

Please copy all
of July 1930 and
Aug 1930

July 1930

August 5, 1930.

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

Dear Mr. Director:

The following is my report on operations and conditions in Zion National Park for the month of July 1930.

100 General:

The feature of the month's operation was the visit to the Park on July 3 and 4 of a party consisting of fifteen state governors, two lieutenant governors, and two ex-governors, and other distinguished people. On July 4 one of the outstanding events in the history of the Park occurred when the formal dedication of the new West. Grand Highway took place with impressive ceremonies.

From the weather standpoint the month has been cooler than usual; the precipitation was only about one-half the normal amount. The first ten days of the month was featured by unusually hot weather, but the remainder was cool and the terrific heat waves which have been troubling the middle west and east have passed us by entirely. Practically all of the precipitation fell during the latter part of the month.

100 Administrative:

110 Status of work. All Park work is up to date.

120 Park inspections by

121 Superintendent. On July 1 and 2 I was in the Park spending most of my time on arrangements for the visit of the governors party. On July 3 I left at 5:00 A.M. for Cedar City, met the governors party, and returned to the Park. On July 4 after the dedication program, I drove to the North Rim of Grand Canyon, on July 5 to Bryce Canyon, July 6 to Cedar City, and returned to the Park on July 7. During the period from the 8th to the 13th, I was in the Park. The 14th I made a trip to Bryce Canyon and return. On the 15th I left for Cedar City remaining there during the 17th and returned on the 18th. On the 19th to 21st I was in Zion and drove to Bryce Canyon on the 22nd to meet the Rockefeller party. I remained there until the 24th and then returned to Zion.

I remained in the Park during the period from the 24th until the end of the month, when I returned to Bryce to meet Judge Edwards. On the 27th I made a trip over the East Rim section with Judge Edwards, the Assistant Secretary of the Interior, and Randall Jones, of the Union Pacific System.

123 National Park Service officers. On July 3 Director H. M. Albright and Chief Engineer Frank Kittredge entered the Park. Mr. Albright left the next day for the Grand Canyon, and did not visit Bryce Canyon. Mr. Kittredge arrived at Bryce Canyon on July 5 and spent July 7 in Zion National Park when he left for the north.

124 Other Interior Department officers. Mr. John H. Edwards, Assistant Secretary of the Interior, was in Zion on July 25 and 27 and left for Grand Canyon on the 28th. He arrived at Bryce Canyon on July 31.

125 Equipment and supplies. The following equipment were received during the month: one Ree Dump Truck, three ton capacity; one Ree Dump Truck, four and one-half ton; one three-fourths yard power shovel; one Valve Refacer, No. 44 and accessories; and three Anglow Beds and Mattresses.

200 Maintenance, Improvements and New Construction:

210 Maintenance. Regular maintenance under all headings was carried on throughout the month and there were no unusual demands on our maintenance funds.

220 Improvements. The attic in the Chief Ranger's house, now occupied by the Chief Clerk, was partitioned off providing two extra rooms. Some painting was done on the interior of the old superintendent's residence, now occupied by the Chief Ranger, and the interior of the Chief Clerk's house, now occupied by the General Mechanic, was repaired and repainted throughout.

230 New Construction. Work on the bridges on the Zion-Mt. Carmel Highway was practically completed by the end of the month and traffic was passing regularly over both the Pine Creek and Virgin River bridges. The only other work under way at the present is the installation of some additional guard rail on Section 1. At Bryce Canyon Park the utility group was relocated and work started on the warehouse and barn authorized in the 1931 appropriation. The new horse trail into the canyon was also about half completed by the end of the month. Great care has been exercised in the location of this trail, first, to keep it from interfering with the high lights of the canyon scenery, and second, to see that it reaches interesting parts of the canyon. Everyone who has been over this trail has been loud in their praise on the manner in which both of these operations have been carried out.

300 Activities of other agencies in the park.

310 Public Service contractors. The Utah Parks Company rendered uniformly good service to the people in both of these parks during the month.

400 Flora, fauna, and natural phenomena.

410 Ranger, naturalist and guide service. During the month practically the entire ranger force has been engaged on checking duty and there has been no one available for making patrols at either of the parks. This is a very serious situation and every effort should be made to provide enough rangers to satisfactorily handle the traffic situation in these parks, and still leave seasons available for patrol work, in order that violations of the park regulations may be detected.

There was one park naturalist, one ranger-naturalist, and one ranger engaged in educational work in Zion National Park during the month; and one ranger-naturalist at Bryce Canyon. Twice daily guide service was given along the Narrows Foot-trail and at the end of the month there had been a total of 64 tours, with an attendance of 2,393 people. Regular lectures have been given at the Temple of Sinawava, Public Auto Camp, and the Lodge. During the month there were a total of 118 lectures, with an attendance of 6,913. Total museum attendance at Zion was 2,723 and 312 publications were distributed, making a total number of educational contacts in Zion of 12,341 for the month. During the month 171 Portfolios, 9 "Oh Rangers", and 3 Grand Canyon Countries; 71 copies of the National Parks issue of American Forest and Forest Life, and 58 copies of the Westerner containing the story of "The Great White Throne", by Park Naturalist Woodbury, were sold. At Bryce Canyon National Park a total of 1,848 people availed themselves of the nature guide service, and 5,467 people attended the evening lecture at Bryce Canyon Lodge, given by Ranger-naturalist Cope, making a total of 7,018 educational contacts at Bryce Canyon.

470 Animals. In Zion Park deer have been seen regularly each evening along the Park roads. However, the outstanding animal reported by park visitors has been the skunk. They have been even more numerous this year than in former years and finally became so bad around both the Lodge and the Public Auto Camp we had to take some means of control, and at the end of the month 17 of these animals had been disposed of. At Bryce Canyon Park a complaint was registered with Ranger-naturalist Cope that Bryce deer were eating in the alfalfa patches at Tropic. Mr. Cope reports that he handled this complaint as follows: "I informed him that we did not know of a better way to tame our deer than to feed them good tender alfalfa."

I doubt if the number of deer in Bryce Canyon could do any serious damage to alfalfa crop.

500 Use of Park Facilities by the Public.

510 Increase in travel. During the month a total of 13,681 people entered the Park. Of this number 12,188 entered in 3,723 automobiles, 6 by other private transportation, 1,486 by stages, and 3 by other miscellaneous means. Compared to the same month last year this is an increase of 5,138 or 60 per cent. However, it is noted that rail travel during the month has fallen off 18 per cent as compared with last year. The season total for Zion is 36,804 as compared with 22,010 for last year--an increase of 14,794, or 67 per cent. At Bryce Canyon National Park a total of 11,599 people were registered, of which 9,913 arrived in 2,977 automobiles, 1,480 arrived by stage, and 4 arrived by other miscellaneous means. The season total for Bryce Canyon is 22,758. No comparative figures are available.

Cars have been registered from every state in the union, the District of Columbia, Alaska, Canal Zone, Hawaii, Phillipine Islands, and from 24 foreign countries.

520 General Weather Conditions. The past month showed a mean temperature of 80 degrees, which is one degree below normal. The total precipitation was 0.62 inches compared with a normal of 1.21 inches. Practically all of the precipitation fell during the latter part of the month. The mean maximum temperature was 96 and the mean minimum 65 degrees. The highest temperature was 102 degrees on the 4th and the 8th, and the lowest was 64 degrees on the 18th. There were 5 days with .61 inches or more precipitation. There were 20 cloudy, 1 partly cloudy, and 10 clear days.

540 Visitors. Never before in the history of these parks have there been so many distinguished persons making the tour through this section. Starting with the governors party on July 3 and ending with Assistant Secretary Edwards on July 31, there has hardly been a time when some distinguished person has not been in the parks. A complete list of the personnel of the governors party is attached to this report. This applies to the party at the time it was in Zion National Park. In addition to the governors party, some of the more prominent people were Dr. Fridenwald, of Washington, who visited the Park on July 2. On July 11 R. Bruce Horefall, artist of Nature Magazine, spent a day in Zion Canyon. On July 20 a party consisting of John D. Rockefeller Jr., Mrs. Rockefeller, John D. Rockefeller III, David and Winthrop Rockefeller, Nelson Aldrich, a nephew of Mr. Rockefeller's, and Dr. and Mrs. Nelson, were in the Park. They remained until July 28, making the West Rim trip on July 21. On the 22th they drove to Bryce Canyon, making the trip into the Canyon on July 23 by horseback, and leaving this park the afternoon of July 24 for Cedar City. In all of my park career I have never had the pleasure of meeting a more delightful group of people than this one, and I enjoyed every minute that I spent with them. On Friday, July 25 Mr. Edward Harte, a prominent business man of Cincinnati, and party arrived

in the Park on the regular five-day tour. On July 28 Assistant Secretary Edwards arrived, remaining over the 27th, and leaving for Grand Canyon on the 28th. He entered Bryce Canyon on July 31.

530 Public Camps. We had several vigorous complaints against our Public Auto Camp early in the month, mostly due to the great number of flies. We made a survey of possible breeding places for flies throughout the canyon, and as a result of vigorous suppression measures which have been taken, I think that the number has been greatly reduced. However, this entire area is in the so-called fly belt, and we will probably always have more than our share of this pest.

A total of 907 cars and 3,386 people used the auto camp in Zion National Park; and 652 cars and 2,177 people used the auto camp in Bryce Canyon.

600 Protection:

610 Police protection. There were no arrests for violations of park regulations during the month, but a number of people were warned for minor infractions of our regulations.

630 Accidents. For the second time since Zion was created a National Park a park visitor met his death in the Park due to accident. Eugene P. Cafferata, of St. Louis, Missouri, while attempting to descend Lady Mountain, or Mt. Zion, his dark fell and was so severely injured that he died before we were able to locate him. He left the Lodge informing people that he was going to make a hike to Emerald Pool. When he had not returned by 8:00 o'clock in the evening, his friends turned in the alarm. Searching parties were organized the next morning and a search carried on throughout the day without any results. Rumors were received that he had been seen in Rockville and all police officials in the territory were notified to keep a lookout for him. He was finally found about 900 feet from the summit of Mt. Zion, the last place in the world we had expected to find him. This was about 36 hours after he was reported lost and death had probably occurred about 12 hours before he was found. This was a very tragic circumstance, but I do not see how we could have improved on the situation considering the information we had. A complete report on the occurrence has been forwarded to your office. In addition to the above there were two minor accidents. On July 28 a Chevrolet Truck driven by Miss Ina Humphries, with Miss Ladessa Crawford as passenger, ran over the bank about 100 feet north of the Park Checking Station. There were no serious injuries, but in order to get the truck back on the road it was necessary for us to move the Park power shovel and lift it bodily out of the wash with the shovel crane. On July 29 Mr. Steven Jennings, a member of a survey party, was whittling a board. His knife slipped and the sharp point of his blade cut an artery in his forearm. Before a tourniquet could be applied he had lost so much blood that he was unconscious and was rushed to the Utah Parks Company Hospital, where the nurses gave him first aid treatment. At the date of making up this report he had completely recovered.

640 Destruction of predatory animals. Our predatory control animal during the past month has been the skunk. So numerous did they become it was merely a case of how long it would be before everyone would have to move out of the park and give it to the skunks. Rangers destroyed 17 of these skunks, mostly around the Lodge and Public Auto Camp, but they are still numerous enough to be a nuisance.

660 Sanitation. Mr. L. H. Hale, of the Utah State Board of Health, inspected the Park during the month and reports that everything is satisfactory from his standpoint.

900 Miscellaneous:

The most important event under this heading would be the dedication on July 4 of the Zion-St. Carmel Highway. The occasion for the dedication was the visit to these parks of the members of the party of governors of the United States who had been attending the Twenty-second Annual Conference of governors in Salt Lake City. The party arrived at Zion at noon of July 3. The afternoon was given over to a business session of the conference. In the evening at 8:30 a program was given at the Public Auto Camp for their benefit. At this time I acted as master of ceremonies and speeches were made by Mr. Carl R. Gray, President of the Union Pacific System, Governor Theodore Christensen, of Minnesota, and Anthony W. Ivins, President of the Harmon Church. A play entitled "An Old Timer Goes Back" was presented by a cast consisting of employees of the National Park Service and the Utah Parks Company. The play was based around a scene showing a party of university students making a tour of the National Parks and who, at that time, happened to be camped in Zion National Park. The principal characters were Dr. E. Wellington Troutbeck, who had charge of the students--played by Paul Thurston, Storekeeper, of the National Park Service; Parunweap Jones, a ranger-naturalist--played by Ranger-naturalist J. W. Thurston; and the "Old Timer"--played by Thomas G. Parker, Assistant Engineer from Mr. Kittredge's office. The principal object of the play was to present certain information to the audience in a way in which they would enjoy it, and as far as comments of the audience were concerned, I think it was a huge success. July 4 was a beautiful day and the governors were taken to Gallery No. 1, where arrangements had been made to hold the dedicatory ceremonies. A male chorus consisting of 50 voices came up from St. George and their wonderful singing was easily one of the outstanding features of the entire program. Speeches were made by Mr. Albright, who acted as master of ceremonies; Thomas H. McDonald, Chief, Bureau of Public Roads; E. J. Finch, District Engineer, U. S. Bureau of Public Roads; and the formal dedication of the highway was left to Hon. George H. Dern, Governor of Utah. I have succeeded in obtaining copies of the speeches given by Governor Dern and Mr. Finch, but have not as yet received copies of the remarks made by others on the program.

The weather on this day was extremely warm, but in the tunnel it was delightfully cool. At least three of the governors told me that this was the outstanding event of its kind that they had ever attended. A total of between 1,500 and 2,000 people attended this ceremony.

We would probably have had a much larger crowd than this, but did so much talking in the papers beforehand about the great number of people expected that most people were afraid to go up because of fear of a traffic jam. There may be a lesson in this for any other park superintendent who is contemplating a similar event.

Immediately after the dedication exercises were over the governors party left for the Grand Canyon, where they spent the night of July 4. They arrived at Bryce Canyon on the 5th and left for Cedar City after lunch on July 6. There was no formal program at Bryce Canyon, and what program we had arranged was completely broken up by the late arrival of the governors at this park. At 9:00 many of the governors were still eating dinner at the Lodge. However, due to the fact that there were so many local people who had driven a long distance to see the governors, Governor Dern introduced each one of the governors to the crowd. At Cedar City on July 6 an outdoor program was held before the Escalante Hotel and each one of the governors was asked to speak a few minutes on his impression of the trip. Everyone seemed to be very enthusiastic over the possibilities of the Southern Utah Parks. Governor Pollard of Virginia stated that he had only one fault to find of the scenery of Southern Utah, and that was that it was too far away from Virginia. Governor Conley of West Virginia warmly complimented Governor Dern on being able to bring so many governors and their wives to the foot of the Great White Throne.

On July 8 the Fox Film Corporation spent a day in Zion Canyon taking moving pictures for their feature "Billy, the Kid".

This concludes my report.

Very truly yours,

H. T. Secoyen,
Superintendent.

HHS/T

LIST OF THOSE INCLUDED IN GOVERNORS PARTY
ON TRIP THROUGH SOUTHERN UTAH PARKS

Governors

Governor & Mrs. N. C. Baldrige, Idaho.
Miss Gail Baldrige, Idaho.
Governor H. S. Caulfield, Missouri.
Governor & Mrs. N. S. Case, Rhode Island.
Governor & Mrs. T. Christianson, Minn.
Governor & Mrs. Conley, West Virginia.
Governor & Mrs. L. L. Emerson, Springfield, Ill.
Governor & Mrs. J. E. Erickson, Montana.
Governor & Mrs. John Hamill, Iowa.
Miss Lucille Hamill, Iowa.
Governor W. J. Halloway, Oklahoma.
Governor & Mrs. H. G. Leslie, Ind.
Governor & Mrs. Phillips, Ariz.
Governor John Pollard, Va.
Governor & Mrs. John Trumbull, Conn.
Governor & Mrs. A. J. Weaver, Neb.
Mr. A. J. Weaver, Jr. Neb.
Miss Josephine Weaver, Neb.
Mr. Phillip Weaver, Neb.
Mr. and Mrs. J. C. Dick, Utah.
Miss Alice Dick, Utah.
Governor & Mrs. George H. Dern, Utah.
Miss Betty Dern, Utah.
Mr. Jimmy Dern, Utah.
Mr. & Mrs. Harry Baxter, Utah.
Mrs. Fred C. Dern, Utah.
Mrs. H. H. Cunningham, Utah.
Mrs. Mary Haslam, Utah.
Mrs. Vernon Road, Utah.
Horace M. Albright, Director, Natl. Park Service, Washington, D. C.
Lt. Governor & Mrs. J. T. Brown, Ohio.
Lt. Governor Arthur H. James, Pa.
Ex-Governor and Mrs. C. A. Hardee, Fla.
Ex-Governor & Mrs. F. W. Plaisted, Main.
Lt. & Mrs. J. A. Fillingham, R. I.
Adjt. General & Mrs. W. G. Williams, Utah.
Col. Nelson, Minn.
Adjt. General Allen, Conn.
Mr. and Mrs. Vincent Leeg, West Virginia. (Sec. to Gov.)
Mr. and Mrs. Victor Shaw, Idaho. (Sec. to Gov.)
Mr. Franklin Roosevelt, New York. (Son of Gov.)
Mr. Perry Pyne, New York. (Banker)
Mrs. E. L. Kelly, Conn.
Mrs. Virginia Phelan, Conn.
Mrs. F. C. Emerson & son, Wyoming.

Governors, Cont'd.

Judge and Mrs. D. N. Stroup, Utah. (Supreme Court)
Judge and Mrs. W. H. Follard, Utah. (Supreme Court)
Judge and Mrs. Elias Hansen, Utah. (Supreme Court)
Judge and Mrs. Ephraim Hansen, Utah. (Supreme Court)
Judge and Mrs. J. W. Cherry, Utah. (Supreme Court)
Mr. and Mrs. Ivor Ajax, Utah. (State Auditor)
Mr. and Mrs. Henry Blood, Utah. (Chairman, Utah State Road Com.)
Mr. and Mrs. A. Christiansen, Utah. (State Treasurer)
Mr. and Mrs. David Stein, Utah. (Speaker of House)
Mr. and Mrs. M. H. Welling, Utah. (Secretary of State)
Mr. and Mrs. C. N. Jensen, Utah. (Supt. Public Instruction)
Gen. and Mrs. Geo. P. Parker, Utah. (Attorney General)
Lt. Col. and Mrs. C. H. Grahl, New York.
Col. Clawson, Utah. (National Guard)
Major West, Utah. (National Guard)
Capt. Slaughter, Utah. (Chief, Highway Patrol)
Capt. Pixton, Utah. (National Guard)
Sgt. Pringle, Utah. (National Guard)
Lt. McCullen, Utah. (National Guard)
Lt. E. J. Keeley, Utah. (U. S. Army)

Members State Highway Commissions

Dr. I. J. Hows, Washington, D. C.
Mr. & Mrs. W. J. Parker, Utah.
Thomas H. McDonald, Chief, Bureau Public Roads, Washington, D. C.
Mr. & Mrs. J. D. Wood, Idaho.
Mr. W. W. Lane and wife, Arizona.
Mr. & Mrs. I. P. McBride, Arizona.
Mr. and Mrs. B. J. Finch, Utah. (Dist. Engr., U.S.B.P.R.)
Mr. W. H. Lynch. (U.S.B.P.R.)
Mr. A. E. Falen. (U.S.B.P.R.)
Mr. Roy A. Klein. (U.S.B.P.R.)
Mr. C. H. Sweetser. (U.S.B.P.R.)
Dr. E. B. McDanvil. (U.S.B.P.R.)
Mr. E. C. Knowlton, Utah.
Mr. C. R. Conway, Utah.
Mr. and Mrs. H. C. Means, Utah.
F. A. Kittredge, Chief Engineer, Natl. Park Service.
Mr. S. V. Thomas, Utah.
Mr. and Mrs. H. F. Odell, Utah.
Mr. H. S. Kerr, Utah. (Chief Engr. Road Commission)

Union Pacific Officials

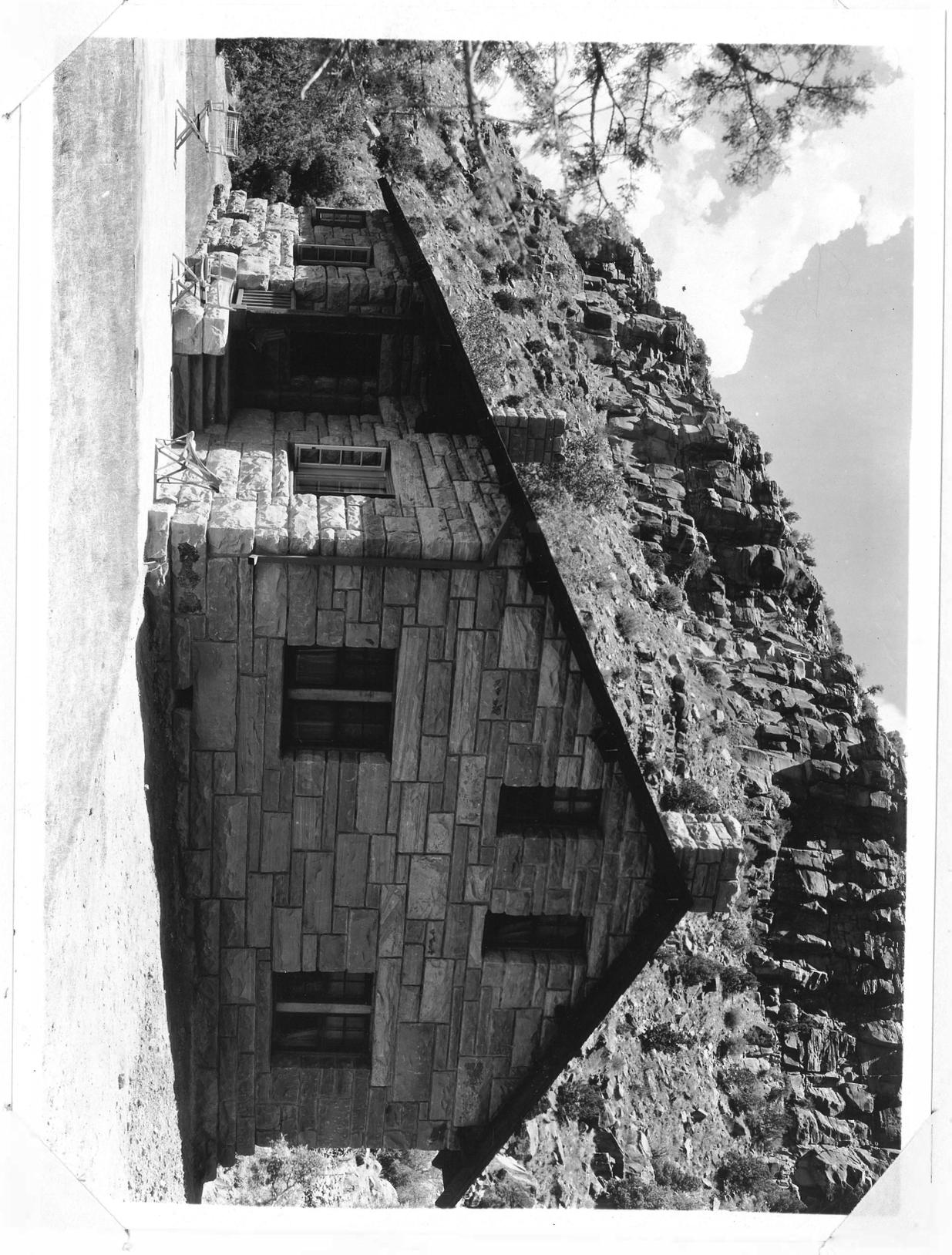
Carl R. Gray, President, Union Pacific System, Neb.
R. B. Robertson, Vice-Pres., Union Pacific System, Neb.
Mr. E. E. Adams, Vice-President, Neb.
W. H. Basinger, Passenger Traffic Mgr., Neb.
Mr. F. W. Robinson, Vice-President, Neb.
John Gale, Chief Special Agent, Neb.
D. S. Spencer, General Passenger Agent, Utah.
Dr. J. C. Landenberger, Chief Surgeon, O.S.L.
F. E. Lewis, Mgr. D.C.H. Dept., Neb.
Mr. Randall L. Jones.
Mr. William Coons, Calif.
A. V. Peterson, Adv. Agent, O.S.L.

Newspaper Representatives

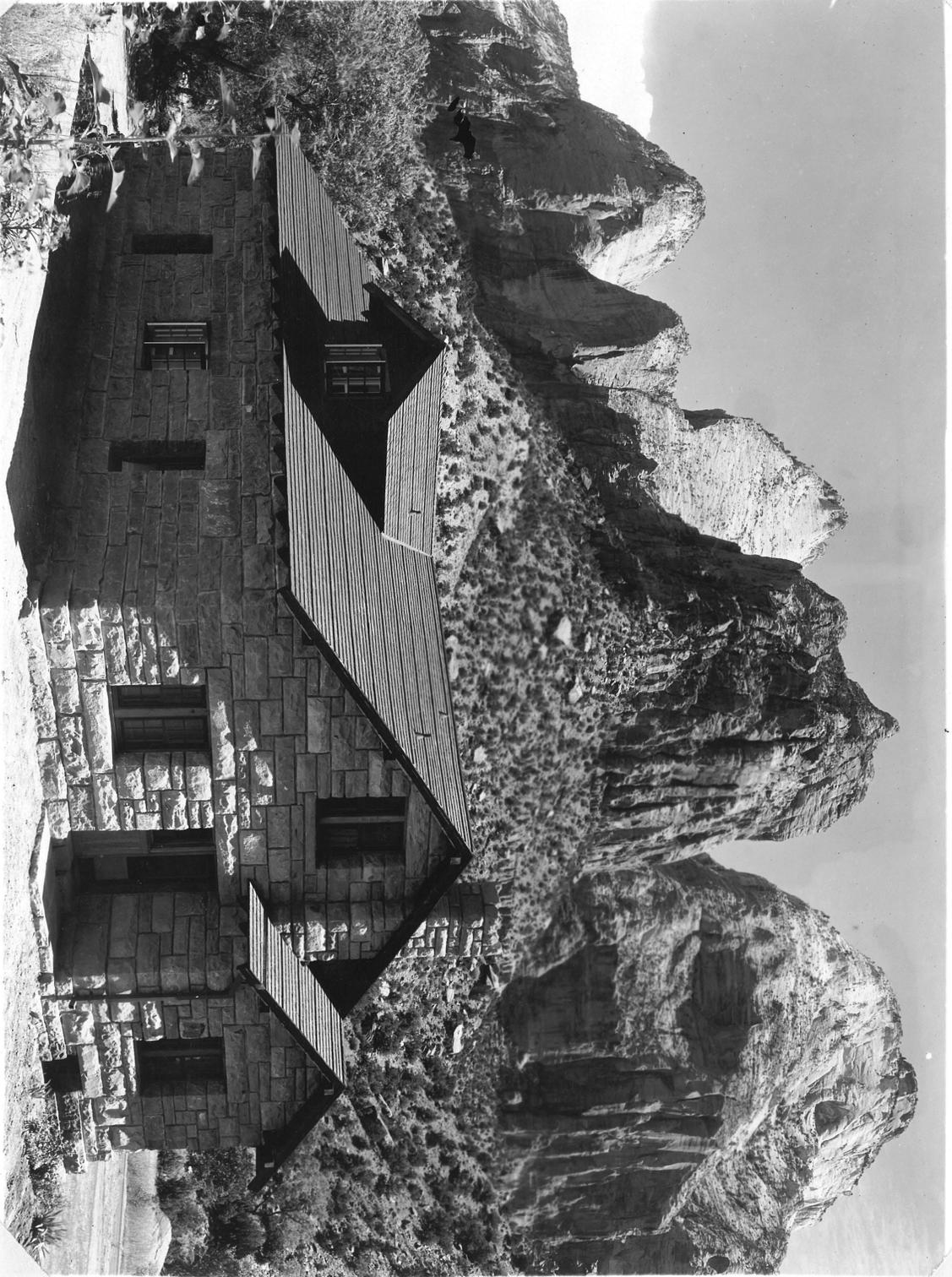
Mr. Harry J. Brown, Washington, D. C.
Mr. E. C. Smith.
Mr. and Mrs. Burrell Armstrong, International News.
Mr. and Mrs. M. E. Barker, Utah.
Mr. and Mrs. Mark Peterson, Deseret News, Salt Lake, Ut.
Mr. and Mrs. J. M. Kirkham, Deseret News, Salt Lake, Ut.
Mr. and Mrs. Barney Flannigan, Salt Lake Telegram, S.L.C.
Mr. and Mrs. N. L. Wilson, Salt Lake Tribune, S.L.C.
Mr. and Mrs. Carl E. Mixsey, International News Service.
Mr. Jack Bristol, U. P. System, Neb.
Mr. Vincent Hunter, U. P. System, Neb.
Mr. G. J. Grimes.

Miscellaneous

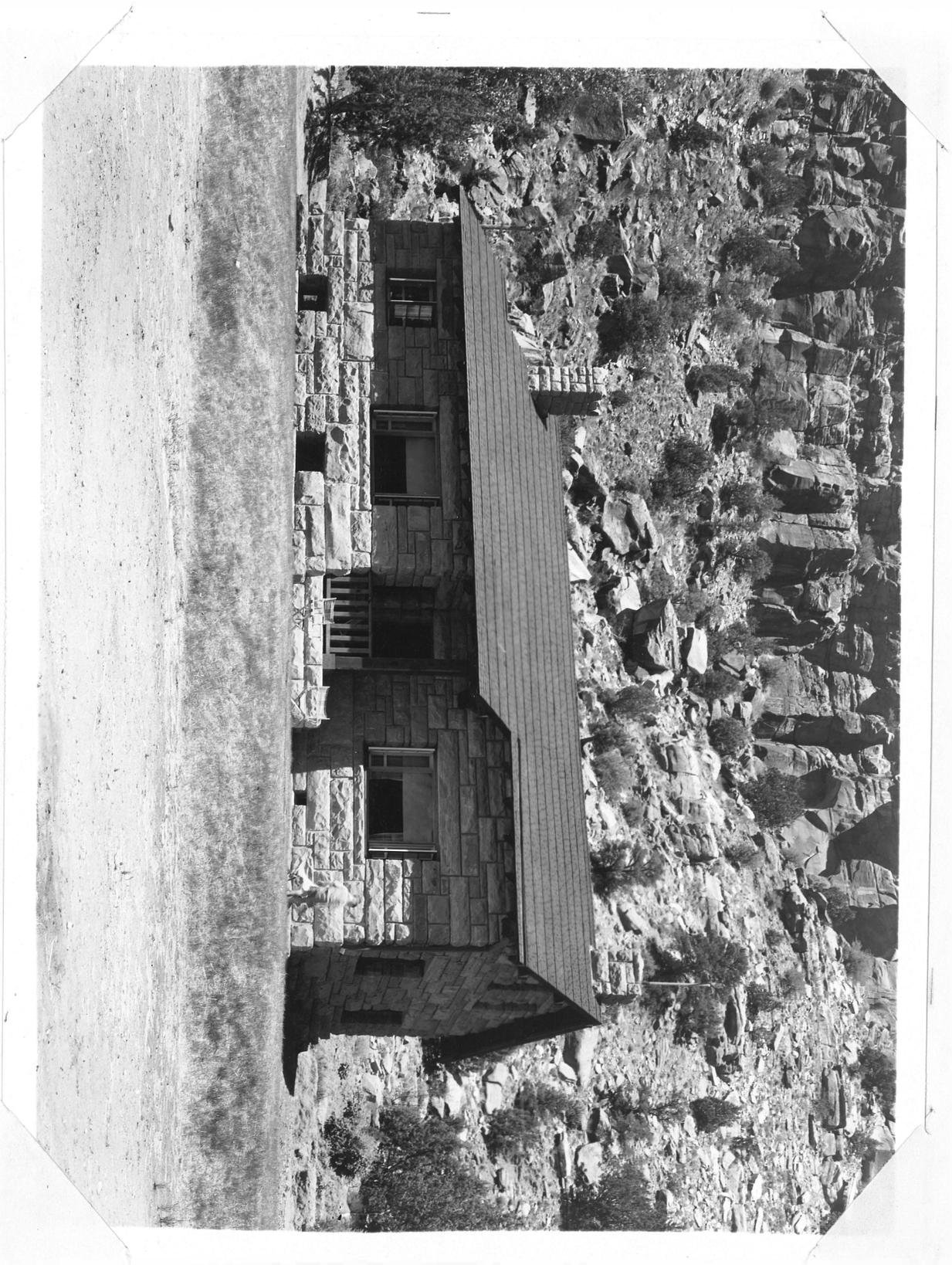
President Heber J. Grant, L.D.S. Church, Salt Lake City, Ut.
Mr. Anthony J. Ivius, L.D.S. Church, S.L.C.
Mr. Walter Wright, L.D.S. Church, S.L.C.
Miss Grace Reavy, New York City.
Miss Elsie Dockrath, Des Moines, Iowa.



Superintendent's residence, Zion, showing details of stone work.



Superintendent's residence from rear showing view in front of house.



Superintendent's residence, Zion, from front.

THE EAST RIM ROAD

Speech Delivered by
B. J. Finch, District Engineer,
U. S. Bureau of Public Roads

This highway over which you are traveling today was built because of the need for a connection between two main north and south roads in Utah. Yesterday in coming from Cedar City to Zion Park you traveled some thirty-five miles on Route No. 91 which is the main road from Salt Lake City to Los Angeles. Today after passing through these tunnels you will reach Route No. 89 which is the main road from Salt Lake City to the Grand Canyon and to Southern Arizona points, by way of the Grand Canyon Bridge near Lee's Ferry. Between these two routes, there is a mountain range rising to over 10,000 feet elevation over which no all-the-year road existed. This range extends for a distance of over 200 miles between the routes and to make possible a short connection between them this road was built. It also provides a means of reaching the upper levels of Zion National Park and thus enlarges the usefulness of this great playground.

The selection of the route for this road was not an easy matter. The only road then existing between Rockville on the West and Kanab on the East lay by a devious route through an uninhabited section of Arizona and there was little prospect of any funds for its improvement. Thirty miles to the North there is a road between routes 89 and 91 but it rises to an elevation of 10,000 feet and is blocked by snow for at least seven months in a year. The solution lay in finding a way through these cliffs which surround the Virgin River Valley. There were only two feasible routes and after complete surveys had been made of both, this route was selected as the shortest and cheapest.

The investigations and surveys covered a period of four years and the work involved many tedious and dangerous hours. The engineers climbed and descended impossible cliffs by means of ropes, waded in water to their waists for hours at a time, and endured temperatures ranging from zero to 120 degrees. Yet when the surveys had been completed and actual construction began, so accurate were the measurements that it was possible to project this tunnel through these cliffs and reach the upper end with a variation of less than one tenth of a foot from the designated point.

This route, twenty five miles in length, from Zion Canyon to Mt. Carmel junction shows what can be done by cooperative effort. The $16\frac{1}{2}$ mile section outside the Park was built by the State Highway Department and the U. S. Bureau of Public Roads as a Federal Aid Project. The cost of this part of the work was about \$456,000, of which the State paid about \$98,000 and the Federal Government about \$358,000. After leaving the Park this morning you will travel over this part of the work and may judge for yourselves as to the difficulties encountered and the excellent result obtained.

The $8\frac{1}{2}$ mile section within the Park was built entirely with Federal funds from the appropriations for the National Park Service. The plans were prepared by the Bureau of Public Roads and contracts were awarded by the Secretary of the Interior. The construction was under the supervision of the Bureau of Public Roads, with the cooperation of the Park Superintendent and the engineers of the Landscape Division of the Park Service.

Three contracts for the work have been finished and the fourth and last major contract, that for the bridges which you saw this morning is nearing completion. The Nevada Contracting Company of Fallon, Nevada

completed the grading and the tunnels; Ora Bundy of Ogden laid the concrete pavement in the tunnel and the oil mixed surface on the road between the west end of the work and the tunnel; Whitney and Reynolds of Springville, Utah are building the bridges. To these firms great credit is due for the way in which the work has been handled.

There are many unusual features to the work. The winding approach road up the slopes of Pine Creek Canyon; the bridges, the masonry walk, the unique drainage structures. But the outstanding point of interest is this tunnel where you now are, 5,600 feet long, twenty-two feet wide and sixteen feet high. There are six openings similar to this, affording light, ventilation and marvelous scenic views. The cost of the tunnel complete as you see it was \$503,000 and the cost of the $8\frac{1}{2}$ miles within the Park will be about \$1,440,000.

Credit should be given here to Mr. Howard C. Means, formerly Chief Engineer of the State Road Commission, who accompanied me on the first investigation of this route and to Mr. R. R. Mitchell, Senior Highway Engineer who made the first survey of this route and has had general charge of the National Park and National Forest road work in this District.

ADDRESS BY GOVERNOR GEORGE H. DEHN
AT DEDICATION OF ZION-MT. CARMEL HIGHWAY

July 4, 1930

It is peculiarly appropriate that this great highway should be dedicated to the use of the people of the United States on our country's birthday.

It is also fitting that this ceremony should be held in the presence of the Governors of so many of Utah's sister states. Their presence here is emblematical of the interest of all the states in this national project. It is as if the people of the whole nation were here this morning through their elected leaders to see this marvelous undertaking placed at their service.

There may be differences of opinion among the Western states in regard to the national policy of reserving their lands and minerals from private entry, but there is no difference of opinion among them in regard to the National Parks. These areas of outstanding beauty are chiefly valuable for their recreational uses. We do not need nor want them as playgrounds for our local people alone. We are happy that they have been set aside for the enjoyment of all who may be attracted by their charms.

They are the show places of our nation, in which every American holds a share of ownership. While Zion National Park and Bryce Canyon National Park happen to be situated within the boundaries of the State of Utah, yet we are proud to share our ownership of these natural marvels with all the rest of our fellow Americans, and we say to them, "Come out and inspect your property. You will be proud of it, and your pride of

This highway has been constructed for the purpose of linking up Zion National Park, Bryce Canyon National Park, Cedar Breaks and the North Rim of the Grand Canyon of the Colorado, four of the most stupendous spectacles on the North American continent.

Zion National Park has sometimes been referred to as Yosemite done in oil. I trust you have all experienced the sense of hush, and awe, and mystery that comes over one as he looks up at the Great White Throne, or gazes from the Temple of Sinawava over toward Angel's Landing. With its gloomy gorge enclosed by sheer red and white cliffs 3,000 feet high on either side, it is no wonder the Indians regarded it as a spirit land, to be entered only with fear and veneration.

When you come to Bryce Canyon National Park, you will find an entrancing fairyland, with its spires, towers and minarets of the most exquisite hues, so delicately carved by Nature that "stone resembles lace". Statues, monuments, cathedrals--the eye can pick them out everywhere. Nowhere else in all the wide world can you find anything like it. It is unique and its sensuous beauty lingers long in the memory as a masterpiece of the Giver of all good and perfect gifts.

Drive 60 miles through the incomparable Kaibab Forest, the largest tract of virgin timber in the United States, seeing herds of deer as you pass along. Proceed to Bright Angel Point, or Cape Royal on the North Rim of the Grand Canyon of the Colorado, and if the majesty of that sublime spectacle does not impress you you must indeed be impervious to the beauties of Nature.

In order that this trio of National Parks may be readily, safely and conveniently reached by visitors the National Park Service and the State of Utah have caused this new highway to be built. The first 8½ miles of the road, including the tunnel section, are within the boundaries of Zion National Park, and have been constructed at the exclusive expense of the United States. The remaining 16½ miles is a Federal Aid project and has been constructed at the joint expense of the United States and the State of Utah.

I must not fail to express our acknowledgment of the interest and vigorous assistance that we received from the late Stephen T. Mather who was Director of the National Park Service when this project was conceived and finally authorized. It was largely through Mr. Mather's enthusiastic support of this project that the necessary appropriations were obtained. We regret, of course, that he did not live to see its completion. I have felt that it would have been most appropriate if this road had been named the Stephen T. Mather Highway.

His successor, Mr. Horace M. Albright, who is master of ceremonies this morning, has displayed a similar or greater zeal and enthusiasm for the scheme, as have Mr. Thomas H. MacDonald, Chief of the Bureau of Public Roads, and his assistants.

Perhaps the most remarkable part of the work is the engineering, and I take off my hat to the men who conceived this almost impossible project and carried it through to a successful conclusion. The original reconnaissance was made by Mr. B. J. Finch and Mr. Howard C. Means, and to these gentlemen belongs the credit of visualizing a road where it seemed almost unbelievable that a road could be built.

When engineers finally located the highway it was necessary to scale vertical cliffs by means of ropes and ladders in order to scout the territory and find an available alignment.

The completed road over which we are traveling to-day speaks in its own language of the engineering skill of the Federal Bureau of Public Roads and the State Road Commission of Utah. Well informed highway engineers have pronounced this the most remarkable road ever built, and the road itself will prove another outstanding attraction added to Zion Canyon. I have no doubt that travelers from all over the world will come here to see this remarkable engineering achievement, although they might not come especially to view the scenery.

I hesitate to make acknowledgments to all who have contributed to the success of this enterprise for fear of leaving out some who deserve to be mentioned. It would, however, be ungrateful in me if I failed to mention the name of Congressman Cranton, Chairman of the Sub-Committee on Appropriations for National Parks, who has taken a personal interest in the National Parks of Utah, and who has been an unwavering champion of their adequate and speedy improvement.

I trust that the people of the United States as they travel over this highway and help to make it world famous; as they drive through these tunnels which have shortened the distances; as they look from these galleries and behold the magnificent panorama spread before ⁱⁿ them, will not fail to give a thought to the men whose vision, skill, ability, enterprise and loyalty were responsible for its creation. Too often we enjoy the picture without thinking of the artist; too often we admire a beautiful structure

without remembering the architect whose creative brain and cunning hand conceived and designed it. To conceive, design and build a road such as this is an artistic achievement, and those who conceived, designed and built it for us are our benefactors who have earned our gratitude and remembrance.

And so, on this Independence Day morning, we dedicate, and I do hereby dedicate this Zion-Mt. Carmel Highway to the use, benefit and enjoyment of the people of the United States, and we formally open it to the general public.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SICR NATIONAL PARK, UTAH.

ANNUAL TRAVEL REPORT BY STATE, UP TO AND INCLUDING JULY 31, 1930.

State	1930				1929	
	Cars	Pass	Stage	Misc	Total Cars	Total People
Alabama	4	12	2	0	6	21
Arizona	268	800	5	1	269	806
Arkansas	12	30	1	0	13	39
California	5201	8808	472	1	5674	9282
Colorado	222	678	9	2	233	689
Connecticut	16	50	23	0	39	85
Dist Columbia	12	51	21	0	33	62
Delaware	1	5	2	0	3	5
Florida	11	29	10	0	21	39
Georgia	5	18	6	0	11	24
Idaho	178	562	7	0	185	569
Illinois	144	422	190	0	334	620
Indiana	49	156	50	0	99	156
Iowa	75	229	42	0	117	270
Kansas	42	144	12	0	54	156
Kentucky	7	33	0	0	7	31
Louisiana	9	30	6	0	15	36
Maine	3	10	0	1	4	20
Maryland	8	29	24	0	32	65
Massachusetts	26	84	124	1	151	219
Michigan	84	221	53	0	137	274
Minnesota	33	206	11	0	44	216
Mississippi	9	24	2	0	11	46
Missouri	56	164	52	0	108	218
Montana	93	272	4	0	97	276
Nebraska	59	172	30	0	89	222
Nevada	209	705	3	0	212	713
New Hampshire	2	14	11	2	15	27
New Jersey	55	179	30	0	85	250
New Mexico	27	70	4	0	31	74
New York	101	277	230	0	331	567
North Carolina	5	16	6	0	11	22
North Dakota	20	65	14	0	34	77
Ohio	71	212	107	0	178	319
Oklahoma	21	66	1	0	22	69
Oregon	61	166	14	0	75	190
Pennsylvania	59	167	179	0	238	366
Rhode Island	5	15	22	0	27	41
South Carolina	4	12	2	0	6	14
South Dakota	11	44	1	0	12	47
Tennessee	11	25	6	0	17	31
Texas	117	336	1	1	119	330
Utah	4303	17062	221	14	4538	12190
Vermont	1	3	2	0	3	5
Virginia	3	8	5	0	8	13

State	1930				Total: Total :1929				Total
	Cars	Pass	Stage	Misc	Cars	Passes	Cars	People	
Washington	140	407	16	0	140	423	71	210	
West Virginia	3	7	26	0	3	33	4	19	
Wisconsin	46	171	45	0	46	216	25	150	
Wyoming	70	214	17	0	70	251	42	132	
Australia	1	4	0	0	1	4	1	1	
Alaska	0	0	0	0	0	0	3	6	
Austria	0	0	0	0	0	0	0	1	
Brazil	1	4	0	0	1	4	0	3	
Canada	32	73	3	0	32	76	15	62	
Canal Zone	3	4	0	0	3	4	1	7	
Central America	0	0	0	0	0	0	0	1	
China	0	0	1	0	0	1	0	0	
Denmark	0	0	0	0	0	0	0	2	
England	1	2	11	0	1	13	2	8	
Fiji Island	0	0	1	0	0	1	0	0	
France	0	0	2	0	0	2	0	0	
Germany	4	12	7	0	4	19	0	3	
Hawaii	9	19	2	0	9	21	1	2	
Holland	0	0	3	0	0	3	0	3	
Italy	0	0	2	0	0	2	0	2	
Japan	0	0	1	0	0	1	1	2	
Java	0	0	0	0	0	0	1	3	
Mexico	1	2	0	0	1	2	1	2	
Norway	0	0	0	0	0	0	0	1	
Phillipine Island	0	0	0	0	0	0	2	6	
Scotland	2	6	0	0	2	6	0	0	
Singapore	1	4	0	0	1	4	0	0	
South America	1	3	0	0	1	3	1	5	
Hungary	0	0	0	0	0	0	0	1	
West Indies	0	0	0	0	0	0	0	1	
Panama	0	0	0	0	0	0	1	2	
Total.....	10,320	34,593	2,308	25	10,320	36,004	5,776	22020	

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TRAVEL REPORT

Bryce canyon National Park, Utah-- for the month of July 1930.

State	Cars	Passengers	Stage Passengers	Miscellaneous	Total Cars Pass
Alabama	1	2	9		1 11
Arizona	58	85	2		58 87
Arkansas	1	3	0		1 3
California	1022	2993	236		1022 3229
Colorado	82	270	3	2	82 275
Connecticut	13	39	25		13 64
Dist. Columbia	12	34	26		12 60
Delaware	2	5	1		2 6
Florida	1	2	5		1 7
Georgia	3	10	6		3 16
Idaho	37	127	7		37 134
Illinois	65	197	121		65 318
Indiana	14	38	17		14 55
Iowa	26	74	30		26 104
Kansas	21	65	4		21 69
Kentucky	6	19	3		6 22
Louisiana	3	8	1		3 9
Maine	1	4	7		1 11
Maryland	4	18	38		4 56
Massachusetts	12	33	93		12 126
Michigan	40	115	30		40 145
Minnesota	13	42	7		13 49
Mississippi	2	7	1		2 8
Missouri	27	81	48		27 129
Montana	17	49	2		17 51
Nebraska	24	76	24		24 100
Nevada	47	171	4		47 175
New Hampshire	00	00	6		00 6
New Jersey	25	82	52		25 134
New Mexico	8	29	00		8 29
New York	48	162	207		48 369
North Carolina	2	5	3		2 8
North Dakota	9	30	4		9 34
Ohio	49	158	114		49 272
Oklahoma	17	46	00		17 46
Oregon	24	71	11		24 82
Pennsylvania	30	82	137		30 219
Rhode Island	2	8	15		2 23
South Carolina	2	8	00		2 8
South Dakota	6	20	1		6 21
Tennessee	2	7	0		2 7
Texas	46	117	1		46 118

	Cars	Pass	Stage	Misc	Total Cars	Total Pass.
Utah	1051	4220	102	2	1051	4324
Vermont	3	13	0		3	13
Virginia	2	6	2		2	8
Washington	45	125	12		45	137
West Virginia	00	00	8		00	8
Wisconsin	16	33	34		16	67
Wyoming	21	70	2		21	72
Australia ✓	1	4	5		1	9
Canada ✓	9	38	3		9	41
England ✓	0	0	3		0	3
France ✓	0	0	2		0	2
Germany ✓	0	0	3		0	3
Hawaii ✓	2	4	1		2	5
The Netherlands ✓	0	0	2		0	2
Mexico ✓	1	2	0		1	2
Panama Canal Zone ✓	1	6	0		1	6
Phillipine Islands	1	2	0		1	2

Total..... 2977 : 9915 : 1480 : 4 : 2977 : 11599

TRAVEL REPORT

FOR ZION NATIONAL PARK JULY 1930.

	This Month	This Year to date	This Month Last Year	Last Travel Year to Date	Increase Total Number	for Total Percent
<u>PRIVATE TRANSPORTATION:</u>						
Cars first entry.....	3,479	8,961	1,737	4,978	3,983	80% IN.
Cars re-entry.....	239	1,349	313	792	637	70% IN.
Motorcycles.....	5	10	2	6	4	60% IN.
Total Motor Vehicles.....	3,723	10,320	2,052	5,776	4,544	78% IN.
Persons entering via Private motor vehicles.....	12,186	34,381	6,760	18,736	15,645	83% IN.
Persons entering via Other Private transportation.....	6	12	3	9	3	75% IN.
Total persons via Private Transportation..	12,192	34,393	6,763	18,745	15,648	84% IN.
<u>Other Transportation</u>						
Persons entering via stages..	1,406	2,380	1,776	3,187	799	25% DE.
Persons entering otherwise....	5	23	5	28	5	18% DE.
Total other transportation...	1,411	2,403	1,781	3,215	804	25% DE.
GRAND TOTAL OF ALL VISITORS...	13,603	36,804	8,544	22,010	14,794	67% IN.

Cars camped on public auto camp during month 1930,---	907	1929---	680
People camped on public auto camp during month 1930,---	3,856	1929---	2,366

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

10-157
(July, 1929)

TRAVEL REPORT

BRUCE CANYON National Park for the month of JULY, 1930

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year	
					Number	Percent

PRIVATE TRANSPORTATION:

Cars first entry,	2,850	6,255	No record			
Cars reentry,	125	212				
Motorcycles,	2	2				
Total motor vehicles,	2,977	6,469				
Persons entering via motor vehicles,	9,915	20,572				
Persons entering via other private transportation,						
Total persons entering via private transportation,	9,915	20,572				

OTHER TRANSPORTATION:

Persons entering via stages,	1,480	2,180				
Persons entering via trains,						
Persons entering otherwise,	4	4				
Total other transportation,	1,484	2,184				
GRAND TOTAL ALL VISITORS,	11,399	22,756				

	This Year	Last Year	Increase	
			Number	Percent

Automobiles in public camps during month,
Campers in public camps during month, 652

UNITED STATES
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NATIONAL PARK SERVICE

Zion National Park, Utah.

Weather report for the month of July 1950.

Zion National Park:

Mean Maximum-----96.4
Mean Minimum-----66
Mean -----81
Maximum-----105 1 st. & 4th.
Minimum-----68 10th & 22nd.

Precipitation:

Total for month----- 0.85 inches
Greatest in 24 hours----- 0.46 "
Number of days with .01 or more rainfall 8
Cloudy 21 days, Partly cloudy 2 days, Clear 8 days.

Springdale:

Mean Maximum----- 96
Mean Minimum----- 65
Mean----- 80
Maximum----- 102-4th & 0th
Minimum----- 64 - 15th.

Precipitation:

Greatest in 24 hours .24 inches
Total----- .62 inches
Number of days with .01 inch or more precipitation 5
Cloudy days 20, Partly cloudy 1, Clear days 10.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

REPORT OF SALES OF PUBLICATIONS

ZION & BRUCE CANYON NATIONAL PARKS

JULY 1930

	Number	Value
<u>GOVERNMENT PUBLICATIONS:</u>		
On hand beginning of month,	337	\$237.00
Received during month,	300	300.00
Total,	637	537.00
Sold during month,	198	198.00
On hand at close of month,	439	339.00

NON-GOVERNMENT PUBLICATIONS:

	Ch Ranger	Grand Can.	Am. For. Life	Westerner
On hand beginning of month,	98 - \$240.00	20 - \$40.00	65 - \$22.75	--
Received during month,			50 - 17.50	88 - 6.80
Total,	98 - 240.00	20 - 40.00	115 - 40.25	88 - 6.80
Sold during month,	9 - 22.50	5 - 6.00	71 - 24.85	58 - 5.80
On hand at close of month,	87 - 217.50	17 - 34.00	44 - 15.40	30 - 3.00

Cash on hand beginning of month,	21.55
Sales during month,	257.15
Total,	278.70
Remitted during month,	252.00
Balance,	26.70

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

REPORT OF SALES OF PUBLICATIONS

Bye recd 23
18

43
Sold 24
On hand 19

GOVERNMENT PUBLICATIONS:

	Number	Value
On hand beginning of month,	197	197
Received during month,	300	300
Total,	497	497
Sold during month,	174	171
<i>Transferred to Chief Ranger Jolley</i>	24	24
On hand at close of month,	302	302

NON-GOVERNMENT PUBLICATIONS:

	<i>Ch. Ranger</i>	<i>Grand Canyon</i>	<i>Amer. Forest Life</i>	<i>Westerner</i>
On hand beginning of month,	96 - \$240.00	20 - \$40.00	65 - \$22.75	
Received during month,			50 - 17.50	88 - 8.80
Total,	96 - 240.00	20 - 40.00	115 - 40.25	88 - 8.80
Sold during month,	9 - 22.50	3 - 6.00	71 - 24.85	58 - 5.80
On hand at close of month,	87 - 217.50	17 - 34.00	44 - 15.40	33 - 3.00

Cash on hand beginning of month,	21.55
Sales during month,	230.95
Total,	251.70
Remitted during month,	225.00
Balance,	26.70

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF PERSONNEL

..... National Park for the Month of
ZION-BRYCE CANYON **JULY 1930**

	This Month	This Month Last Year
Number of employees beginning of month,	93	46
Number of additions,	42	27
Total,	135	73
Number of separations,	29	28
Number of employees close of month,	106	45

Number of promotions during month _____
Four

Aggregate amount of annual leave taken, _____
None

Aggregate amount of sick leave taken, _____
None

Aggregate amount of leave without pay, _____
11 days

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF PARK REVENUES

..... National Park for the Month of
SIGN JULY 1930

	This Year	Last Year
Park revenue on hand beginning of month,	None	None
Received,	3,531.00	1,275.00
Total,	3,531.00	1,275.00
Remitted,	3,531.00	1,275.00
On hand close of month,	None	None

Park revenues received this year to date,		3,531.00
Park revenues received last year to date,		1,275.00
Increase,		2,256.00
Per cent of increase,		177%

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF AUTHORIZED PROJECTS

ZION & BRYCE National Park for the Month of JULY 1930

Description of Projects	Percent Constructed To Date	Percent Constructed This Month	Percent Constructed Last Month	Probable Date Completion
<u>Zion</u> <i>3224</i> Protection of Road from River	60 <i>70</i>	10	60	Oct. 1, 1930
Ranger Cabin, West Rim Trail <i>y n 2000</i>	10 <i>70</i>	5 <i>70</i>	5 <i>10</i>	Oct. 1, 1930 <i>71</i>
<i>W Henry</i> <i>W 7-91</i>	0	0	0	<i>230, 31</i>
<u>Bryce</u>				
Trails	50 <i>90</i>	25 <i>40</i>	25 <i>50</i>	Oct. 1, 1930
Warehouse	25 <i>100</i>	20 <i>75</i>	5 <i>25</i>	Oct. 1, 1930
Barn	25 <i>100</i>	20 <i>75</i>	5 <i>25</i>	Oct. 1, 1930