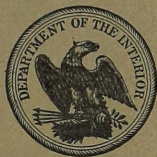


REPORT
OF THE
ACTING SUPERINTENDENT OF THE
YOSEMITE NATIONAL PARK

TO THE
SECRETARY OF THE INTERIOR
1911



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REPORT OF THE ACTING SUPERINTENDENT OF THE YOSEMITE NATIONAL PARK.

YOSEMITE NATIONAL PARK,
OFFICE OF THE SUPERINTENDENT,
Yosemite, Cal., October 15, 1911.

SIR: I have the honor to submit the following report of conditions and administration in the Yosemite National Park during the season of 1911:

GENERAL STATEMENT.

This park is situated in Tuolumne, Mariposa, and Mono Counties, Cal., and originally had an area of about 1,512 square miles. The lands embraced therein were set aside by act of Congress approved October 1, 1890 (26 Stat., 650), and were placed under the supervision of the Secretary of the Interior. By the act of February 7, 1905 (33 Stat., 702), and the joint resolution of June 11, 1906 (34 Stat., 831), the boundaries were changed, excluding a total of 555.94 square miles therefrom and including a total of 168.35 square miles not previously within the reservation, making the present area of 1,124.41 square miles, or 719,622.40 acres. The second change in boundaries included the recession of Yosemite Valley and Mariposa Big Tree Grove to the Federal Government.

The Yosemite Valley is open to travel all the year round, and, while it is impracticable because of the snow to ascend any of the trails up to the rim of the valley, the principal roads on the floor of the valley are passable.

Troops D and K, First Cavalry, that had been on duty in the park during the season of 1910, were withdrawn on November 1, 1910, and on December 6, 1910, I returned to my station at the Presidio of San Francisco, leaving Mr. Gabriel Sovulewski, the supervisor, in immediate charge of the park.

The weather during the winter was severe. The snow and rainfall was unusually heavy and continued later than usual into the spring. On account of the heavy snowfall, the road from Yosemite Valley to Wawona was not open for stage travel until April 21, 1911, nearly one month later than the previous spring.

On April 18, 1911, I arrived in the park to remain for the season, and on May 22, 1911, Troops C and D, First Cavalry, arrived in Yosemite Valley for the usual protection duty.

The troops were late in reaching the park because they had to be brought from the Mexican border, where they had been on duty for several months.

As soon as practicable, detachments were stationed at Wawona, the Mariposa Big Tree Grove, Crane Flat, Merced Big Trees, Aspen Valley, Hog Ranch, Hetch Hetchy Valley, Lake Eleanor, Buck Creek,

and Soda Springs, and a district was assigned to each detachment, which was provided with written instructions and a schedule of patrols to be made in its district. The authorized strength of each of the troops assigned to duty in the park having been increased by the War Department to 75 men each, and Troop C having had no previous service in the park, most of the men were unacquainted with their duties and with the geography of the park, but they were eager to learn and deserve commendation for zealous and faithful service. There were only three line officers with these two troops, a number utterly inadequate for efficiency, and more officers were repeatedly asked for, but were not available.

GRAZING.

No sheep or stock have been herded through the park, and there has been much less trouble with cattle and friction with cattle owners on the west side than in previous years. The few cattle that drifted in from the forest reserve on the west side were quickly removed, but the owners were nevertheless reported to the forest supervisor for violation of the conditions of their grazing permits.

FIRES.

It is gratifying to be able to report that there have been no serious forest fires in the park this season. The few that occurred were discovered before they had spread and were promptly extinguished.

GAME.

The deer, bear, grouse, and quail continue to increase. Many coyotes were destroyed last winter by poison after the bears went into hibernation.

The measures adopted for driving the bears out of Yosemite Valley proved in a great degree successful, and but little annoyance to campers was caused by them this season.

FISH.

Thirty-two cans containing about 62,000 Loch Leven, Rainbow, and Eastern Brook trout were received July 20 at El Portal from the California fish and game commission, Sisson hatchery, and during that night 18 cans were planted in the Merced River between the park boundary and Happy Isles, 4 cans in Bridal Veil Creek below the falls, 2 cans in Yosemite Creek below the falls, and 8 cans in the Merced in Little Yosemite Valley.

Trout were also transplanted from nearby streams to Dorothy, Mary, and Tilden Lakes, in the extreme northern part of the park. Some trout were placed also in Miller Lake by the Sierra Club.

FENCES.

The recommendation of previous years that the western boundary be fenced is not renewed, as it is understood that an arrangement is in progress between the Forest Service and the cattle owners on that side to build a fence at their joint expense in the forest reserve, near the west park boundary in order to prevent the trespassing of cattle on the park lands.

The material for a fence around the big tree, "Grizzly Giant," has been purchased and will be erected in the near future. The barbed-wire fence around the Mariposa Big Tree Grove has not been kept in repair this season in view of the contemplated removal of all dead timber and other inflammable material from the grove. The barbed-wire fence is unsatisfactory and should be replaced by a wire mesh fence after the dead timber is cleared out of the grove.

PATENTED LANDS.

The urgent recommendations of previous years that the Government extinguish the title to all patented lands in the park is renewed.

There are approximately 20,000 acres of these lands, consisting of timber claims and a few claims that were taken up under the homestead act and were never occupied as homesteads, but simply used as a pretext for bringing in stock or cattle to stray upon the park lands.

There are no persons now living on patented lands within the limits of the park, except Mr. Kibby, at Lake Eleanor.

The timber claims are valuable and are becoming more so every year. Some of the finest sugar pine timber in California lies within the park along the road from Wawona to Chinquapin, and the Yosemite Lumber Co. is now building a logging railroad from El Portal to the park boundary near Chinquapin with the view of cutting the timber from 6,000 acres of land that it claims within the park near Alder Creek. The work of denudation in that locality is imminent, and this is what will happen to the timber on all the patented lands in the park in a short time unless they are purchased by the Government. This matter demands urgent attention and should no longer be neglected. It would be greatly to the interests of the Government to extinguish all private claims within the park.

The necessity of preserving the forest in this portion of the park and of reducing the number of private claims to such an extent as would justify the Federal Government in purchasing the remaining claims was one of the main points which caused the Yosemite Commission of 1904 to recommend the reduction of the area of the park.

That commission, as has every other person who has been charged with the welfare of the park or with making any recommendations in regard to it, recommended that the Government immediately purchase and extinguish all private rights.

TELEPHONE SERVICE.

The telephone system connecting all the soldier outposts with the superintendent's office was promptly repaired and placed in operation by the troops, much facilitating the administration and protection of the park. The Pacific Telephone & Telegraph Co., by permission of the department, operates its lines from Yosemite Valley to the outside world by way of El Portal, on condition that all Government messages, telephone or telegraph, shall be transmitted free.

ROADS.

There are about 141 miles of road in the park, the Coulterville road, 19 miles, the Big Oak Flat road, 10 miles, the Wawona-Glacier Point-Yosemite Valley road, 32 miles, the Tioga road, 45 miles, and the Government roads, about 35 miles, the latter comprising the

roads on the floor of Yosemite Valley and the portion of the Yosemite Valley-El Portal road lying within the park.

The Big Oak Flat, the Wawona-Glacier Point-Yosemite Valley, and the Tioga roads are toll roads. The status of the Coulterville road is not definitely known, recent information being to the effect that the franchise of that road has been extinguished. Full information about these toll roads is contained in the Report of the Yosemite Park Commissioners, Senate Document No. 34, Fifty-eighth Congress, third session.

GOVERNMENT ROADS.

The Yosemite Valley-El Portal road is the main highway into the park. The sprinkling system installed on it last season was extended by putting in more water supply stations, and the dust nuisance was completely eliminated. The portion of this road between Pohono Bridge and the park boundary, about 10 miles, is still rocky, narrow, and tortuous, and it should be widened, straightened, regulated in grade, and metalled.

Work was resumed on the improvement of that portion of the road on the south side of the Merced River between El Capitan Bridge and Yosemite village and 3,145 feet have been completed, with work still in progress.

The portion of the Wawona road that belongs to the Government should be improved and sprinkled, and all the roads on the floor of the valley should be metalled, parts of them being relocated in order to follow more attractive routes, and the road between the village and Happy Isles, on the south side of the river, should be metalled and sprinkled first, because of the preponderance of travel over it.

TRAILS.

The new trail from above Mirror Lake to Lake Tenaya has been completed at a total cost of \$6,461.43. The trip from Yosemite Valley to Lake Tenaya over this trail is attractive and the trail was much traveled this season.

In addition to the heavy wear and tear of the travel on all the old trails leading up from the floor to the rim of Yosemite Valley, they were all badly washed out by the heavy floods of the spring and early summer. They were repaired and maintained in good condition during the season.

The heavy floods also badly damaged nearly all the trails exterior to Yosemite Valley, and a working party is now making repairs on the Hog Ranch-Hetch Hetchy-Lake Eleanor trail which was completely washed away in many places.

Because of the heavy snowfall of the previous winter, the higher altitudes of the park were inaccessible until late in the summer, some of the high trails being blocked by snow at the end of August.

The trail from Yosemite Valley to Lake Merced was made about 4 miles shorter.

BRIDGES.

The recommendation of last year is renewed that the Sentinel Bridge be replaced by a reenforced concrete bridge about four times as wide as the present bridge, which is just wide enough for one wagon and is in a dilapidated condition.

The log bridge over Yosemite Creek near Camp Yosemite will be replaced this fall by a new one. The foot suspension bridge over the Merced near Camp Ahwahnee was badly damaged by the high water in the river and floating logs, but has been repaired.

Part of the bridge over the Tuolumne in the Hetch Hetchy Valley was carried away by high water and floating logs and has not yet been repaired.

CONCESSIONS.

The following concessions were held in the park during the period from November 1, 1910, to October 31, 1911:

Concessions, season of 1911.

No.	Name.	For what granted.	Expiration.	Annual rental.
LEASES.				
	Cook, J. B., estate of.....	Sentinel and Glacier Point Hotels.	Oct. 31, 1911	\$3,500
	Coffman, J. W.....	Livery.....	do.....	1,500
	Jorgensen, Chris.....	Studio.....	Oct. 31, 1914	1
PERMITS.				
1	Best, H. C.....	Studio, photographs, etc.....	Oct. 31, 1911	300
2	Boysen, J. T.....	do.....	do.....	300
3	Coffman, J. W.....	Blacksmith shop.....	do.....	40
4	Cook, J. B., estate of.....	Public camp.....	do.....	1,000
5	Curry, David A.....	do.....	do.....	1,000
6	Degnan, John.....	Residence.....	do.....	20
7	Degnan, Mrs. John.....	Sale of bread, milk, etc.....	do.....	25
8	Fiske, George.....	Studio, photographs, etc.....	do.....	20
9	Foley, D. J.....	do.....	do.....	250
10	Pillsbury, Arthur C.....	do.....	do.....	300
11	Salter, Nelson L.....	Merchandise store.....	do.....	1,000
12	Sell, W. M.....	Public camp.....	do.....	1,000
13	Yosemite Transportation Co.....	Transportation.....	do.....	2,500
14	do.....	Hauling freight.....	do.....	250
15	Baxter, E. N.....	Studio, photographs, etc.....	do.....	50
16	Baker, John, Jr.....	Transportation.....	do.....	100
17	Smith, Fred H.....	Shoe repairing, etc.....	do.....	25
18	Drum, F. G., lessee.....	Transportation.....	do.....	2,000
19	Pepon, Margaret A.....	Manicuring, chiropody.....	do.....	10
20	Torrence, Edward.....	Guide.....	do.....	20
21	Kenney, Charles A.....	do.....	do.....	40

HOTELS AND CAMPS.

There is only one hotel in Yosemite Valley, and it was built years ago for summer use only, possesses few conveniences, and does not admit even of being remodeled to advantage. A new hotel with all conveniences for winter and summer travel and located on the north side of the valley is much needed.

Camp Ahwahnee, Camp Lost Arrow, and Camp Curry were all operated satisfactorily during the summer, and with the hotel and its annexes accommodated comfortably all visitors during the season.

The sewer systems of Camps Ahwahnee and Curry were enlarged and gave no trouble this year.

SAN FRANCISCO WATER SUPPLY.

In 1907 the Secretary of the Interior granted a hearing at San Francisco in regard to reopening the matter of granting reservoir rights of way in the Hetch Hetchy Valley and at Lake Eleanor, in the Yosemite National Park, for the furnishing of an adequate supply

of Sierra water for the city of San Francisco, under an application of James D. Phelan, former mayor of the city, which had been filed October 15, 1901, later assigned to the city, and denied by the department.

Mr. Marsden Manson, city engineer, department of public works, was given authority to act for the city, and after extended hearings, conferences, and the submission of briefs for and against the proposition, the Secretary, in the exercise of the discretion vested in him by the act of February 15, 1901, reinstated the Phelan application on May 11, 1908, and granted the option which the city of San Francisco desired until the matter could be submitted to the voters and definite action taken upon the filing of certain stipulations affording ample protection to the park lands and to the rights of the Modesto and Turlock irrigation districts to the use of the flow of the Tuolumne River. The stipulations provide, among other things, that the Lake Eleanor site shall be developed to its full capacity before beginning the development of the Hetch Hetchy site. The city will be required to pay for timber cut or used in the exploitation of the reservoir site or rights of way for conduits, etc., and for any power which may be generated in the future and sold commercially.

The city's representatives have surveyed a dam site in sec. 3, T. 1 N., R. 19 E., at Lake Eleanor, and have taken preliminary steps to clear and explore for foundations for the dam, the timber on the site having been first appraised by a forest officer of the Department of Agriculture, at the request of the Secretary of the Interior. A camp site and temporary buildings for laborers were also established. Preliminary surveys of the Lake Eleanor main canal, running from the dam above mentioned to a junction with the Hetch Hetchy main canal, and of the Cherry Creek diversion canal, running from Cherry Creek, in sec. 8, T. 2 N., R. 19 E., to the Lake Eleanor dam site, were approved by the department on February 25, 1909.

The sum of \$13,128.77 has been accepted from the city as payment in full for timber and forest growth in the reservoir space of Lake Eleanor, Tuolumne County, Cal., upon the land under control of the United States to be flooded by the first reservoir level constructed under the grant to the city of May 11, 1908.

On February 25, 1910, the Secretary of the Interior issued a citation to the mayor and supervisors of the city and county of San Francisco to show cause why the Hetch Hetchy Valley and reservoir site should not be eliminated from the permit granted May 11, 1908, for a water supply for the said city and county. A board of Army engineers, consisting of Col. John Biddle, Lieut. Col. Harry Taylor, and Maj. Spencer Cosby, United States Engineer Corps, were detailed at the request of the Secretary of the Interior as advisory to him in the disposition of the question. Congress appropriated \$12,000 to defray the expenses of this board.

An application having been made by the city for an extension of time to secure further data, a continuance for such purpose was granted for one year, or until June 1, 1911, and the advisory board of Army engineers was authorized to receive such data as might be furnished by the city to establish its claims for the necessity for the use of the Hetch Hetchy site, and secure such further information on the subject as might be advisable. On application a further continuance was granted until December 1, 1911.

BUILDINGS.

The building occupied by the superintendent as a residence and office was remodeled and enlarged, but it is unsuitable as a residence and should be used entirely for administrative purposes. It is recommended that a separate residence be constructed for the superintendent.

The recommendation that cottages be built for the resident engineer, the clerk, and for each of the two electricians having been approved by the department, proposals for the construction of the cottages were invited and received, but all were rejected as excessive, and it was decided to build them by day labor under the supervision of the resident engineer.

A new barn was constructed at a cost of about \$1,800.

POWER PLANT.

The improvement to the power plant reported last year as being in progress, under an allotment of \$10,000, was duly completed within the allotment, and a further improvement has been made this summer by the installation of a new Pelton wheel. A power-transmission system was installed from Camp Ahwahnee to the rock quarry near Pohono Bridge, about 4 miles, and the water-tank pumps and the rock crusher were operated during the summer by electrical power. The plant is, however, generally of flimsy material and faulty construction, and should be replaced by a new one.

ROCK QUARRY.

The rock quarry has been much enlarged in capacity by the installation of a new rock crusher, and it is believed that this equipment will provide an ample supply of road material for years to come.

WATER SUPPLY.

During the winter, explorations were made with the view of determining what steps would be necessary to develop the spring that supplies Yosemite village, Camp Yosemite, and Camp Curry, and as a result it was decided to build two concrete basins in such location as would pen up the outflow and direct it all into a new system of mains and distributing pipes. An allotment of \$15,000 was made to begin the project and extend it as far as practicable with that sum. The explorations made demonstrated what had long been suspected, that most of the outflow of this spring of ideal water was running to waste through the sands near the present basin, and it is believed that enough will be conserved to supply the valley with water for many years.

SANITATION.

A septic tank was installed at Camp Lost Arrow, and additional septic tanks were added to the sewerage systems of Camps Ahwahnee and Curry, with satisfactory results in each case.

The disposal of manure from the various stables in Yosemite Valley was not satisfactory, however, and an incinerator for garbage and stable manure has become a necessity.

In cooperation with the Board of Health of the State of California, a continuous warfare has been carried on during the year against the rodents, or ground squirrels, in the park, and many hundreds have been destroyed.

UNDERGROWTH.

Gradual progress is being made in removing the undergrowth and clearing the thickets that have spread so extensively over Yosemite Valley.

GALEN CLARK MEMORIAL SEAT.

A granite memorial seat of appropriate design was completed and set in place about a quarter of a mile south of the foot of Yosemite Falls.

ACCIDENTS.

On June 3, 1911, the horses of one of the stage coaches ran away while descending into Yosemite Valley, the coach turned over, and all the passengers were badly hurt. Mr. R. S. Leisenring, of Allentown, Pa., died of his injuries a few hours later, and Mrs. Sarah Diefenderfer, of Milwaukee, Wis., died on June 8, of pneumonia, due to injuries received in the same accident.

June 13, 1911, Mr. L. Rehfuess, of Berkeley, Cal., was accidentally drowned in Illilouette Creek below the falls.

Mr. James McCauley, who had lived for many years on the southwest boundary of the park near El Portal, was found dead in the Coulterville Road near its junction with the El Portal Road, his team having run away and thrown him out, fracturing his skull.

On July 16, 1911, nine saddle animals were instantly killed by the same bolt of lightning on the trail between Illilouette Creek and Glacier Point.

CAMP YOSEMITE.

This is the camp of United States troops and is situated about one-fourth mile southwest of the foot of Yosemite Falls. The War Department has begun the erection of two temporary barracks, two lavatories, and seven cottages, and the installation of a water and sewer system in this camp, all to be completed before the end of the year.

VISITORS.

Between October 1, 1910, and March 31, 1911, there were 713 visitors to the valley, and between April 1 and September 30, 1911, there were 11,817 visitors, a total for the year of 12,530 visitors, which were distributed about as follows: Sentinel Hotel, 4,286; Camp Curry, 3,622; Camp Lost Arrow, 1,900; Camp Ahwahnee, 1,213; and transient camps, 1,509. In addition to these visitors to the valley it is estimated that about 300 people visited the park during the season who did not come to Yosemite Valley.

About 10,647 of these visitors were transported by the Yosemite Valley Railroad to El Portal and by the Yosemite Transportation Co. from such terminus to Yosemite Valley. The Yosemite Transportation Co. also carried 3,087 of these visitors from Yosemite Valley to the Mariposa Big Tree Grove during the season.

The following list, though incomplete as to the full number of tourists to the Yosemite National Park, indicates the points in the United States and the foreign countries from which 9,502 of the travelers came:

Residences of visitors to Yosemite National Park.

Alabama.....	15	Nevada.....	57
Arizona.....	21	New Hampshire.....	14
Arkansas.....	7	New Jersey.....	107
California.....	5, 935	New Mexico.....	15
Colorado.....	59	New York.....	657
Connecticut.....	45	North Carolina.....	9
Delaware.....	5	North Dakota.....	11
District of Columbia.....	52	Ohio.....	197
Florida.....	19	Oklahoma.....	14
Georgia.....	17	Oregon.....	37
Idaho.....	3	Pennsylvania.....	230
Illinois.....	351	Rhode Island.....	27
Indiana.....	82	South Carolina.....	5
Iowa.....	60	South Dakota.....	9
Kansas.....	52	Tennessee.....	23
Kentucky.....	48	Texas.....	90
Louisiana.....	12	Utah.....	19
Maine.....	13	Vermont.....	7
Maryland.....	47	Virginia.....	27
Massachusetts.....	249	Washington.....	89
Michigan.....	60	West Virginia.....	7
Minnesota.....	31	Wisconsin.....	58
Mississippi.....	12	Wyoming.....	7
Missouri.....	145		
Montana.....	15	Total.....	9, 113
Nebraska.....	42		

FOREIGN COUNTRIES.

Australia.....	18	Japan.....	9
Austria.....	4	Mexico.....	2
Canada.....	37	Russia.....	5
China.....	13	Sweden.....	6
Denmark.....	3	South America.....	5
England.....	94	Switzerland.....	6
France.....	21	Philippine Islands.....	6
Germany.....	87		
Hawaii.....	56	Total.....	389
Holland.....	5		
India.....	7	Grand total.....	9, 502
Italy.....	5		

ESTIMATES.

The following are the estimated expenditures required during the fiscal year ending June 30, 1913:

Estimates for fiscal year ending June 30, 1913.

Pay of 1 civil engineer.....	\$2, 000
Pay of 1 supervisor.....	1, 500
Pay of 1 stenographer and typewriter.....	1, 200
Pay of 1 chief electrician.....	1, 200
Pay of 1 assistant electrician.....	1, 080
Pay of 1 plumber.....	1, 080
Pay of 2 rangers.....	2, 400
For repair of existing roads, trails, bridges, culverts, buildings, plants, and fences, camp sanitation, and removal of undergrowth.....	25, 000

For operating present road-sprinkling system.....	\$7, 500
For extension of road-sprinkling system to Fort Monroe and Happy Isles and operation of same.....	7, 500
For 1 garbage incineratory.....	6, 900
For continuing the installation of the water distribution system now in progress in Yosemite Valley.....	25, 000
For continuing the improvement of the road on the south side of the Merced River from Camp Ahwahnee to Happy Isles, 3½ miles.....	46, 750
For improving the road on the north side of the Merced River from Pohono Bridge to the junction with the Coulterville Road, 3½ miles.....	50, 210
For construction of new road along south rim of Yosemite Valley from Fort Monroe to Glacier Point.....	75, 000
For a reenforced concrete bridge to replace the Sentinel Bridge over the Merced River in Yosemite Valley.....	14, 000
For construction of trail from Merced Lake up the Merced River Canyon to the head of the Merced River, about 25 miles.....	5, 000
For construction of trail from the head of Lyell Fork Meadows to the Lyell Glacier, about 8 miles.....	1, 500
For construction of road from the park boundary near the Hog Ranch to Hetch Hetchy Valley.....	60, 000
For construction of bridge over the Tuolumne River in the Hetch Hetchy Valley.....	3, 000
Total.....	337, 820

RECOMMENDATIONS.

It is recommended: (1) That all patented lands in the park be condemned and purchased by the Government; (2) that comfortable hotel accommodations be provided; (3) that an appropriation be obtained for the construction of a road from Fort Monroe to Glacier Point along the south rim of the valley (when built it will be for its length one of the most remarkable mountain scenic roads in the world; the survey, location, and all other preliminary work has been completed); (4) that an appropriation be obtained to complete the improvement of the El Portal-Yosemite village road; (5) that the road-sprinkling system be expanded as indicated in the table of estimates; (6) that a law be enacted for the government of the Yosemite Park similar to that provided for the Yellowstone Park.

Attention is invited to the appended report of the resident engineer, Mr. David A. Sherfey.

Very respectfully,

WM. W. FORSYTH,
Major, Sixth Cavalry, Acting Superintendent.

The SECRETARY OF THE INTERIOR.

APPENDIX.

REPORT OF RESIDENT ENGINEER.

YOSEMITE, CAL., *October 15, 1911.*

SIR: I have the honor to submit the following report in reference to work done under my direction since entering upon my duties, November 14, 1910, to October 1, 1911:

ROADS.

On the road leading from El Capitan Bridge to Camp Ahwahnee, on the south side of the river, a Telford base 22 feet wide had been completed for a distance of 2,232 feet previous to my arrival in the

park. On the 1st of June, 1911, work was commenced on the covering of this base with gravel, and the same was completed July 19, 1911. This covering consists of about equal parts of gravel and clay, the gravel being taken from the Merced River and screened; the clay was taken from small clay deposits. The clay was first laid over the Telford base, then the gravel was spread, and the whole thoroughly sprinkled and rolled. The cost of this work was \$1 per linear foot. This road is now well packed and has a hard, smooth surface on those parts most subject to traffic. There is an extensive supply of gravel in the river bed for this kind of work, but it is accessible only during low water in the fall season, and is of an inferior grade for road-building purposes. Clay suitable for a binder to the gravel is found only in a few places in the lower part of the valley, and the deposits are not large. If this type of construction were attempted in the upper part of the valley, the cost of hauling the clay would materially increase the cost of the work. It is not as good or as permanent as a macadam road. For these reasons it is recommended that no further construction of this type be attempted except on unimportant roads where both gravel and clay are easily accessible.

From July 20 to September 5 the above-mentioned road was graded and covered with a Telford base for a distance of 4,485 feet. The grading was done with Fresno scrapers and a road grader. Rock was obtained from the slides at the foot of the walls of the valley. A portion of this work was done with rock that had been previously hauled along the line of the work, but those portions done entirely during this period cost 63 cents per linear foot of road. The base is 22 feet in width and has a rustic curb of large boulders on each side.

Preparations for crushing rock to be used for macadam roads have been in progress since my arrival in the park and were practically completed on September 1, 1911. This work consists of the installation of a Pelton water wheel and governor in the power house, the extension of the two-phase electric transmission lines a distance of 4.4 miles, the installation of a gyratory rock crusher with a capacity of 40 tons per hour, revolving screen, and motors, and the opening of a rock quarry. This work represents a cost of about \$16,000.

During September 828 feet of Telford base had been covered with macadam furnished by the above plant. At the present writing an intelligent estimate of the cost of this work can not be made since much of the work charged to road construction is development work incident to the installation and putting in operation of a new plant.

WATER SUPPLY.

Shortly after my arrival in the park investigations were made to determine the possibility of the increase of the local water supply, which has been from a spring at the foot of the cliff below Glacier Point. Test holes were dug in the vicinity of the old spring and levels taken of the surface of the ground water, which lead to the conclusion that there was escaping around the old spring a considerable amount of water which could be diverted and made to serve as a part of the water supply of the valley. Plans comprising the building of two concrete spring houses with diverting drains were prepared and approved by the department, and construction commenced the latter part of July of this year. At the present writing the work has so far progressed as to show that the expectation of a large increase in the

available water has been amply realized, and it seems that any necessity of taking water from the Merced River has been indefinitely postponed and that such necessity may never arise.

The water pipes leading from the old spring were of thin steel, which in many places had become badly corroded, so that repairs were difficult to make. Six thousand feet of 8-inch cast-iron pipe has been purchased and delivered to replace an equal amount of the steel pipe and is now being installed. This represents but about one-fifth of the total amount of work to be done in order to put the water system of the valley in good condition. Attention is invited to the necessity of the early completion of the improvements to the water-supply system.

BUILDINGS.

An addition has been completed to the acting superintendent's residence, and plans have been prepared and work commenced on four cottages for permanent park employees.

OTHER WORK.

A memorial seat to Galen Clark has been completed. Two pumping stations in the valley and a pipe line along the El Portal road, all being equipment necessary for the operation of the sprinkling wagons along this road, have been installed and placed in successful operation.

Very respectfully,

DAVID A. SHERFEY,
Resident Engineer.

The ACTING SUPERINTENDENT OF THE
YOSEMITE NATIONAL PARK.

RULES AND REGULATIONS OF JUNE 1, 1909.

The following rules and regulations for the government of the Yosemite National Park, including the Yosemite Valley and Mariposa Big Tree Grove, are hereby established and made public, pursuant to authority conferred by the acts of Congress approved October 1, 1890, February 7, 1905, and June 11, 1906:

1. It is forbidden to injure or disturb in any manner any of the mineral deposits, natural curiosities, or wonders on the Government lands within the park.

2. It is forbidden to cut or injure any timber growing on the park lands, or to deface or injure any Government property. Camping parties will be allowed to use dead or fallen timber for fuel. When felling timber, stumps must not be left higher than 12 inches from the ground.

3. Fire should be lighted only when necessary and completely extinguished when not longer required. The utmost care must be exercised at all times to avoid setting fire to the timber and grass.

4. Hunting or killing, wounding or capturing, any bird or wild animal on the park lands, except dangerous animals when necessary to prevent them from destroying life or inflicting an injury, is prohibited. The outfits, including guns, traps, teams, horses, or means

of transportation used by persons engaged in hunting, killing, trapping, ensnaring, or capturing such birds or wild animals, or in possession of game killed on the park lands under other circumstances than prescribed above, will be taken up by the superintendent and held subject to the order of the Secretary of the Interior, except in cases where it is shown by satisfactory evidence that the outfit is not the property of the person or persons violating this regulation and the actual owner thereof was not a party to such violation. Firearms will only be permitted in the park on written permission from the superintendent thereof. On arrival at the first station of the park guard, parties having firearms, traps, nets, seines, or explosives will turn them over to the sergeant in charge of the station, taking his receipt for them. They will be returned to the owners on leaving the park.

5. Fishing with nets, seines, traps, or by the use of drugs or explosives, or in any other way than with hook and line, is prohibited. Fishing for purposes of merchandise or profit is forbidden. Fishing may be prohibited by order of the superintendent in any of the waters of the park, or limited therein to any specified season of the year, until otherwise ordered by the Secretary of the Interior.

6. No person will be permitted to reside permanently, engage in any business, or erect buildings, etc., upon the Government lands in the park without permission, in writing, from the Secretary of the Interior. The superintendent may grant authority to competent persons to act as guides and revoke the same in his discretion. No pack trains will be allowed in the park unless in charge of a duly registered guide.

7. Owners of patented lands within the park limits are entitled to the full use and enjoyment thereof; such lands, however, shall have the metes and bounds thereof so marked and defined that they may be readily distinguished from the park lands. Stock may be taken over the park lands to patented lands with the written permission and under the supervision of the superintendent.

8. The herding or grazing of loose stock or cattle of any kind on the Government lands in the park, as well as the driving of such stock or cattle over the same, is strictly forbidden, except in such cases where authority therefor is granted by the superintendent.

9. No drinking saloon or barroom will be permitted upon Government lands in the park.

10. Private notices or advertisements shall not be posted or displayed on the Government lands within the reservation, except such as may be necessary for the convenience and guidance of the public.

11. It is forbidden to carve or write names or otherwise deface any of the posts, signboards, platforms, seats, railings, steps, bowlders, trees, or structures of any kind in the park.

12. Persons who render themselves obnoxious by disorderly conduct or bad behavior, or who may violate any of the foregoing rules, will be summarily removed from the park and will not be allowed to return without permission, in writing, from the Secretary of the Interior or the superintendent of the park.

No lessee or licensee shall retain in his employ any person whose presence in the park shall be deemed and declared by the superintendent to be subversive of the good order and management of the reservation.

13. The superintendent designated by the Secretary is hereby authorized and directed to remove all trespassers from the Government lands in the park and enforce these rules and regulations and all the provisions of the acts of Congress aforesaid.

INSTRUCTIONS OF JUNE 1, 1909.

(1) Interference with or molestation of any bear or other wild animal in the park in any way by any person not authorized by the superintendent is prohibited.

(2) *Fires*.—The greatest care must be exercised to insure the complete extinction of all camp fires before they are abandoned. All ashes and unburned bits of wood must, when practicable, be thoroughly soaked with water. Where fires are built in the neighborhood of decayed logs, particular attention must be directed to the extinguishment of fires in the decaying mold. Fire may be extinguished where water is not available by a complete covering of earth well packed down. Care should be taken that no lighted match, cigar, or cigarette is dropped in any grass, twigs, leaves, or tree mold.

(3) *Camps*.—No camp will be made except at designated localities. All campers in Yosemite Valley shall first report at the office of the superintendent for assignment to camping sites, and will not change camps without permission, nor shall fires be lighted in Yosemite Valley or Mariposa Big Tree Grove without the express permission of the superintendent. Blankets, clothing, hammocks, or any other article liable to frighten teams must not be hung near the road. The same rule applies to temporary stops, such as for feeding horses or for taking luncheon.

Many successive parties camp on the same sites during the season, and camp grounds must be thoroughly cleaned before they are abandoned. Tin cans must be flattened and, with bottles, cast-off clothing, and all other debris, must be deposited in a pit provided for the purpose. When camps are made in unusual places where pits may not be provided, all refuse must be hidden where it will not be offensive to the eye.

(4) *Bicycles*.—The greatest care must be exercised by persons using bicycles. On meeting a team the rider must stop and stand at side of road between the bicycle and the team—the outer side of the road if on a grade or curve. In passing a team from the rear, the rider should learn from the driver if his horses are liable to frighten, in which case the driver should halt and the rider dismount and walk past, keeping between the bicycle and the team.

(5) *Fishing*.—All fish less than 6 inches in length should at once be returned to the water with the least damage possible to the fish. No one person shall catch more than 50 fish in one day.

(6) *Dogs*.—Dogs are not permitted in the park.

(7) *Stages*.—Stages entering Yosemite Valley shall stop at each hotel or permanent camp in the order of location so that passengers may exercise the right of selection.

(8) *Driving on roads of park*.—(a) Drivers of vehicles of any description, when overtaken by other vehicles traveling at a faster rate of speed, shall, if requested to do so, turn out and give the latter free and unobstructed passageway.

(b) Vehicles, in passing each other, must give full half of the roadway. This applies to freight outfits as well as any other.

(c) Freight, baggage, and heavy camping outfits on sidehill grades throughout the park will take the outer side of the road while being passed by passenger vehicles in either direction.

(d) Transportation companies, freight and wood contractors, and all other parties and persons using the park roads will be held liable for violations of these instructions.

(e) Mounted men on meeting a passenger team on a grade will halt on the outer side until the team passes. When approaching a passenger team from the rear warning must be given, and no faster gait will be taken than is necessary to make the passage, and if on a grade the passage will be on the outer side. A passenger team must not be passed on a dangerous grade.

(f) All wagons used in hauling heavy freight over the park roads must have tires not less than 4 inches in width. This order does not apply to express freight hauled in light spring wagons with single teams.

(9) *Miscellaneous.*—Automobiles and motor cycles are not permitted in the park.

No person shall ride or drive faster than a walk over any of the Government bridges within the park. Riding or driving at night, except on the floor of the Yosemite Valley, is forbidden.

Persons with animals using trails must keep therein; leaving the trails for the purpose of making short cuts will not be permitted.

Persons are not allowed to bathe near any of the regularly traveled roads in the park without suitable bathing clothes.

Campers and all others, save those holding license from the Secretary of the Interior, are prohibited from hiring their horses, trap-pings, or vehicles to tourists or visitors in the park.

All complaints by tourists and others as to service, etc., rendered in the reservation should be made to the superintendent in writing before the complainant leaves the park.

(10) The penalty for disregard of these instructions is summary ejection from the park.

REGULATIONS OF FEBRUARY 29, 1908, GOVERNING THE IMPOUND- ING AND DISPOSITION OF LOOSE LIVE STOCK.

Horses, cattle, or other domestic live stock running at large or being herded or grazed in the Yosemite National Park without authority from the Secretary of the Interior will be taken up and impounded by the superintendent, who will at once give notice thereof to the owner, if known. If the owner is not known, notice of such impounding, giving a description of the animal or animals, with the brands thereon, will be posted in six public places inside the park and in two public places outside the park. Any owner of an animal thus impounded may, at any time before the sale thereof, reclaim the same upon proving ownership and paying the cost of notice and all expenses incident to the taking up and detention of such animal, including the cost of feeding and caring for the same. If any animal thus impounded shall not be reclaimed within 30 days from notice to the owner or from the date of posting notices, it shall be sold at public auction at such time and place as may be fixed by the superintendent after 10 days' notice, to be given by posting notices in six public places in the park and two public places outside the park, and by mailing to the owner, if known, a copy thereof.

All money received from the sale of such animals and remaining after the payment of all expenses incident to the taking up, impounding, and selling thereof, shall be carefully retained by the superintendent in a separate fund for a period of six months, during which time the net proceeds from the sale of any animal may be claimed by and paid to the owner upon the presentation of satisfactory proof of ownership, and if not so claimed within six months from the date of sale such proceeds shall be turned into the Yosemite National Park fund.

The superintendent shall keep a record in which shall be set down a description of all animals impounded, giving the brands found on them, the date and locality of the taking up, the date of all notices and manner in which they were given, the date of sale, the name and address of the purchaser, the amount for which each animal was sold and the cost incurred in connection therewith, and the disposition of the proceeds.

The superintendent will, in each instance, make every reasonable effort to ascertain the owner of animals impounded and to give actual notice thereof to such owner.

PENALTY FOR INJURING TREES AND FOR NOT EXTINGUISHING FIRES.

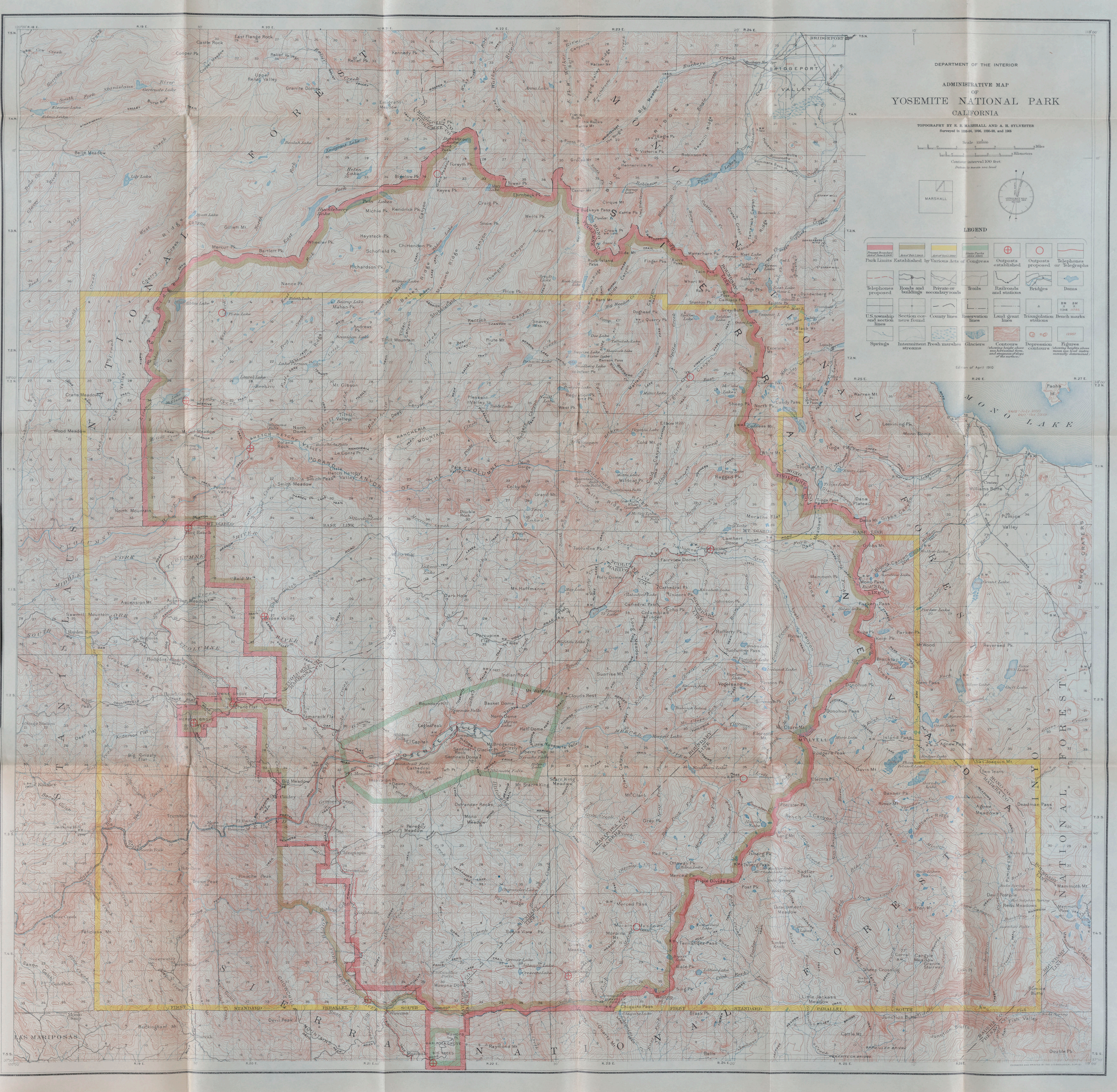
[Excerpt from an act entitled "An act to provide for determining the heirs of deceased Indians, for the disposition and sale of allotments of deceased Indians, for the leasing of allotments, and for other purposes," approved June 25, 1910 (36 Stat., 857).]

SEC. 6. That section fifty of the act entitled "An act to codify, revise, and amend, the penal laws of the United States," approved March fourth, nineteen hundred and nine (Thirty-fifth United States Statutes at Large, page one thousand and ninety-eight), is hereby amended so as to read:

SEC. 50. Whoever shall unlawfully cut, or aid in unlawfully cutting, or shall wantonly injure or destroy, or procure to be wantonly injured or destroyed, any tree, growing, standing, or being upon any land of the United States which, in pursuance of law, has been reserved or purchased by the United States for any public use, or upon any Indian reservation or lands belonging to or occupied by any tribe of Indians under the authority of the United States, or any Indian allotment while the title to the same shall be held in trust by the Government, or while the same shall remain inalienable by the allottee without the consent of the United States, shall be fined not more than five hundred dollars, or imprisoned not more than one year, or both.

That section fifty-three of said act is hereby amended so as to read:

SEC. 53. Whoever shall build a fire in or near any forest, timber, or other inflammable material upon the public domain, or upon any Indian reservation, or lands belonging to or occupied by any tribe of Indians under the authority of the United States, or upon any Indian allotment while the title to the same shall be held in trust by the Government, or while the same shall remain inalienable by the allottee without the consent of the United States, shall, before leaving said fire, totally extinguish the same; and whoever shall fail to do so shall be fined not more than one thousand dollars, or imprisoned not more than one year, or both.

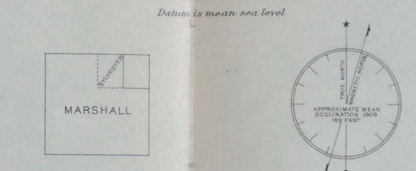


DEPARTMENT OF THE INTERIOR

ADMINISTRATIVE MAP
OF
YOSEMITE NATIONAL PARK
CALIFORNIA

TOPOGRAPHY BY R. H. MARSHALL AND A. H. SYLVESTER
Surveyed in 1884-94, 1895-99, and 1900

Scale 1:250,000
Contour interval 100 feet
Datum is mean sea level



LEGEND

- | | | |
|--|----------------------------|--|
| Park Limits Established by Various Acts of Congress | Outposts established | Outposts proposed or telegraphs |
| Railroads and stations | Bridges | Dams |
| Private or secondary roads | Trails | Land grant lines |
| Telephone proposed | Roads and buildings | Triangulation bench marks |
| U.S. township and section lines | County lines | Reservoir lines |
| Springs | Intermittent fresh marshes | Glaciers |
| Contours showing height above sea level (contours below 1000 feet are not shown) | Depression contours | Figures showing height above sea level (figures below 1000 feet are not shown) |

Edison of April 1910