographer, and a temporary warehouseman. During the winter months one of the permanent rangers assisted in the office and operated the warehouse.

During the period from July 1, 1929 to June 30, 1930, the office force handled 473 purchase orders, paid 563 vouchers, issued 60 bids, drew up 72 contracts, and received and deposited \$8,755.27 in revenues. The largest number on the payroll was 148 in June and the least 10 in January. The total disbursements from July 1 to June 30 were \$444,825.73. Books were kept for 8 appropriations. The above force also handled all office work relating to Bryce Canyon Park, which made necessary two sets of estimates and reports. Approximately 2,880 pieces of mail were received and 3,100 dispatched.

Equipment purchased. Major items of equipment purchased consisted of a 3/4-yard power shovel, two Geo Dump Trucks, one electric refrigerator, one welding torch and accessories. Including minor items the purchases under this heading amounted to \$16,446.46.

Engineering Division. Mr. Thomas C. Parker, Assistant Engineer, from Field Headquarters was in the park practically all summer supervising construction work in the park. Fine cooperation was extended at all times by this official and his assistance is necessary and very much appreciated.

Landscape Work. Mr. Harry Langley, Assistant Landscape Architect, spent the greater part of the year in the park, his major job being supervision of bridge work on the Zion-Mt. Carmel Highway. In addition he assisted in much of the other construction work. Without his assistance, work on these projects would not have gone forward as well as was the case. His fine cooperative spirit is much appreciated by all officials in the park.

PARK WILD LIFE

Deer appear to be increasing and are now seen frequently along the river in Zion Canyon late in the evening. They are also becoming very tame and show but little fear of man. Early in the spring several counts were made in one trip up the canyon of over 35. The number in the park is estimated at 461.

We know very little regarding our mountain sheep, as they keep well back in the more inaccessible parts of the canyon. However, when hiking in remote places, signs are frequently seen, and, on one trip last fall I was fortunate enough to see 6 in one band. We estimate 30 in the park.

Cougars leave signs frequently in the higher elevations of the park. We make no effort to hunt them down within our boundaries as it is felt that outside hunting by professional hunters should result in a reasonable control within the park itself. None have been reported in the valley, and, if they do start to range on the valley floor, it will perhaps be necessary to do some hunting.

In addition to the above, smaller animals are numerous such as ring-tail cats, skunks, ground squirrels, pocket gophers, etc.

During the year it was necessary to do some control work on the pocket gopher and skunk. The former was destroying many young trees in the canyon by gnawing off the roots. I think we now have this species under reasonable control, although some additional work may be necessary.

During the summer the skunks became so numerous and tame around Zion Lodge and the public auto camp that it was either a question of doing some control work, or moving the people out and letting the skunks have the park. About 35 were disposed of, and in the last two months of the season we had few complaints on account of their depredations.

I have no record of coyotes, termed by some, the arch predator, being seen in the park either on the rims or in the valley. A few signs of fox have been observed.

During the year considerable pressure was brought to bear to introduce a few elk into the park. These were to be taken from the state preserve at Mt. Nebo. However, I have no record of these ever occurring in the park and do not care to introduce what is probably an exotic species. In addition, I know a little about the habits of elk, and what they would probably do to the fields and haystacks of farmers living below the park, and this is another and, to some, more practical reason for keeping them out.

COOPERATION WITH OTHER BUREAUS

During the year the U. S. Bureau of Public Roads completed their three-year job of engineering the construction of the Zion-Mt. Carmel Highway. There is no need to comment on the quality of their work, as the highway itself will stand as an ever-present testimonial to a superb engineering accomplishment.

In addition to the above, we have had fine cooperation from the following bureaus: Public Health Service, Weather Bureau, Forest Service, Geological Survey, Bureau of Mines, Biological Survey, Bureau of Entomology, and the General Land Office.

To the above should be added fine cooperation from state and county officials, and also the Utah Parks Company.

INSECT EPIDEMIC

The ash tree caterpillar again made his appearance, and although the attack was not as extensive as last year, considerable damage was done. Control measures will be taken next spring, if funds are provided.

IMPROVEMENT OF APPROACH HIGHWAYS

During the year the section of road between Toquerville and LaVerkin was brought up to Federal Aid Standards, eliminating the last bad piece of road on the approach from Anderson's Ranch. In addition much improvement work was done on the road from LaVerkin to Dalton Wash, a distance of 12 miles, and this section is now in good condition. The state also rebuilt the section of road past Three Lakes, north of Kanab, forming part of the approach to our new east entrance.

The road from the Ash Creek Bridge to Toquerville was given the oil process treatment early in the summer, and the remainder of the road from this point to the park was given a sprinkling of oil for dust prevention. As a result there has been no complaint on account of dust on roads in this section. I sometimes think that dust is the most annoying thing to people traveling through that they encounter.

ACCIDENTS

Two fatal accidents involving visitors occurred the past year, the first of this nature in the history of the park. On April 11, Mr. Albin Brooksby, of Orderville, Utah, was killed when a lumber anchor slid down the old Mormon Cable and struck him on the head. On July 8, Eugene Cafferata of St. Louis, Missouri, was killed when he fell off a ledge while descending the trail from the summit of Mt. Zion.

In addition to the above, there were ten other accidents, of which two were of a serious nature.

VISITORS

Never before in the history of the park have so many distinguished visitors toured the Southern Utah Scenic Area. On July 3 a party of 150 people coming from the Conference of the Governors of the States of the United States, in Salt Lake City, entered the park. A large delegation from the meeting of the Western Association of State Highway Officials also traveled with the governors party. The following governors made the trip: H. C. Baldrige, Idaho; H. S. Caulfield, Missouri; H. S. Case, Rhode Island; T. Christiansen, Minnesota; Conley, West Virginia; L. L. Emerson, Illinois; J. E. Erickson, Montana; John Hamill, Iowa; W. J. Halloway, Oklahoma; H. G. Leslie, Indiana; Phillips, Arizona; John Pollard, Virginia; John Trumbull, Connecticut; A. J. Weaver, Nebraska; and George H. Dorn, Utah. The following lieutenant governors: J. T. Brown, Ohio; and Arthur H. James, Pennsylvania. The following ex-governors: G. A. Hardee, Florida; and F. W. Plaisted, Main.

Other distinguished people were: Director H. H. Albright; Assistant Secretary of the Interior John N. Edwards; John D. Rockefeller, Jr., and party consisting of Mrs. Rockefeller and sons John, David, and Winthrop; Dr. and Mrs. McEwen, Secretary of the Interior and Mrs. Ray Lyman Wilbur; Administrative Assistant E. K. Burlew; Thomas J. MacDonald, Chief of the Bureau of Public Roads; and many others.

DEDICATION OF ZION-MT. CARMEL HIGHWAY

July 4 the formal dedication of the above highway took place in the presence of many distinguished visitors. The ceremony took place in the large gallery of the tunnel, known to engineers as No. 1. Speeches were made by Mr. Albright, who acted as master of ceremonies; B. J. Finch, District Engineer, of the U. S. Bureau of Public Roads; Thomas J. MacDonald, Chief of this bureau; and the formal dedication was done by Governor George H. Dorn, of Utah. A male chorus of 30 voices from St. George, Utah, furnished the musical numbers, and their beautiful singing was easily one of the features of the event.

TOPOGRAPHIC MAP OF THE PARK

A field party of the U. S. Geological Survey continued work on mapping the park. The work was speeded up greatly by using aeroplane photography. The field work will be completed this fall.

IMPROVEMENTS BY PARK OPERATORS

No extensive improvements were made by the Utah Parks Company as their facilities appear adequate to handle present business.

BOUNDARY ADJUSTMENTS

On June 13 the President approved a bill which made substantial additions to the park along the east and south boundaries. The four important aims accomplished by this legislation were: brought the entire Parunuweap Canyon into the park, gave us control of the junction point with the Zion-Mt. Carmel Highway, of the proposed east rim road, extended the protected range of mountain sheep in this section, and put us in a position to purchase private lands near the south entrance which are badly needed for future development in the park.

The area of the park was increased from 120 to 147.6 square miles.

PRIVATE LAND SITUATION

No land was purchased the past year. The act enlarging the park took in approximately 560 acres of private land near the south entrance. We now have 666.65 acres in this area which should be purchased without delay. We already need this ground for expansion of our administrative area, and it will be impossible to develop the housekeeping unit in this park until suitable lands are purchased.

WINTER OPERATION

The Utah Parks Company provided no service of any kind during the winter months, and there was very little demand for accommodations of any kind.

REGIONAL FOREST PROTECTION BOARD

During the year I participated in all activities of the Regional Forest Protection Board and also attended the Inter-regional meeting at Portland, Oregon, in March. This is one of the most satisfactory contacts I have with officials of other government bureaus.

ASSISTANCE OF PARK SERVICE OFFICERS

Again I have a deep feeling of gratitude to all my superior officers in the Service for the help they have given me. Without such willing support the operation of any park would be impossible, and I feel that I have had even more cooperation than I have a right to expect from our Field and Washington Offices.

UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service
Washington



OFFICE ORDER No. 166
(Revised)

July 3, 1930.

PREPARATION OF ANNUAL REPORTS—1930 EDITION

In the preparation of the annual reports of the various superintendents, custodians, and field officers at large, to be included in the 1930 Annual Report of the Director of the National Park Service to the Secretary of the Interior, it is directed that the following requirements be observed:

1. Special Requirements.—Use plain, heavy paper, 8 x 12¹/₂ inches in size, and write on only one side of the sheet, in lines that are double or triple spaced. Use single spacing only for quoted matter that includes several lines. Leave a margin of at least two inches at the top of the page, an inch at the left, and at least an inch at the bottom. Indent paragraphs 6 spaces.

Each page should begin and end with a paragraph. This is a requirement of the Government Printing Office, to expedite the work of handling both copy and proof.

If new matter must be inserted it should be written on a separate sheet and pasted in at the proper place. Sheets so pasted together should not be longer than 12¹/₂ inches. Room for wide tables may be obtained by pasting additional sheets at the side only, but this should not be done in making additions to text. Copy for tables should under no conditions be crowded; it is not necessary that the whole of a table appear on one sheet.

Number pages consecutively at the top. Page 1 of your report manuscript should be headed in the manner shown in the individual reports printed in Appendix C of the 1929 Annual Report, pages 60 to 176.

To obtain uniformity in copy, the several topics treated in the report should be separately headed, in capital letters. Subheadings should be in small letters, with minor subheadings thereunder underscored and used to start the paragraphs to which they relate. The name of the park, at the beginning of the report, should be in all capitals, underscored.

Reports should be clipped together and not fastened with special fasteners or binders making holes in the paper. There is no need for special covers, as these are taken off in the Washington Office when the reports are reviewed and edited.

All numbers, when first word in a new sentence, should be spelled out. Dates should read "June 30, 1930," or "June 30." Do not use th, rd, etc., after dates unless the month is omitted, as "the 30th." Several of the parks ignored this particular instruction last year.

Capitalize names of rivers, roads, etc., as Carbon River Road, Fall River Pass. Do not capitalize the word park in such phrases as "the wild animals in the park."

(over)

Be sure that all statistical data submitted are correct, particularly the totals of tables. As the reports all come in at the last minute and have to be read, edited, and assembled very hurriedly, at the same time that data for the Director's portion of the report is being secured and put into shape, it is impracticable for the office to check all totals. We must be able to assume that the data as submitted are correct.

2. Travel Statistics.—Tables showing travel should be included, omitting only final figures for insertion later. On September 30 a telegraphic report should be made to the Service showing totals from October 1 of the previous year to and including September 30 of the year for which report is made. This telegram must not be overlooked. Duplicate pages, containing tables with complete final figures inserted, must be placed in the mail not later than October 1. The travel wire need contain only the total number of visitors and the total number of automobiles for the year ended September 30. Other travel figures may be supplied on the duplicate pages of the report to be mailed October 1.

Out-of-season travel should be included in all travel statements, and unusually large numbers of visitors due to attendance at pageants and other special events should be counted.

Motorcycles should be counted with automobiles in the totals wired in at the end of September.

In order to secure uniformity in the travel statistics available in the Annual Report, such statistics should be submitted as nearly as possible in the form used in the 1929 Yellowstone report. More detailed travel information should be issued in the form of a press memorandum, as is now done by a number of the parks at the end of the travel season.

3. General.—Report on fiscal matters should be made for the fiscal year ended June 30, 1930. All other matters, such as travel, construction, conditions in the parks, etc., should be for the travel year ended September 30, 1930. In this connection note the second paragraph of the first page of the Director's 1929 report

While the report must necessarily be concise, it should contain data respecting all matters of special interest which transpire during the year, from both an administrative and public-interest point of view. Matters of local interest only should be eliminated where it is necessary to conserve space.

4. Transmittal.—The report must be forwarded in duplicate to the Service not later than the close of September 1, except in the cases of Hawaii and Mount McKinley National Parks, and the Sitka National Monument. These should be mailed in time to reach Washington by the end of the first week in September.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER.

ARNO B. CAMMERER,

Acting Director.

July 3, 1930.