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(May 1929)  
6-7410

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

**COPY**

Zion NATIONAL PARK

FILE NO.

ANNUAL REPORT FOR 1929

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ARNO B. CAMMERER,  
*Director.*

1929

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

9/30/69

Total reasons have been ~~33383~~<sup>8612</sup> cars and 33383

passengers. Buyer 5223 cars and 21997 passengers.

Deegan

August 27, 1929.

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

Dear Mr. Director:

There is enclosed herewith manuscript of Annual Report for  
Zion and Bryce Canyon National Parks, for 1929.

Sincerely yours,

E. T. Scoyen,  
Superintendent.

ZION NATIONAL PARK.

1929



Elvind T. Scoyon, Superintendent, Springdale, Utah.

During the year there were several events of more than the usual importance in the history of Zion Park.

1. Steady progress on the park's greatest construction job, the Zion-Mount Carmel Highway.
2. Increase in travel of // per cent.
3. Steady improvement of nearby transcontinental highways, featured by opening of the Lee's Ferry Bridge on June 15, 1929.
4. Start of topographic mapping by U. S. Geological Survey.
5. Substantial progress in development of educational activities.
6. Further extension and improvement of tourist facilities.
7. Extension of park activities to include the administration of Bryce Canyon National Park.
8. Reconstruction of footpath from Temple of Inawava to the Narrows.
9. Further progress in studies of boundary adjustments.

ADMINISTRATIVE AND ORGANIZATION.

Zion National Park was created by an Act of Congress approved November 19, 1909. Its area amounts to 120 square miles.

The park force consisted of a superintendent in charge of all park operations, a supervisor in charge of maintenance and construction, chief ranger in charge of protection activities, chief clerk in charge of office operations, and a park naturalist (temporary) in charge of the educational program. Other appointive employees consisted of a mechanic, two permanent rangers, three temporary rangers, and one temporary clerk. Day labor was hired as needed.

WATER CONDITIONS.

The year was practically normal from the standpoint of temperature, but far below normal in the amount of precipitation.

During the year the highest temperature was 105 on July 2, and the lowest was 2 below zero on January 24.

Weather records for the calendar year of 1928 reveal the interesting fact that from the standpoint of a combination of heat and drought it was without a parallel in this section since records began in 1904. The mean temperature of 63 was the highest ever to be recorded, while the total precipitation of 6.05 inches was the smallest amount to fall with one exception. Although the severe temperature conditions did not prevail in 1929, the drought was practically unbroken until August of this year.

#### PARK TRAVEL.

With all records broken for the total number of visitors during the 1929 season, it is evident that there is a steadily increasing national and international interest in the Southern Utah Scenic Wonderlands. The travel to Zion Park has more than doubled in the five seasons since 1925.

Due to bad road conditions on account of heavy blizzards across Wyoming and northern Utah, motor travel started using southern routes, and as a result winter travel to Zion was far below last year. Not until May did our monthly records show an increase, but during the summer season substantial increases were registered each month.

The total number of visitors to the park was 33,383. This was an increase over last year of 3,367, or 11 per cent. The heaviest travel during any month was in July when 8,546 visitors were registered.

Of the total, 28,201 came in 8612 automobiles, an increase of <sup>1094</sup>~~4040~~ in the number of autos and <sup>3,190</sup>~~2,725~~ in the number of passengers; 5,151 came by stage, an increase of 211, and 81 by miscellaneous means.

Visitors were registered from every state in the Union, District of Columbia, Hawaii, Alaska, Philippine Islands, and 22 foreign countries.

The following is a comparative table showing park travel:

Year	By Automobile		By Stage	Miscellaneous	Total
	Cars	Passengers	(Rail)	Travel	
1929	8,612	28,201	5,151	31	33,393
1928	7,518	25,011	4,940	65	30,016
Increase	1,094	3,190	211	-34	3,367
Per cent	14	12	4	-50	11

The following table shows park travel by month:

Month	By Automobile		By Stage	Miscellaneous	Total	Total
	Cars	Passengers	(Rail)	Travel		
1929*						
Oct.	488	1,517	41	5	1,561	1,050
Nov.	138	365	--	5	368	540
Dec.	54	179	--	5	184	233
1928						
Jan.	84	204	--	1	205	235
Feb.	61	135	50	5	188	290
Mar.	231	925	--	1	926	1,096
Apr.	268	906	5	-	909	1,671
May	653	2,242	106	1	2,349	2,156
June	1,614	5,700	1,209	6	6,975	4,949
July	2,041	6,763	1,778	5	8,546	7,064
Aug.	1,851	6,459	1,455	3	7,917	6,852
Sept.	1,854	6,359	1,355	-	7,717	6,828
Sept.	984	3,047	609	1	3,656	5,828
Totals	8,705	28,301	5,251	31	33,583	30,016

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

During the year 9031 people in 2555 cars camped in the one public auto camp.

PARK SERVICE ACTIVITIES.

Construction. Every effort was made to rush construction work. Dragging the improvement program along throughout the entire year increases the overhead of park operations. Early in the Spring I issued instructions that all of the construction work, both in Zion and Bryce, would be programmed for completion by October 1. This program was carried out with the exception of the superintendent's residence in Zion, which is 60 per cent complete.

The following buildings were completed:- warehouse, residence, checking station at south entrance, barn at headquarters, and the interior of the park administration building was reconstructed.

The following other improvements were completed:- water, sewer, and electric system at headquarters, new water and sewer system at the public auto camp, and trails to Hidden Canyon and the Narrows.

Maintenance. Park forces maintained 7½ miles of roadway, 38 miles of trails, 12 miles of telephone line, 11 buildings valued at \$26,000, 1 public auto camp with a capacity of 60 cars, 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 which is connected to the lines of the Dixie Power Company, and equipment consisting of 9 trucks, 2 passenger cars, 2 air compressors, 1 water pump, and miscellaneous items.

Ranger Activities. One additional permanent ranger was authorized and the force now consists of a chief ranger, 3 permanent rangers, and 3 seasonal rangers. Work during the year consisted of traffic control, fire protection, assisting in educational work, general police duties, patrol work, and all the miscellaneous duties which generally are the lot of a ranger.

Due to the fact we are so distant from the nearest U. S. Commissioner, we only make arrests for serious infractions of park regulations. As there were no flagrant violations, no arrests were made. However, rangers handled several cases of disorderly conduct by turning them over to the county officials who gave fine cooperation.

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.

During the summer months the program of work called for nature guide trips from the Temple of Minerva to the Narrows twice daily. These were preceded by lectures in the Temple. In the evening lectures were given at the auto camp and Lion Lodge, and the information office and museum was kept open daily.

A summary of the season's work shows that 312 lectures were given, which were attended by 12,350 persons, and 4240 people were conducted on 137 nature guide trips.

In addition to the above work a great amount of research was accomplished.

The present building, originally built as a ranger station with an information office in front, became so crowded with museum exhibits that it was necessary to enlarge the information office space, and at present we have no space available for rangers, as the entire building is used for museum purposes. During the year a total of 8568 people visited the museum, making a total of 25,761 served by the educational division.

Office Work. The office force consisted of a chief clerk and one temporary clerk. Work consisted of purchasing, keeping accounts, disbursing, correspondence, reports, filing, etc.

Equipment Purchased. The following major items of equipment were purchased:- One 30-H.P. Caterpillar tractor, 2 light Ford trucks, 1 3-ton Deo Dump truck, Buick sedan, concrete mixer, heavy duty grader, water pump, safe, 3 office desks, and many minor items.

Engineering Division. During the period from April to October Mr. Guy D. Edwards, assistant engineer, of Mr. Kittredge's staff, was on duty in the park. He handled all details of our construction program. This assistance was very necessary and is very much appreciated.

PARK WILD LIFE.

Deer are evidently on the increase as they are seen more frequently  
ar, and are also becoming much tamer. Several times they were observed  
at public auto camp and one night two does spent about an hour grazing in  
front of Zion Lodge.

Mountain sheep were seen several times by workmen on the Zion-  
Mount Carmel Road. They seem to be increasing under park protection, and  
the proposed boundary adjustments along the east line will include some of  
the range of this animal now outside of the park.

Predatory animals have not been bothersome and no special effort  
has been made to hunt them. During the winter government hunters were very  
active in hunting mountain lions outside the park, and were very successful  
in their operations. No doubt they secured a number of these animals whose  
range extends into Zion Park.

Last Fall Chief Ranger Jolley had the unusual experience of seeing  
four lions at one time and net them in a blind canyon in very close quarters.  
However, the brush was very thick and the animals quickly made their escape.  
In all the years I have spent roaming over one or another of the National  
Parks I have never seen a mountain lion running wild.

Our most serious pest from the animal standpoint is the pocket  
gopher. Practically the entire canyon floor is undermined with his tunnels,  
and he is very destructive to young trees. During the year I called in  
rodent experts of the Biological Survey, and on their recommendation some  
control work was started. However, it will have to be much more extensive  
if noticeable results are to be secured. The pocket gopher is now recognized  
as a most serious problem in forest protection throughout the entire country.

Narrows Foot Path. This trail leads for a distance of one mile from the Temple of Sinamunga to the Narrows, a place where the canyon walls come very close together. Due to the fact that a very large proportion of the park visitors walk over it, we consider it as being a very important part of the park trail system, and something entirely different from the usual foot trail.

During the year the entire trail was reconstructed. A surface five feet wide of oil-bound macadam was placed. The work was done in such a way that there is no evidence of the artificial surface, but it has the appearance of a gravel path. If anyone, who had previously struggled up through the deep sand to see the Narrows, could return and walk over the new trail, I am sure they would appreciate the improvement.

Hidden Canyon Trail. This is a new foot trail built from a point on the East Rim Trail around into Hidden Canyon. This is a gorge about 2,000 feet deep and very narrow, between Cable Mountain and the Great White Throne. It is a very interesting trip for the hiker with more than the average endurance.

#### IMPROVEMENT OF APPROACH HIGHWAYS.

The Utah State Road Commission is intensely interested in the approach highway system to the parks in southern Utah, and we are especially fortunate because they so often change this interest into constructive action.

Two main highways act as feeders to the parks in this section. One is U. S. No. 91 running from Salt Lake City to Los Angeles, and the other is U. S. No. 69 which traverses the country from American Fork, Utah, south to Lee's Ferry and thence into southern Arizona. The former is also known as the Arrowhead Trail, and the latter as the Grand Canyon Highway.

Improvements on No. 91 consisted of putting an oil-process surface on the road from Cedar City south for 24 miles, and rebuilding a portion of the highway south of St. George to the Shewits Indian Reservation. The State of Arizona also let a contract for the improvement of this highway where it crosses the northwest corner of the state, and the State of Nevada is improving the section from Mesquite to the Nevada-Arizona line.

On the main approach highway to Zion, leaving No. 91 at Anderson's Bench, the State made several improvements on narrow sections between Toquerville and Virgin, and oiled the road from Virgin for 14 miles to the Park boundary.

On U. S. No. 89 the State rebuilt the highway from Panguitch north through Circleville Canyon, built a new section along Kanab Wash, and made many improvements on the section south from Panguitch to Long Valley Junction. This highway will be the main approach to our eastern entrance.

In addition to these improvements the State also completed their section of the Zion-Mount Carmel Highway, which is one of the most expensive projects the State has ever undertaken.

The main feature from the highway standpoint the past year was the opening of the bridge across the Colorado near Lee's Ferry. Although the approach highways to this bridge are in very poor condition, a large volume of travel is passing over it, and the importance of this great span across the Colorado is well recognized by all interested in the tourist traffic.

**DEFOLIATING EPIDEMIC.**

*Defoliating*  
Early in the spring a defoliating caterpillar attacked the white ash trees in the canyon and completely stripped them of leaves. Although most of the trees recovered from the attack they can hardly be expected to survive many of these epidemics, and it is probable that we will have to engage in control work next spring if the infestation is as virulent as was the case this year.

**PERMITS TO OPERATE ON ZION-MOUNT CARMEL HIGHWAY.**

During the year several applications were received for operating freight, express and passenger service between Cedar City and Kanab, Utah, using the new highway. As the Utah Parks Company, holders of the park concession, offered no objection to the type of service proposed, it was decided that we would grant permits to operators approved by the Utah Public Utilities Commission, provided we were satisfied as to the character of those handling the business.

#### TOPOGRAPHIC MAP OF THE PARK.

During the summer a field party of the Geological Survey spent four months in the park on topographic work. Although fine progress was made the project is so difficult that another year will be needed to complete the job. The work was in charge of Mr. R. T. Evans, topographic engineer, and formerly acting superintendent of this park and superintendent of Hawaii National Park.

#### DONATION OF LANDS.

On March 13, 1939, the Secretary of the Interior accepted the deed of a 66-foot highway right-of-way, 0.4 of a mile long, immediately below the south entrance to the park. The land was donated to the government by the Board of County Commissioners of Washington County, Utah, after the State Road Commission had relinquished jurisdiction of the road which was part of the State Road System.

The right-of-way is across lands within the park boundaries but privately owned, and the acquisition of this strip marks an important step forward in the elimination of these holdings.

The acceptance of the deed added 3.32 acres to the government holdings.

#### WINTER OPERATIONS.

No regular operation of the Lodge was attempted during the winter. However, meals were served at the Union Pacific construction camp to any desiring them, but only a very few people availed themselves of this service.

#### IMPROVEMENTS BY OPERATORS.

The Utah Parks Company built five additional cabins of the de luxe type, each consisting of four apartments with bath. They also installed two 150,000 gallon redwood tanks on their water system, and made many other improvements to this system. The kitchen at Lion Lodge was enlarged and there were many other improvements of a minor nature. The company also bought twelve 16-passenger closed buses and six Cadillac sedans of special design to add to their transportation facilities.

### BOUNDARY EXTENSIONS.

On January 22, 1922, President Coolidge issued an Executive Order withdrawing from appropriation approximately 13 sections of land around the southeast corner of the park. There are now about 25 sections withdrawn on the east and south boundaries, and during the winter a bill should be introduced to add these to the park and thereby complete the proceeding.

### COOPERATION WITH OTHER DEPARTMENTS.

During the past year our operations called for cooperation with the following government departments:- Bureau of Public Roads, Public Health Service, Weather Bureau, Forest Service, Geological Survey, Bureau of Mines, Biological Survey, Bureau of Entomology, and the General Land Office.

In addition we had the very close cooperation of state and county officials, especially the State Road Commissioners, State Board of Health, and the State Land Commissioner. As usual Governor Dern took a very keen and helpful interest in the park developments.

### REGIONAL FOREST PROTECTION BOARD.

In my capacity as park superintendent I also acted as a member of the Regional Forest Protection Board for the area including Utah, Nevada, Wyoming west of the Continental Divide, and northern Idaho. Attending the meetings of this board has been an education in forest protection, and in addition I have made the acquaintance of practically every person who is a leader in forest protection in the Inter-Mountain District. I feel very strongly that this board is a most useful activity and that the results secured are of positive benefit.

## ASSISTANCE OF PARK SERVICE OFFICERS.

In concluding this report I wish to express my very sincere appreciation of the fine support given me by all of the higher officials of the Service. The Director, Washington Office staff, and members of the field divisions have all contributed assistance whenever requested. The greatest help the past year has come from the Engineering Division, which has supervised construction and maintenance work in the park, and took a large amount of the detail in equipment purchases off the park force. Without their cooperation in both Zion and Bryce problems, it is impossible for me to see how the park could have operated the past year.



207-214  
**COPY**

July 8, 1929.

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

Dear Mr. Director:

I have your letter of June 20 regarding the Director's  
Annual Report for 1929, and as requested the material for this  
will be ready by September 1.

Sincerely yours,

E. T. Scoyen,  
Superintendent.



**COPY**

All numbers, when the first word in a new sentence, should be spelled out. Dates should read "June 30, 1928," or "June 30." Do not use th, rd, etc., after dates unless month is omitted, as "the 30th."

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

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 mailed October 1.

3. General.--The Annual Report is not to be confined to the fiscal year except insofar as it relates to fiscal matters. It is a travel season report, and should contain all data regarding operations during the season October 1 to September 30. While the report must necessarily be concise, it should contain data respecting all matters of special interest which transpire during the year.

No irrelevant matter or unnecessary details should be added, as the report is purely administrative in character.

4. Transmittal.--The report must be forwarded in duplicate to the Service not later than the close of September 1, unless otherwise specially directed by the Service.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER.

ARNO B. GAMMERER,

Acting Director.

June 15, 1929.

ZION 15654

acknowledge  
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62799 COPY

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE  
Washington

OFFICE ORDER NO. 166.  
(1929 edition)

Preparation of Annual Reports.

In preparation of the Annual Report of the Director of the National Park Service, the attention of each officer having charge of any unit or branch of the field service is called to the following matters affecting the annual report of the activities with which he is charged:

1. Special Requirements.--Use plain, heavy paper, 8 x 12 $\frac{1}{2}$  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 an inch at the top of the page, an inch at the left, and at least half an inch at the bottom. Indent paragraphs 10 spaces.

Every page should begin and end with a paragraph. The observance of this requirement is necessary because the printers must divide manuscript into "takes," and because each "take," which is put in type by one of the many machine operators, must consist of complete paragraphs. A space of 3 inches or more at the bottom of a page may be left at the end of a paragraph if all of the next paragraph can not be written on the page. Matter that is not so written is cut up by the printers and pasted together so that each page ends with a paragraph, and this results in unnumbered sheets of uneven length which are not easily handled or referred to by the proof reader.

If new matter must be inserted it should be written on a separate sheet and the sheet in which it is to be inserted should be cut apart at the proper place and pasted either side of the insertion. Sheets should not be pasted together to form strips longer than 12 $\frac{1}{2}$  inches. Room for wide tables may be obtained by pasting additional sheets at the side only, but this should not be followed in making additions to text. Copy for tables should under no conditions be crowded; the whole of a table need not appear on the 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 1926 Annual Report, pages 78 to 159.

The several topics treated in the report should be separately headed, in capital letters, as shown in the Yellowstone Report beginning on page 82 of the 1926 report. Subheadings may be 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 assembled into Appendix C.