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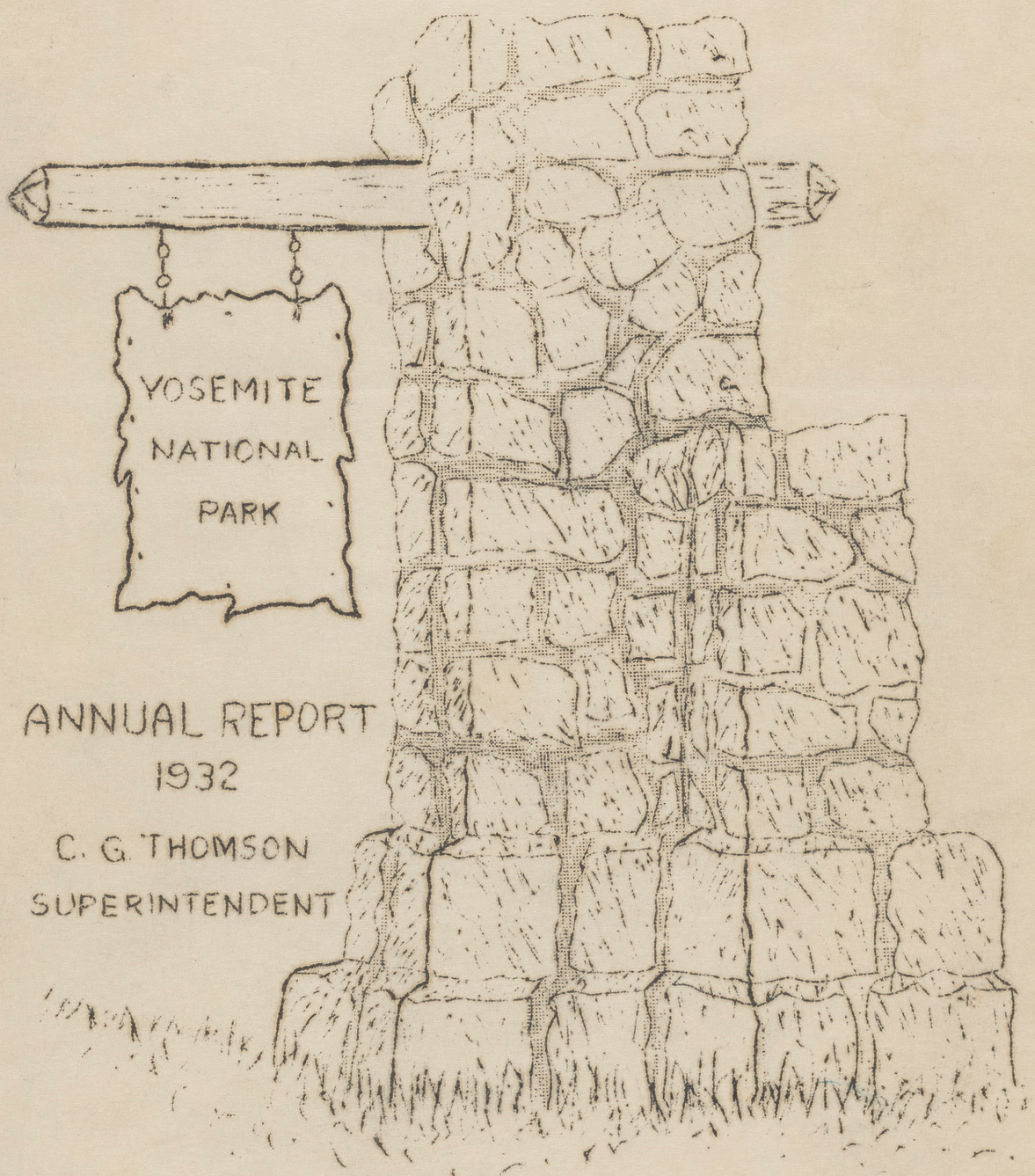
SUPERINTENDENT'S ANNUAL REPORT

1932

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE



ANNUAL REPORT

1932

C. G. THOMSON

SUPERINTENDENT

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STATISTICAL DATA

Total Area, Square Miles	1,176.16
Road System:	
Paved Roads, miles	37.23
Oiled High Standard Highway, miles	28.13
Oiled Mountain Roads, miles	51.99
Dirt Roads, miles	108.45
Total Road Mileage within Park	225.8
Trail System: Total mileage	647.6
Telephone System:	
Telephones connected	478
One 3-position switchboard and 3 Exchanges	
Miles of overhead circuit	352
Miles of underground cable	3.2
Total telephone mileage	355.2
Number of local calls	444,755
Number of long distance calls	18,602
Average calls daily	1,269
Power Plant and Transmission System:	
Two Generator Capacity, K.V.A.	2,500
Standby San Joaquin Light & Power Corporation, K.V.A.	3,000
Total Capacity, K.V.A.	5,500
Transmission Lines; ranges from 2300 to 33,000 volts. Total miles (2 miles of underground cable)	29.6
Transformers	148
Substations with automatic feeder regulator	2
Generated, K.W. Hours	7,044,120
Purchased, K.W. Hours	2,393,111
Total Consumption, K.W. Hours	9,437,231
Government Buildings in Park	446

Water Systems:

Valley -- 2 dams, settling tank, sterilization apparatus, auxiliary spring supply, maximum demand 1,700,000 gallons per day. Total length of lines ranging from 30" diameter down, miles	19.71
Twenty-two outlying systems with 11 storage, settling or treatment tanks. Length of lines, miles	14.40
Total mileage, water systems	34.11

Sewer Systems:

Valley -- reinforced concrete activated sludge treatment plant designed for maximum tourist population of 30,000 and flow of 1,250,000 gallons per day. Total length of lines ranging from 20" to 4", miles Four pumping plants included in Valley system.	15.3
Outlying plants -- 12 outlying systems with three tanks and 19 cesspools with length of lines, miles	1.41
Total length of sewer lines in Park, miles	16.71
Mobile Equipment: (Trucks, etc.)	111
Parking Area Capacity, Yosemite Valley, cars	1,491

Garbage Disposal Plant:

Valley Incinerator, capable of disposing daily (8 hours), tons	21

Yosemite National Park, 1932-33

Appropriations, Expenditures & Revenues

Administration, Protection & Maintenance	$ 324,710.00	
Construction (Structures, water systems, etc.)	68,100.00	
Fire Protection	8,550.00	
Insect Control	7,800.00	
Total		$ 409,160.00*
Roads & Trails (Major Projects)	$ 717,199.50	
Roads & Trails (Minor Projects)	31,569.12	
Roads & Trails, Emergency Construction, 1933	265,000.00	
Donations	229,800.00	
Total		1,243,568.62
Grand total all appropriations		$1,652,728.62

($265,000.00 of these construction projects was allotted from funds appropriated by Congress for unemployment relief.)

Revenues for 1933 fiscal year

Automobile Permits	$ 135,731.00
Concession Fees, Park Operators	6,681.42
Electric System	30,971.55
Telegraph & Telephone Systems	13,873.05
Water	5,822.60
Miscellaneous Receipts	28,183.13
Donations (City of San Francisco, etc.)	250.300.00
Total (estimated)	$ 471,562.75

250
221

*Note: The income of Yosemite exceeded expenditures for Administration, Protection, Maintenance, Construction, and Forest Protection by 15% or $62,402.75. Except for capital investments made for roads, trails and bridges the Park was better than self supporting.

GENERAL

1932 was a "Yosemite" year. Record winter precipitation, the heaviest snow falls in a generation, thunderous waterfalls, gorgeous wildflower displays and lush meadows, ideal spring and summer weather -- all contributed to make this the loveliest year in the memory of the Park's oldest residents. Information of the unusual beauty of the Park went out, largely via word of mouth by enthusiasts, resulting in a record Park travel.

A total of 168 inches of snow fell in Yosemite Valley, contrasting sharply with the previous year when we had the lowest snow fall in Park records -- only 11 inches. A solid blanket of snow covered the south side of the Valley from November 14 to March 15. On February 11 more than 12 feet of snow lay along the Big Oak Flat and Tioga Roads. Total water precipitation for the year was 40.38 inches, as compared with only 20 inches for the preceding year and an average of 30.6 inches for the past 26 years. This record precipitation and the agreeably cool weather extending through spring and summer months permitted utmost enjoyment of the Park by visitors, and delayed the fire season.

Lowest temperature (recorded February 3)	:	1° above zero
Highest " (" July 8)	:	95°
Average minimum winter temperature	:	27°
" maximum summer "	:	84°
" temperature for entire year	:	51° (the average for past 26 years)

Business conditions, so critical throughout the country, were reflected in Yosemite. Revenues of all Park operators were diminished; fewer people stayed in the rental units but there was an increased use of our public campgrounds and particularly a trend toward a much longer stay. People frankly stated that they cared less for the hectic running about in automobiles that has marked the last few years, even if they could afford it; great numbers stated that as they had little business to attend to anyway, they thought it wise to drop it all, come into our campgrounds where they could live at least as cheaply as at home, and build up their health and a better mental resiliency by a long vacation. This phase of usefulness of a National Park was a new thing this year, and is a tribute to the wisdom of those men who first conceived the National Park idea.

TRAVEL

Despite adverse economic conditions, we concluded the greatest travel year in Park history on September 30 with a total of 498,289 people.. This exceeded the 1927 peak year by 7,859 and was an increase of 7.8% over last year.

TRAVEL REPORT AND COMPARISON FOR THE TRAVEL YEAR ENDING SEPTEMBER 30

	1932	1931	%gain
Private cars entering	161,774	150,950	7.13
People entering by private car	482,861	438,439	10.1
Motorcycles entering	135	176	-23.0
People entering by motorcycle	186	222	-16.2
People entering by Y. V. Railroad	2,900	3,743	-22.0
Total people by All Year Highway stage	4,377	6,972	-37.2
Total people by stages, other roads	5,459	10,070	-45.7
Total people - horseback, foot and miscel	2,506	2,409	4.0
GRAND TOTAL PEOPLE ENTERING YOSEMITE	498,289	461,855	7.88
Visitors using Public Camps	165,000	132,000	25.0

TRAVEL BY PRIVATE CARS -- BY ROADS & ENTRANCES

Entrance Station	Road	Cars		People		Gain
		1932	1931	1932	1931	
Arch Rock	All Year Hiwa	94,298	83,296	280,034	240,541	16.4%
Mariposa Grove	Wawona	20,854	17,098	67,263	55,564	21.0%
Alder Creek	Wawona	18,220	13,561	54,248	41,425	30.9%
Tuolumne Grove	Big Oak Flat	10,241	13,565	30,232	37,869	-20.1%
Aspen Valley	Tioga	6,814	7,716	18,753	20,458	- 8.3%
Tioga Pass	Tioga	6,326	10,958	17,829	29,546	-39.6%
Mather	Hetch Hetchy	5,021	4,756	14,502	13,036	11.2%
TOTALS ALL ENTRANCES		161,774	150,950	482,861	438,439	10.1%

First-entry visitors (people entering for the first time) . . 252,443
Re-entry visitors (people entering more than once). 245,846

Note: The decrease for the Big Oak Flat and Tioga Roads was due to the late opening of the roads in the spring.

The grand total includes an unknown but considerable number of people checked in duplicate through the Alder Creek, Mariposa Grove, Tuolumne Grove and Aspen Valley checking stations; so the actual bona fide travel into the Park is somewhat less than the tabulated figures. (It is impracticable to secure absolutely accurate travel counts without troubling visitors to the point of irritation.) However, travel was computed this year in the same way as for all preceding years and reflects accurately the proportionate increase. Exactly accurate travel checks will never be practicable until the new road system -- entirely within the Park -- is completed; now that the Wawona Road is entirely within the Park, the major portion of this discrepancy will be automatically corrected.

During the past year 97% of Yosemite's visitors entered the Park in private cars, whereas in 1915 only 23% came in by private car. Rail travel, however, has shown a decided drop, decreasing from a peak of 25,614 visitors in 1925 to 13,565 in 1927, after the opening of the All-Year Highway, and to only 2,900 for 1932.

Yosemite is truly a National Park. 1932 travel records show 31,522 visitors from every State in the Union and 1,138 visitors from 38 foreign countries -- Japan, Canada, Hawaii, England, Germany, and France leading the list. Such remote countries as Peru, Siam, Greece, and Siberia were also represented.

Peak summer days: July 3 11,587 people (2d largest travel day in Park history)
May 29 10,943 people
Peak winter day : Feb 21 5,441 people
Total winter travel (November to March) 61,201 people (14% above preceding yr.)

The Olympic Games, the Shriners', American Legion and other conventions held on the Coast contributed somewhat to this travel increase, but the main influence was the opportunity afforded in Yosemite for unique vacations at very low cost, particularly in the public campgrounds. Unquestionably, Yosemite was tremendously useful in this year of business depression, affording physical and spiritual uplift for a not too happy people. Never before was there such appreciation of our services; and in all my years in the Park Service I have never seen such an earnest desire on the part of personnel to be helpful to people.

FACILITIES USED BY PUBLIC

Campgrounds

Campgrounds were seriously congested during the peak of the season. However, the assignment of a ranger to each important campground resulted in an excellent orderliness, and sufficient maintenance funds were available to permit of thorough policing, garbage collection and sanitation. It was necessary to clean comfort stations three times daily. All of our facilities for campers in the Valley were seriously strained, but thanks to construction of improvements permitted during the past few years, there was no breakdown at any point in our services.

A record was established this year, with a total of 165,000 campers. Actual camp censuses taken on the first days of June, July, August, and September showed respective camp colonies of 956, 7,254, 4,764, and 1,591 camping on the floor of the Valley on those days, and on July 3 there were 9,306 campers counted in the Valley. The average stay in the campgrounds was about five days, but many remained from three to five months.

One competent woman ranger was assigned to all of the campgrounds and was most useful, particularly to unescorted women campers. A quiet, smiling worker, she was of especial service in restraining persons who were inclined to go about too scantily clad.

The campground entertainment was continued as a nightly feature in the Valley with an average attendance of 835 during the period from May 28 to September 5. An attendance of 2,000 was not unusual. These evening entertainments were generally more appropriate to a National Park than heretofore and were greatly enjoyed by visitors. Similar camp fire entertainments were conducted periodically at Tuolumne Meadows, at Mariposa Grove, and at Glacier Point.

There was a generally increased use of the miscellaneous campgrounds in other Park areas; camping increased at Mariposa Grove but is still negligible there; at Glacier Point camping was diminished, not averaging over two camps per night. Tuolumne Meadows continued a favored spot, particularly for hundreds of Californians who have been returning there annually for many years; but due to heavy snows the season was short and as cold weather set in early at that altitude, its popularity declined rapidly after the middle of August.

Winter Camping: In October, with the closing of the regular campgrounds, camping was permitted in the winter picnic ground west of Yosemite Lodge, but this had to be abandoned because of record snow falls that made such camping an absurd Park project and an actual menace to the health and lives of people, particularly the uninformed and the juvenile. Its abandonment was also necessitated by a new trend of thought among a certain type of individuals who evidently planned to live in our summer and winter campgrounds permanently, contrary to Park policy and law. The use of this winter area is now limited to picnickers and for camping under favorable weather conditions, on special renewable permits for ten-day periods.

Public Utility Operators

The Best, Boysen, and Foley photographic studios continued to operate on the same basis as heretofore. The trend in their volume of business is gradually downward. I can not say to what extent these diminished returns are due to the moving of these studios to the New Village, but unquestionably their removal from the business center was injurious.

The Degnan Bakery and Delicatessen continued to operate in the Old Village as heretofore and enjoyed a fairly good business.

The Yosemite Park and Curry Company made no notable physical improvements in the Valley. At the Mariposa Grove an excellent new unit was constructed near Sunset Point consisting of an appropriate building containing twelve bedrooms, a small lobby, dining room and other necessities. The construction of this modern and attractive structure in an area of major importance, and the subsequent complete cleanup of the decrepit old unit, represents a notable improvement in Park standards and in service to the public.

Despite general business difficulties prevalent throughout the country the Company continued all of their activities this year, including the High Sierra Camps, Tuolumne Meadows Lodge, various recreational supports, entertainments, etc. Inevitably their fine services have won comparisons with the curtailed services in a majority of resorts, greatly to Yosemite's prestige.

In November the Yosemite Park and Curry Company was granted a new twenty-year contract, principally to take care of the necessities incident to their operation of the hotel and allied units at Wawona.

Of course the general depression seriously curtailed the Company's revenues and compelled extremely careful management. But the depression was not the only cause for worry about the future, because several fundamental conditions and trends seriously disturb stockholders. For example, there is a general trend toward reduced length of stay in the hotels; in 1920 the average stay at hotel units in Yosemite was seven days; in 1924, five days; and from 1929-32 about two and one-third days. Apparently the improvement of roads and the wider range thus afforded automobilists has encompassed this change. A larger percentage of people now use the campgrounds and another large group come in and leave the same day without using hotel facilities at all, as is shown by the following figures: In 1926 34.6% of visitors registered at hotels; in 1929 only 29.4%; and in 1932 but 21.2%. With fewer visitors using the hotel units and they staying for shorter periods, the outlook is not encouraging.

Another disturbing factor is the continual decrease in rail travel accompanied by a greatly curtailed use of Company transportation, formerly a highly profitable element of business. 97% of our visitors arrived in their own automobiles this year, not only diminishing Company transportation returns, but also permitting them to avail themselves of the cheaper accommodations available along entrance roads.

The commonest criticism of National Park Service management is complaint about the high rates for cabin types of accommodations. Visitors can not understand why cabin accommodations in the Park should be twice as costly as similar lodgings outside. Analysis of the Company's financial statement and of average occupancies, together with our knowledge of the higher standards of service, sanitation, etc. demanded in a Park, simplify the answer for us, but outsiders can not know all of these things and consequently are becoming increasingly captious. The lack in Yosemite of the economical housekeeping cabins to which tourists have become habituated on the outside is another subject of frequent complaint; they are not appropriate in Yosemite Valley, but the acquisition of the Wawona basin should make solution of this problem comparatively simple reasonably soon.

The problems of operation are best exemplified by the following table of percentages of occupancy of Company beds:

Camp Curry	21.9 per cent
Yosemite Lodge	19.4 "
The Ahwahnee	28.1 "
Housekeeping Unit	19.6 "
Units Off Floor of Valley	6.4 "
Average Occupancy	19.08 "

Total accommodations are used only a half dozen times a year, so that the overhead is a heavy drag. The Company has been aggressive in its efforts to increase this average occupancy, and has inspired the intensive drive to popularize winter sports and other appropriate activities during the three off seasons. It must be stated that the Company is as fully alive to the situation as we, and that its management is virile, resourceful and public-spirited. I have staunch confidence that as conditions improve and finances permit, every unfavorable condition will be remedied. Above all things hereafter, the Company and the Department must resist any tendencies to construct and equip to take care of peak travel loads.

Winter Sports

There is a strong impetus in the popularity of winter sports in California, and Yosemite undoubtedly is in the lead. During the past five years the Yosemite Park and Curry Company has developed excellent programs, and the Government has handled adequately the necessities of winter maintenance of essential roads, ample parking facilities, travel control, improved power transmission, etc. This year Yosemite was the scene of the most important skating championships, winter carnivals, hockey, professional exhibitions, and all other appropriate winter sports except ski jumps.

Response has been notable, as indicated by an increase of 14% in winter travel this year. Our largest single travel day was on February 21 when 5,441 people entered the Park. Heretofore I have looked upon winter sports as experimental only, but I am now convinced that the demand for this winter use is authentic and greatly increased and that the demand will augment progressively in the next few years. Evidence of this keen interest is apparent on every hand; folks no longer are content with such home-spun pleasures as snow-balling, ash can slide, etc., but large numbers are becoming adept at figure skating and skiing; there is a significant increase in the number and attractiveness of winter sports costumes; and a clamor to make available the fine ski country above the floor of the Valley. This demand is being met experimentally this winter by the maintenance of the new Wawona Road to the Mariposa Grove, thus opening up to skiers probably the second best snow fields in this Park. But, although I believe that winter sports will enlarge radically the usefulness of this institution, I feel sure that in the absence of free camping, rates for medium accommodations should be materially reduced to permit the average person to enjoy a winter stay of even a few days. Our set-up of accommodations is not ideal for winter use.

In our plans for winter sports we do not lose sight of the fact that a considerable proportion of winter visitors are attracted to the Park by the sheer beauty of Yosemite under its snow mantle and who desire to enjoy it quietly.

Fishing

Fishing was unusually good, both in streams and lakes. On July 17 a new record for trout was established when Mr. Fred Hatch of Paso Robles, California, caught a Loch Leven in the Merced River weighing twelve pounds, nine ounces. The number of fishermen seems to increase constantly and a large number of them whip our waters day after day and with consummate skill. If fishing is to be maintained on its present level, our fish planting activities must be radically increased. A step in this direction was undertaken experimentally this year with the construction of egg taking facilities at Lake Eleanor; no fishing has been permitted in this lake for two years and egg taking there will be begun next spring.

This year we planted a total of 940,075 trout fry, consisting of 506,700 Rainbow, 316,500 Eastern Brook, and 116,875 Loch Leven. Under the supervision of the State Division of Fish and Game, I believe that both the culture and the planting methods have been improved to a point where our losses are comparatively slight.

Use of the High Sierra

Undoubtedly there is an increased appreciation and use of our high country. This is due to improved fishing, better trail maintenance and in part to the lushness of meadowlands and wildflower exhibits come since the prohibition of grazing.

Excessive cost for rental of saddle and pack animals in Yosemite continues to keep many people of average means from making trips into our mountain fastnesses, and many bitterly resent our regulations preventing the entry of outside packers, especially as such outside stock can be rented for about one-half of our authorized rates.

Accurate periodic surveys also reveal a heavy use of secondary areas. For several months this past summer we have averaged close to 100 people per day visiting the fire lookout at Crane Flat; larger numbers make the trip to Sentinel Dome; the Mariposa Grove of Big Trees attracts probably 80% of our out-of-state visitors. From the truly national travel there are more inquiries regarding the Wawona Tree than there are regarding any other feature in the Park.

There is a distinct trend toward more intensive use of the Park by residents living near the Park boundaries. This is a difficult matter to handle administratively, particularly as there are no pertinent regulations and no definition as yet as to what constitutes normal use of National Park fishing, camp sites, etc. The problem of the control of persons who establish summer homes on the boundary of a National Park, and who from this strategic point may exploit its recreational facilities, some time will require departmental study and possibly congressional legislation. For this same reason private lands within Parks should be alienated as soon as economic conditions permit.

Hospital

The Lewis Memorial Hospital was operated excellently under the direction of Dr. Hartley G. Dewey, who retained an assistant physician for eight months of the year. Three to five nurses were employed at all times. During the period January 1 to December 1 there were 7,268 office calls, 1,286 house calls, 1,980 hospital days, 15 births and 8 deaths. Both in physical set-up and the spirit of its entire personnel, there is no more creditable institution in this Park.

Dr. R. E. Davies continued as Park dentist, treating 258 patients during the year.

Church

Dr. James Asa White of Berkeley continued as principal executive in the Yosemite Church management; he devoted himself tirelessly to his work with little thought of the personal sacrifices involved. Both finance and attendance reports show sizable increases. From September until May services were held in the Old Village Chapel -- Protestant at ten in the morning and Roman Catholic at eleven-fifteen; during the summer months Protestant services were held in the Church Bowl and Roman Catholic services in the Government pavilion in the Old Village. It is interesting to note that church attendance showed an increase of 16% over last year while finances showed an increase of approximately 30%.

Father Deschenes, pastor of the Catholic parish, was transferred in November to greatly enhanced responsibilities at King City; his enthusiasm will be missed here. He was succeeded by Reverend Father Joseph G. Franco.

Church attendance was interesting:

Seventh-Day Adventist	757
Lutherans	453
Christian Science	1,560
General	11,339
Roman Catholic	8,000
	22,109

These figures cover the period from September 1, 1931 to August 31, 1932.

PROTECTION

Ranger Service

As always, my heart warms in reviewing the fine work of our ranger organization. It seems impossible that so much could have been accomplished by a small nucleus of fifteen permanent rangers reinforced during the short summer season by forty-nine temporary men. This small group is the mainspring of the Park, of public order, Park protection, preservation of our forests against fire, control of forest insect ravages, the safety of automobilists on our highways -- in a myriad of ways they weave a pattern of safety and protection across this area of nearly 1,200 square miles. A list of the accomplishments of this division would fill this entire report, so but a few can be selected for emphasis.

The rangers assigned to the large campgrounds were particularly useful this year; the ranger in charge of the campground entertainment was a specialist and his work was outstanding. The public order and traffic division functioned excellently under Ranger G. M. Eastman. The temporary ranger force was composed almost entirely of experienced men and required a minimum of additional training.

This is the one division at Yosemite which is handicapped by lack of sufficient personnel; in view of the year-round activities handled by the ranger division and in comparison with any other Park which I know, our force is inadequate. The addition of the Wawona area with its serious public order and other problems, which has required the permanent assignment of rangers there, has made this lack of personnel more pressing.

Fire Prevention

The ranger fire prevention organization underwent an intensive school of instruction but again this year fire fighting was considered a major Park function rather than merely a ranger responsibility. In Yosemite an important fire now calls out every department head, each of whom contributes his specialized knowledge to the emergency in the field.

This radically bettered organization, together with improvements in fire fighting equipment and detection mechanisms provided during the past two years, is reflected in our fire record for the year. Forty-seven fires were detected but the total area burned over was only 117 acres or an average of 2.5 acres per fire. The total cost of suppression was $1,963 as compared with total cost of $7,558 for the preceding year. Mr. John Coffman, Fire Control Expert for the National Park Service, has contributed notably to our improvement in equipment and training.

A total of nine general alarms were turned in on building fires; one of these was serious, destroying the old Government building used by the Yosemite Park and Curry Company as a general office.

Insect Control

The insect menace to the magnificent Sugar and Yellow Pine forests of Yosemite this year reached a critical stage. A comprehensive study of the infestation was conducted throughout the open season by specialists in the ranger division, revealing an alarming situation. For instance, in the Wawona area 21% of the Sugar and 10% of the Yellow Pine has been killed by insects during the last two years; similar losses have been sustained in the Big Meadows region; and already the splendid forests in the Rockefeller addition (acquired in 1929 by joint Rockefeller - Government expenditure of over $3,000,000) have suffered a loss of 5% of their magnificent timber. The survey revealed that unquestionably the Sugar and Yellow Pine infestations have reached a critical stage, requiring energetic control measures.

The cost of control was estimated at $29,000 but a total of only $11,020 was made available in four allotments between April and November. With the funds at our disposal the insect control work was concentrated in the three most strategic points: Mariposa Grove, the Wawona unit and Yosemite Valley. The availability of good equipment and trained men permitted economical operations, control costs averaging $2.96 per thousand feet B.M. Heavy snow storms closed down operations before exhaustion of funds, but work will be resumed as soon as the snow compacts. Success can not be anticipated unless additional funds are forthcoming from some source: and similar work must be done in contiguous forests outside our boundaries. The Forest Service has agreed to cooperate next spring by undertaking similar work along our exposed boundaries in these areas.

In all of our investigation and actual control operations we were guided by the expert advice of Entomologist John Miller of the Bureau of Entomology, whose assistance was invaluable.

Infestations of the Douglas Fir by the Flathead Borer were studied but no control was undertaken because of the more urgent necessity to save our splendid Sugar and Yellow Pine stands. This insect situation is the gravest protection problem confronting Park values at Yosemite.

Snow Survey

I have continued the cooperative arrangement with the State Division of Water Resources, which provides us with three men for snow survey work on the main water-sheds in the Park. These State-paid men are selected by me from former temporary Park rangers who are familiar with Yosemite and well equipped to report on Park conditions. Regular Park rangers were assigned to patrol with the State men as required. This is a vital service to the irrigationists and power users of California.

Grazing

Difficulties with sheep and cattle grazers have been greatly lessened by two developments, viz: (a) The construction of fences at tactical points along the western and southern boundaries, and (b) by cooperation of the Forest Service which will terminate the leases of any grazers who offend against this Park. The acquisition of the Wawona area will necessitate some fencing next spring, to be accomplished largely by our ranger personnel.

Fauna and Flora

Our success in restraining the maraudings of bears is not yet complete, but much progress has been made. The bear show has been very successful, there being a greatly increased number of "actors" this year. An average of eleven bears appeared nightly from April to November, while during the month of August the average was twenty-five bears a night. An estimated average of 372 people attended each of the 211 bear lectures given this summer. It is interesting to note that there were only sixteen hospital cases due to bear bites this year, compared with eighty-one cases in 1929 and twenty-seven last year. Bears continue immeasurably the most popular of our wild life attractions.

A number of deer were again removed from Yosemite Valley to the Tuolumne country in special trucks. Comparatively few now frequent the Valley, so people enjoy sight of these animals more now than in the past when they were like dairy cattle, especially as they are reassuming their natural timidity and shyness. There was a heavy crop of fawns, and the Alder Creek watershed continues to be probably the most prolific single source of deer reproduction in California.

The herd of Tule Elk is still in the fenced meadow. There are nineteen adults and two calves. It is hoped that this herd of exotic animals may soon be sent outside Yosemite to a natural habitat under conditions which will assure their perpetuation.

As in all other areas in this region, coyotes increased tremendously in number. They were of great interest to observers, but instructions against their decimation is bitterly resented by hunters, cattlemen, game associations and other similar organizations.

Under authority of the Director, the old zoo in the barn area was finally obliterated in November, and the three mountain lions were killed and preserved for museum purposes.

The year was notable for the great increase in wildflowers and in the general lushness of all vegetation. Except for the trees attacked by insects, it was a fine year of growth among trees, plants and shrubs; due principally to the abundance of water, it was also aided by the continued prohibition of grazing. On the floor of Yosemite Valley wildflowers were more abundant than for seven or eight years previously due not only to natural conditions but also to the diminishing of the number of deer. The exhibits of Dogwood were especially notable. In the lower Merced Canyon there is a fine increase in the number and size of Redbud shrubs which are so attractive early in the spring. Now, after four years of restraint in the use of road machinery on road shoulders and ditches, native plants have grown pleasantly to the very edge of the roads. The heavy, wet snow falls of last winter brought down a number of our most beautiful oaks in the Valley

MUSEUM AND NATURALIST SERVICE

All permanent naturalist positions were filled and eleven temporary naturalists were employed during the 1932 season. During the year 810 field trips were made with a total attendance of 35,969, and 2,794 lectures were given to a total of 329,270 visitors. These contacts show a 28% increase over last year with no increase in staff. The Museum also served a substantially increased number of Park visitors, and interest in its exhibits was keen. One of the secrets of its increased usefulness and popularity was found to be the frequent addition of new exhibit materials, the cultivation of a friendly atmosphere, and the specializing in live exhibits. Indian culture demonstrations in a special area of the Nature Garden drew large audiences.

Excellent progress was also made at outpost museums. At Mariposa Grove a new, complete and unique exhibit telling the story of the Big Trees, housed in the reconstructed log cabin, drew much attention. At Glacier Point and Tuolumne Meadows the naturalists in charge maintained creditable exhibits, especially of wildflowers, and conducted numerous field parties.

Field School

The Yosemite School of Field Natural History conducted its eighth session last summer. As usual, many requests for attendance were denied due to limited facilities and our inability to handle over twenty students. It is a training ground for the Service; already nineteen graduates of this school have been appointed to temporary or permanent positions in the National Park Service.

Special nature classes for children rounded out our educational service.

Museum Nature Garden

With money made available through the gift of $4,000 by Miss Marjorie Montgomery Ward (now Mrs. Robert Baker), a substantial beginning was made in developing the desolate area at the rear of the Museum into a living exhibit of native flowers and shrubs. Approximately two acres have been fenced, walks laid and water supplied. To Ranger-Naturalist Mrs. Enid Michael, under whose direct supervision this area was developed, goes the major credit for excellent conception and indefatigable application. A fine start was made in seeding the area and in transplanting native flowers and other plants; the small stream and pools artificially developed already present a pleasant natural appearance. A start was made to label growing flowers and plants, so even during the first year a real educational service has been rendered by this garden project. We had thought years would elapse before this barren area would come into beauty, but one brief season's progress demonstrates the beauty and usefulness of Miss Ward's conception.

Through the generosity of Dr. Walter B. Scaife of Oakland, California, a bench of white granite was provided for this Garden.

Publications

The Museum staff issued printed Nature Notes each month, which were circulated to an average of four hundred individuals and institutions. Two special editions also were published: (a) A motorists' guide to the Mariposa Grove of Big Trees; (b) a hikers' guide for the circuit of High Sierra Camps.

Service Outside the Park

Invitations to lecture before clubs, schools and scientific organizations far exceed our ability to comply. Members of our naturalist staff were able to give, in conjunction with other trips outside the Park or while on payless furlough, twenty-four of such lectures reaching audiences totaling 9,285 persons.

ADMINISTRATION AND PERSONNEL

Permanent civil service personnel varied between seventy-five and eighty. The temporary appointed personnel numbered a maximum of sixty-seven; a maximum of 480 per diem workmen were employed. The hiring and swift training of a seasonal organization of this size -- their housing, transportation, feeding, etc., in numerous and scattered different camps and outposts located from ten to seventy miles from headquarters -- is a complex operation in itself; the cost of mess operations alone totaled approximately $80,000.

Mr. J. V. Lloyd, Assistant to the Superintendent, was transferred to Grand Canyon as Assistant Superintendent in January.

Ranger Henry Skelton was retired April 30 due to age limitation after fifteen years of fine, loyal service. He was one of the most beloved and respected rangers in the Service.

Ranger Ralph Anderson was promoted to the position of Park Photographer and Information Clerk April 1.

Matthew Beatty was appointed as Junior Park Naturalist on January 7, vice George Crowe, transferred to Devils Tower Monument in October, 1931.

Emil Ernst, a graduate forester, was appointed as ranger on September 21, vice Anderson, and has been supervising the vitally important forestry and insect control activities.

Messrs. Duncan McDuffie and John P. Buwalda of the Yosemite Advisory Board met in the Park during the Director's visit in July and assisted in several studies at that time. Unfortunately Mr. Frederick Law Olmsted was unable to come to Yosemite this year; the lack of his distinguished services was a distinct loss to Yosemite.

On February 25 Yosemite was saddened by the death of United States Commissioner William D. Fullerton, a fine, conscientious official. Herman Hoss, formerly commissioner here and now secretary of the Yosemite Park and Curry Company, became acting commissioner on May 15 and served in that capacity until the appointment of James M. Oliver of Los Angeles on November 15.

On July 12 Yosemite suffered the loss by death of Robert Selby. He had served in Yosemite for twenty-two years and for many years preceding his death was custodian at the Yosemite Museum. He was truly a part of Yosemite, and loved the Park so well that for a period of eleven years he never left the floor of Yosemite Valley.

MAINTENANCE

Roads

The record snow fall made winter maintenance of the twenty-four miles of Valley pavements of major importance; snow removal alone cost $5,345. In January and February heavy storms followed each other in swift succession, the largest single snow fall amounting to 54". The task involved is considerably above the capacity of our present snow removal equipment, a shortage which will be emphasized with the completion of the tunnel and the all-year use of the new Wawona Road.

The El Portal Road was subject to bad slides of dirt and huge boulders from the precipitous canyon wall and there was some damage to roadbeds and stone parapet.

This record snow fall made more difficult and costly the opening of the Big Oak Flat and Tioga Roads but the availability of some modern equipment proved advantageous and economical.

Spring drainage problems on mountain roads were more difficult than usual.

Summer and autumn road maintenance was simplified and cheapened because of capital investments made during the preceding two years. The oil mat on the Big Oak Flat Road, laid previously, stood up beautifully and required but little attention. The miscellaneous oiled mountain roads, the roads in campgrounds and other kit roads, which had previously been oiled, were similarly easy to maintain. The old Tioga Road, which has never been oiled, was as usual dusty and rough, and required the constant attention of a considerable crew throughout the open season. Dirt roads are no longer justifiable, neither on a basis of service to the public nor of economy.

Our pavements laid during the last seven years required practically no attention.

Trails

Main line trails such as the Four Mile Trail, the Vernal-Nevada Falls Trail (upon which traffic counts showed peak use as high as 4,012 people in one day), and the Merced Lake Trail, were given constant care. Secondary trails such as the one leading to the foot of the upper Yosemite Falls were maintained satisfactorily. Practically every mile of the High Sierra trails was gone over by small crews supervised by various district rangers. This high-country trail system is not used sufficiently to warrant intensive maintenance, and highly engineered trails would actually detract from their full enjoyment by Park lovers.

The paved footpaths constructed in the Valley about five years ago will soon require careful attention. It is apparent that these footpaths are not popular with visitors who prefer to walk along the parallel paved roads, especially after dark. Unless footpaths can be illuminated, our trend at Yosemite will doubtless be toward a reduction in footpath mileage.

Buildings

An increase this year of about $2,000 in our building maintenance allotment permitted better care of our structures; but with 446 widely scattered buildings constructed of perishable material, there are still insufficient means available for economical maintenance.

Electrical Department

The Park power plant operated continuously except for a few brief interruptions during the stormy periods. The Glacier Point Hotel was without current for approximately two months during the heavy snow period. Less power was purchased than heretofore, due to two main factors: (1) Water supply was more ample; (2) wastage was radically decreased. Leaks were traced; line losses on energy sold to customers were more carefully checked; jackets and thermostats were installed on water tanks, and many other operating economies effected.

Telephone and Telegraph

Telephone lines and circuits were maintained efficiently. Damage caused by storms last winter was repaired with unusual dispatch. It is estimated the damage to telephone lines during the storm periods of last winter was greater than the accumulated damage for the five previous years. A total of 478 telephones was connected at the peak of the season. Telephone service was excellent, both in the Valley and in the high country, due to the unusual energy and morale of the electrical division.

Sanitation

As areas come into more intensive public use the necessities of sanitation become greater. This year, due to record use of the Park, the sanitation crews and equipment were increased so that garbage could be meticulously collected twice daily and comfort stations cleaned three times daily during the summer. One small Ford truck was assigned to the cleanup of mountain roads, outpost campgrounds, picnic places, etc. -- a much needed service.

For the fiscal year ending July 1, a total of 29,264 cans of garbage was handled at the incinerator, compared with 27,989 the year preceding. Revenue from garbage sold totaled $2,343.25, a decrease of $493.47, due to our inability to sell much garbage for hog feed this year. Costs for incinerator operation were $4,033.52. For the period January 1 to December 1, a total of 18,870 cans of garbage was handled at the incinerator, and revenue totalled $1,019.10.

Remote areas such as Glacier Point, the Mariposa Grove, Tuolumne Meadows, etc. were under regular inspection as to water supplies, garbage disposal, pickup, and sewage disposal; and a careful policing of all circulation areas, roads, etc. was accomplished. Although no special funds have been available, we were able to remove several more old eye-sores (dumps, refuse pits, etc.).

Mosquito Control

Mosquito control by the oiling method was again made inefficient by fluctuations in stream heights during the periods of greatest run-off. Oiling is effective to a certain degree, but a comparatively small capital investment in drainage will serve the same purpose far more effectively and eventually much more economically. The Valley and Tuolumne Meadows were the only areas treated. A wider abatement of the mosquito nuisance should be attempted.

Water and Sewer Systems

The big sewage disposal plant for the Valley, finished last year, functioned excellently, solving another of Yosemite's grave administrative problems. After nearly a year of satisfactory demonstration of the new plant we felt safe in eliminating the old sewage disposal farm -- a fine esthetic accomplishment.

Water supplies were carefully safeguarded and bacterial tests made at regular intervals. The availability of adequate and perfect water supplies at the Mariposa Grove and at Tuolumne Meadows completely transformed our situation in those vital areas. Due to heavy run-off, we encountered no such difficulties in maintaining sufficient water supplies on the Valley floor and elsewhere as were encountered for the two years preceding.

Mechanical Department

Repair and overhaul activities in the mechanical department were intensified during the off season so that when construction work commenced on a large scale in the spring of the year our equipment was in excellent condition. Equipment completely overhauled at that time consisted of: 76 trucks (including three fire trucks), 3 touring cars, 11 tractors, 10 compressors, 6 snow plows, oil spreading equipment, ice plant, 8 graders, 10 sewer pumps, and miscellaneous machinery at the sewer plant. Throughout the year this efficient organization excellently maintained our immense amount of mobile and fixed equipment.

CONSTRUCTION

Items by Direct Congressional Appropriation:

Due to the necessity for national economy, Congress reduced construction items to far below the level of preceding years. Only vitally important items were allowed, as follows:

Buildings -

(a) Frame equipment storage shed; constructed in the utility group in the Valley.

(b) A fine new comfort station of stone and wood, built at Union Point.

(c) Six small three-room cabins at the New Indian Village, now rented to Yosemite residents of Indian blood. Completion of the new Indian unit will probably require two or three additional cabins. The squalid and unsatisfactory old Indian Village has been completely eliminated, thus solving another Yosemite problem.

(d) A shower bath was added to the comfort station at the New Indian Village.

(e) Two small women's dormitories of three rooms each were constructed, somewhat easing our housing problem.

(f) A new refrigerating room was constructed at the warehouse, to stop wastage of perishable commissaries.

(g) Some major repair work was done at the Rangers' Club with $800 appropriated for that purpose.

(h) A new chimney was constructed at the garbage incinerator.

(i) Seventeen new tent platforms were provided for the foremen and laborers' camp in the Valley.

Improvements to Electric System -

This was the most important construction work authorized this year, involving an appropriation of $36,800 designed to reduce the crippling interruptions of power transmission upon which the public in the Valley is completely dependent for heat, light and meals at the cafeterias. This appropriation permitted the construction of a new 70,000 volt line; and the erection of an all-steel tower line between the Park boundary and the power house. Simultaneously the San Joaquin Light and Power Corporation constructed a similar line between the Park boundary and the terminal of its steel tower line at Incline, thus closing the weakest gap in our entire power system. The improvement in service reflects the wisdom of this Congressional appropriation.

Extensions to Telephone System -

These improvements consist of installation of 4,200 feet of fifty-pair steel incased telephone cable between Camp six and Camp Curry; metallic telephone line between Tuolumne Meadows Lodge and the Tioga Pass ranger station; metallic telephone circuit between Pate Valley and Benson Lake; metallic circuit between Four Mile station on the Wawona Road and the Forest Service switchboard at the Miami ranger station, five miles outside the Park, a cooperative emergency arrangement with the Forest Service assuring communication with the outside when lines fail between Merced and the Park.

Improvements to Water System -

These betterments include the placing of miscellaneous meters; the construction of water lines to new structures; and the perfection of the water system at Crane Flat by the installation of 2,000 feet of two-inch cast iron pipe and an adequate storage tank.

Miscellaneous -

Out of campground development funds, 150 picnic tables were constructed for the campgrounds and other advantageous points, and were much appreciated by the public.

Roads and Trails (Major Projects)

Roads -

Tunnel:

The most important major road project completed this year was the tunnel section of the new Wawona Road. Goerig and Dahlberg completed the main bore and three adits in October, and the United Concrete Pipe and Steel Company immediately undertook their contract for surfacing this road from the Valley floor through the tunnel. Concrete paving was used in the interior of the tunnel, asphalt outside; and reinforced concrete support was used at critical points in the large bore. Contracts have also been let for the installation of electrical equipment, including lighting, motors and the machinery necessary to operate the intricate automatic ventilating system; a power transmission line is now being constructed from our power house to the tunnel.

The completion of this finely conceived and executed project -- the longest suburban highway tunnel in the United States -- will permit the all-year use of our entire new Wawona Road, bringing Wawona and the Mariposa Grove within forty-five and sixty minutes respectively from the floor of Yosemite Valley. The tunnel will be in full operation early in the spring of 1933. I am proud to have been Superintendent throughout the period of its conception and construction; and am profoundly indebted to Engineers Harry Tolen and Thomas Roach of the Bureau of Public Roads for the technical excellence of this accomplishment. Contractors Goerig and Dahlberg drove this great tunnel through solid granite without a single serious accident to any employee; all of us hold these honorable and efficient men in highest respect.

Wawona Road:

Contract was let this fall for the surfacing of the Wawona Road from the western portal of the tunnel to Four Mile Junction, a distance of 23-1/2 miles. The contractor did a small amount of fill settlement in the late fall but December storms forced shutdown until next spring.

Post construction work on the Wawona Road was done under supervision of the Bureau of Public Roads; it involved the removal of slides, the reconditioning and re-oiling of the entire surface, the obliteration of old roads, etc.

Glacier Point Road:

The first half of the new Glacier Point Road, between Chinquapin and Bridalveil Creek, was graded by Granfield, Farrar & Carlin and is now about 85% complete. Construction will resume as soon as weather conditions permit.

The remaining half of this road from Bridalveil Creek to Glacier Point has been under study throughout the year by the Superintendent, the Bureau of Public Roads, the Landscape Division, the Chief Engineer, and the Advisory Board, but no definite conclusion has been reached regarding location; it is a complex problem involving inestimable Park values.

New Tioga Road:

The Bureau of Public Roads completed surveys for two alternate routes between White Wolf and Cathedral Creek. This summer, after study on the ground, the Director concurred in my recommendation to construct the high line. This new Tioga Road, when completed, will be one of the most scenic in the world, as it opens up enormous vistas of the most spectacular of the High Sierra country. The route runs westward from Tioga Pass through Tuolumne Meadows, up the Cathedral Creek basin and around Tuolumne Peak, through the Ten Lakes region, and thence in a general southwestern direction to Crane Flat to connect with the Big Oak Flat Road. In an engineering sense it is excellent because it involves but one long climb, eliminating the endless series of climbs and adverse grades encountered on the low route; the high point at Ten Lakes is the same elevation as at Tioga Pass, so snow removal problems will be no greater than on the lower route. With its completion marvelous scenic elements, now seen by only scores of hikers, will be enjoyed by tens of thousands of motorists.

The first segment of this new project was contracted this year to Willis & Sons, the $250,000 increment paid by the City of San Francisco being devoted to this purpose. Another similar amount will be contracted next year and it is probable that the entire $1,250,000 accruing from the City of San Francisco in the next four years will be so utilized, assuring the carrying forward of this project even if the necessity for national economy results in the reduction or suspension of our general road program.

Bridges -

Stoneman - El Capitan Bridges:

These two bridges, begun in November, 1931, were completed in December, 1932. Sullivan & Sullivan, the original contractors, withdrew from the project and the work was taken over by the bonding company in February; under this arrangement the work also proceeded unsatisfactorily; penalties for non-completion on time evidently will amount to over $7,000. The completed bridges, however, are excellent in design and in workmanship.

Roads and Trails (Minor Projects)

Minor projects were considerably reduced this year, but some important work was accomplished:

Roads -

(a) Road Betterments, General. Some important mountain roads were oiled, including the road leading from Crane Flat to the fire lookout, which in consequence was used by several thousand people. We were able to slightly improve the old Tioga Road. A number of miscellaneous "catch" roads were reconditioned and received some oil.

(b) An outstanding accomplishment was the construction of a road away from the root system of the Grizzly Giant and the complete obliteration of the old road. This project, designed to help protect this most magnificent of our Sequoia trees, has received fine complimentary comment, editorially and verbally, from scientists and laymen. The work included the construction of several hundred feet of oiled footpaths, restoration of the former topography disturbed by the old road, some planting of native shrubs, etc. The old dirt road leading through the tunneled California Tree was replaced by an oiled trail.

(c) A short stretch of road and an adequate parking area for the new Mariposa Grove Lodge were accomplished effectively.

(d) A fine job was accomplished at Wawona Point. The area was leveled to provide more ample parking; stone parapets were built along the hazardous portion of the road and at the two lookout points for pedestrians; and a sufficient number of trees were felled to open up the complete panorama of meadowland, South Fork canyon, and High Sierra.

(e) Considerable improvement was made on the El Portal Road by widening and improvement of shoulders and the construction of turnouts for emergencies.

(f) Some field studies were made of the perennially discussed possibilities of a road to the high country via the Tenaya Canyon. These studies are merely informational and our thought is based upon the vast Park values involved.

(g) Late in the fall provisions were made for road oiling and trail construction in the new Wawona addition, but work was postponed until spring.

(h) A road system was constructed in the new campground at Tuolumne Meadows.

(i) Two minor jobs provided vital fire protection: One short stretch of 3000 feet saves 10-1/2 miles of travel by fire equipment at the Mariposa Grove of Big Trees; another stretch, only 4000 feet long, saves 4.4 miles of travel over old logging roads at the Merced Grove of Big Trees.

(j) The old Coulterville Road was reconditioned and made passable for Park Service and Forest Service fire and other equipment; included in this project was the replacement of small temporary bridges by permanent culverts.

Trails -

(a) The May Lake-Ten Lakes Trail was completed except for minor details that will be finished next spring. This new trail is a fine addition to our system, opening some of our finest High Sierra country. The Yosemite Park and Curry Company plans to move its hikers' camp from Tenaya Lake to May Lake as soon as practicable.

(b) The Nevada Falls-Glacier Point Trail was flood-proofed by the construction of a diversion wall.

Landscaping

As usual, landscape supervision was provided by the assignment of Mr. John Wosky from the San Francisco office. The landscape function now influences all construction and maintenance activities, and Yosemite again profitted by the services of this consistently efficient man. During the past few years all of our personnel concerned, including that of the Bureau of Public Roads, has become strongly landscape conscious, so now our main preoccupation in this field is the control of contractors. Due to economy requirements, there were no special landscape projects except the restoration of the old sewage area.

Chief Engineer

Chief Engineer Kittredge was at all times deeply interested and helpful. He contributed engineers and surveyors for such specialized jobs as the Tenaya Canyon road study; study of the new Big Oak Flat Road to Gentry; survey and mapping of the new Wawona area, etc. His office responded loyally to all demands we made upon it, especially the purchase of equipment requiring technical knowledge.

Labor Conditions

The depression, and the general temper of people, required a careful employment policy. With the exception of "old-timers" and a few specialists, our labor crews were made up largely of men living in nearby communities, men with dependents referred to us by County Supervisors intimately acquainted with their need of employment; an unusually large amount of our time was consumed by such matters, particularly during those months when the provisions of the Economy Act had not been thoroughly interpreted or communicated to the field. Our policy of employment of people resident in nearby counties was justified in the main, but one unfavorable result has been the tendency to build up "squatters'" settlements near the Park boundary, particularly at El Portal.

PARK ADDITIONS

Wawona Acquisition

On August 13 lovers of Yosemite were gratified by the accomplishment of what is probably the greatest stride forward administratively since the Park assumed National Park status, for on that date President Hoover authorized the addition to Yosemite of 8,785 acres of meadow and forest lands lying in the Wawona basin. 5,061 acres of this land were under Forest Service management; 3,724 acres were in private ownership. The total cost to the Government for the private land, including all of the Wawona Hotel structures and improvements, was $188,300.

The acquisition of this land brings the entire new Wawona highway within the boundaries of Yosemite National Park. Wawona's quiet pastoral beauty rounds out the wonderful scenic exhibits reached by the new Wawona Road -- Yosemite Valley, the Mariposa Grove, and Glacier Point. Wawona is the key to about one-third of all our high country south of the Merced River; its acquisition brings into administrative control a strategic area long neglected as to public order; it gives a far better fire protection to all Park lands surrounding the area, particularly the priceless Mariposa Grove of Big Trees; it permits greater protection to Park wild life; it preserves a fine stand of timber, otherwise almost certain to be felled as soon as lumber markets become normal, and permits a tragically delayed insect control; it offers almost unlimited topography suitable for popular types of tourist facilities not feasible in Yosemite Valley, thus saving the incomparable Valley from over-development; and, due to its proximity to the Mariposa Grove, similarly protects that important area from over-development by campgrounds and other tourist facilities; it permits various types of recreation not appropriate in Yosemite Valley; and it provides a landing field for air craft when this type of transportation becomes necessary in National Parks.

While I devoted a major portion of my time this summer to the administrative problems of acquisition of this Wawona area, Special Agent Frank Solinsky, as heretofore, was responsible for appraisals and all other financial phases of this purchase.

Hereafter the Yosemite Park and Curry Company will operate the Wawona Hotel group. At the outset, at least, operations will be along the same general lines that has distinguished this hotel for over half a century.

Proposed Best and O'Connor Exchange

On March 14, upon recommendation of the Superintendent and the Director, the Secretary definitely rejected, as non-beneficial to Yosemite, the application of Messrs. Best and O'Connor to exchange Park lands along the southwestern boundary of the Park for lands belonging to them in the Chinquapin area as authorized under the Act of May 28, 1928. (45 Stat. 787.)

Acquisition of Lands in the Carl Inn Area

Senate Bill S-4472, introduced by Senator Nye on April 23, proposes the addition to Yosemite of the rugged country traversed by the South Fork of the Tuolumne River just west of our boundary centering upon Carl Inn; this privately owned land and timber to come to us through exchanges to be made by the Forest Service with the White and Friant and the Yosemite Lumber Companies. This area has no particular administrative or recreational value, but does contain innumerable distinguished specimens of Yellow and Sugar Pine, and shows more typical and virile reproduction than any other similar area now in the Park. This proposed acquisition was not initiated by the Park Service, having been sponsored by a group of Eastern conservationists who believe the 1930 Rockefeller purchase in that area insufficient. It is opposed by many influential California groups -- the Wool Growers' and Cattlemen's Associations, Tuolumne County, the State Chamber of Commerce, apparently by the Forest Service, and others. I believe that under present business conditions its purchase would not be justifiable; but if it is obtainable, as proposed by Senator Nye, by equitable exchange without cash outlay and by processes designed to protect the vested interests of Tuolumne County, then this distinguished forest should be saved to future generations by incorporation into Yosemite. Any American who spends but a day in the quiet depths of this superb forest can not emerge without a devout purpose to help save it from the axe that, for two decades, has rung too persistently within, and just outside, Yosemite.

Hetch Hetchy Agreement

This summer a final supplemental agreement was executed by the City and County of San Francisco and the Secretary of the Interior, designed to clarify mutual obligations under the terms of the Raker Act. It accords complete administrative and sanitary control of the Hetch Hetchy and Lake Eleanor areas and the Tuolumne watershed to the National Park Service; and for the formal entry of the Public Health Service as advisor on all matters of sanitation. The City of San Francisco assumes full authority and responsibility for dam mechanism, reservoir levels, etc., and for the domiciling of such City employees as needed. It provides for payment of a total of $1,250,000 to the Department by the City for road construction; and relieves the City from all other construction, maintenance, or other expenditures. The City agrees to the use of these annual payments for construction of the new Tioga Road; the now unnecessary roads contemplated under the utterly different conditions prevailing, when the Raker Act was passed, are abandoned. The settlement of this Hetch Hetchy situation enables the City and the Government to proceed efficiently and economically, and, in my opinion, is a major accomplishment of 1932.

I feel gratified that all possible misunderstandings have been removed and the way cleared for excellent cooperation prior to the expected flow of Hetch Hetchy water through the City of San Francisco taps next year.

More Land Donated

During the past year the Secretary accepted title to 640 acres of valuable timber land in the Yosemite National Park, through the generosity of George A. Ball, of Muncie, Indiana, who purchased the tract and donated it to the Government. This section of land contains a magnificent stand of yellow pine, Jeffrey pine, some sugar pine, fir and cedar timber.

COOPERATING AGENCIES

As usual, cooperation with Yosemite has been sincere and generous.

The State Division of Fish and Game has been uniformly efficient and sympathetic in their major share of the management of our fish culture. The State Division of Water Resources again competently undertook the compilation and distribution of the vital information concerning our mountain snow pack, and furnished three snow gaugers for winter measurements. The State Division of Highways, recognizing Yosemite's needs, generously constructed a new modern highway between Cathay Valley and the town of Mariposa, eliminating the last of the dangerous curves and grades on our All-Year Highway.

All of the Mariposa County officers have contributed officially to Park administration.

The Standard Oil Company operated their various service stations in the Park from the single standpoint of efficient service to the public, and also contributed a fine information service and considerable newspaper publicity.

Messrs. Show, Nelson, Meinecke, Kotok, Benedict, and Hall of the Forest Service were helpful at various times, Supervisor Benedict particularly so because of his more intimate field relationship.

As always, the Sierra Club was useful in its unique way. Mr. John Miller of the Bureau of Entomology, whose activities were mentioned previously, rendered assistance that was actually invaluable. Professor Clements, ecologist of the Carnegie Institute, contributed his highly specialized knowledge to the Museum Nature Garden project. A host of friends of the Museum donated valuable accessions. From innumerable other sources we received cooperation that was exceedingly helpful.

RECOMMENDATIONS

Much remains to be done at Yosemite, but economic conditions certainly do not justify any field administrator in recommending large expenditures entailing additional tax burden. After all, progress here in the last five years, particularly the last three, has been tremendous, and we all are proud and grateful. If the Congress decides that unemployment conditions necessitate further relief by public works, our six-year stabilization program is in the Director's hands; and plans are made or in the making so that we can undertake any of the recommended projects on very short notice. Of course economy and good judgment demand that going projects be carried to the point of completion.

Maintenance funds should not be restricted; failure to protect Yosemite's enormous investments would be false economy.

Our personnel is sufficient for present conditions except that the permanent ranger force is inadequate.

I hope that an appropriate place can be found outside the Park for our herd of exotic Tule Elk.

It is recommended that ample snow removal equipment be provided to assure winter maintenance of the new Wawona Road, which is designed for year-round use not only to the Mariposa Grove, but to Fresno and southern California.

Such construction projects as are allowed us in the next year or two should be devoted principally to improvement of Wawona; requirements there are not great, but they are urgent.

Housekeeping facilities should be provided at Wawona by the Company, as soon as they can do it. I am hopeful that conditions will soon permit the further reduction of rates, particularly for general winter occupancy.

CONCLUSION

No report for 1932 would reflect accurately its events without mention of the loyalty and the spirit with which our personnel has approached and accomplished the heavy tasks confronting it. Never in my twenty-two years of administrative work, including ten years as Superintendent of a National Park, have I seen an organization so imbued with the desire to serve. It is worthy of note, too, that in this year of stress they have contributed from their own diminished resources to help relieve distress in the surrounding communities; and, grasping the urgent need for economy in administration, all have bent their minds, energies and much overtime toward this end.

Most important, I do not believe that a single employee lost sight of the fact that all of the minutia of administration, maintenance, and construction functions toward but one purpose -- the safety, the comfort and the happiness of people visiting the Park. Looking back over the year I am for once content that we approached somewhat near the ideal of public service for which we are striving. Thousands of verbal comments and hundreds of letters testify to the effectiveness of the work of our organization, of its fine spirit.

Respectfully submitted,

Superintendent

To H. M. Albright, Director
National Park Service
Washington, D. C.

RESUME OF ACTIVITIES IN YOSEMITE NAT'L PARK

1932

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YOSEMITE NATIONAL PARK

CALIFORNIA

OFFICE OF THE SUPERINTENDENT

September 4, .1932

The Director
National Park Service
Washington, D. C.

Dear Mr. Director:

I am transmitting herewith a draft of suggested topics for the Director's discussion of Yosemite in his Annual Report. As usual I had hoped to do better with this, but again, as usual, I have been simply wrapped up in a series of time-consuming necessities which made it a rush job to get it under the wire even on the belated date you kindly granted. I believe it touches upon the main points that the Director would wish to discuss.

In rereading it tonight I think that probably the seriousness of the insect situation warrants its discussion by him under a separate heading instead of under the ranger topic.

If, as I imagine, the other parks were hosts to large numbers of people who remained for much longer than usual because of economic conditions, and the economy of life in camp grounds, he will wish to touch upon this new usefulness of the parks to a distressed section of Americans in his introduction or conclusion.

My own annual report will come on late this fall. I plan to discuss park trends more fully and frankly than ever before. It will be mimeographed and illustrated in much the same manner as our narrative reports.

Very respectfully,

COT:EB

Superintendent

Yosemite NationalPark
September 1, 1932

RESUME OF ACTIVITIES IN YOSEMITE
NATIONAL PARK DURING PAST YEAR

Even those old-timers who have resided in Yosemite continuously from thirty to fifty years agree that this was the Park's finest year.

A record winter snowfall maintained the lakes and streams at high levels all summer. The meadows were lush and the waterfalls beautiful. Throughout the entire summer season temperatures were delightful, with pleasant sunny days and cool bracing evenings. The wild flower display was more lovely than for many years due to favorable weather conditions and to a further restriction in the number of deer permitted to roam Yosemite Valley, also to a complete success in keeping campers and picnickers out of the meadows.

Fishing was better than ever before, and fish planting activities have been carried on with a vigor so as to keep fishing in the lakes and streams of Yosemite Park in excellent condition. A total of 940,075 trout were distributed in the various lakes and streams during the season of 1932.

Contrary to the experience of most of the national parks, favorable

conditions in Yosemite were enjoyed by a record-breaking number of visitors. The total travel was 498,289 an increase of 7.85% over former records. (Figures to be submitted September 30 by wire.) Again there was an increase in the proportion of people traveling in their own automobiles. Stage travel fell off 42.3 per cent. and rail travel between Merced and El Portal diminished 22.7 per cent. Out-of State travel was above the average of recent years, due in part to the fact that the Olympic Games and the California parks combined to make a powerful vacation. Thirty-six foreign countries were represented in our travel during the month of August alone. A careful twelve-months special study revealed the interesting fact that 17% of the out-of-State travel arrived in cars bearing California licenses.

Due to economic conditions, as well as to the unusual attractiveness of Yosemite this year there was a tendency for longer stays than for the past few years, particularly among campers. A careful study during representative summer periods indicated that above 31% of visitors left the Park the same day they entered; 35% were hotel guests; and 34% were campers. The average length of stay in the various camp grounds was five days; and there were several hundred who stayed several months. On May 29th 10,943 people entered on one day, and the peak travel was reached on July 3 when 11,587 people were recorded. For the three-day holiday period, July 2, 3, and 4, a total of 7,187 cars and 23,931 people registered at park entrances. In Yosemite we thus have the

dual problem of administering a park of 1176 square miles, and governing a municipality in Yosemite Valley whose population reached peaks as high as 23,993 people with consequent demands upon our facilities and personnel. 14,880 people slept overnight on the Valley floor for instance on the night of July 2.

Winter travel was 14% above average. Winter sports were much more successful than for the three years preceding, due to the extraordinarily favorable snowfalls and temperatures. On February 22nd, 5,441 people entered the Yosemite Valley to enjoy a winter sports holiday. There is a gradually increasing public demand for this winter recreation, but to assure success we must find a ready means of access to altitudes of at least 7,000 feet. We are carefully feeling our way with this winter sport experiment, as it is essential that we do not confuse the drawing power of the natural beauty of winter Yosemite and the clamor of possibly a comparatively few for winter sports.

Wawona Addition: On August 13, President Hoover proclamed the addition of the Wawona basin (8,765 acres) into Yosemite National Park, culminating the hopes and plans of years. Total cost to the government was 188 ??? (figure to be supplied by the Washington office), 50% having been donated. This acquisition unquestionably was the finest administrative improvement made in Yosemite since the federalization of the area. Its inclusion into the Park ends a difficult public order situation; brings into the Park the full length of the new 1932 Wawona Highway upon which, including the tunnel section, we will have spent $3,000,000.00; brings into our complete control

all of our high country south of the Merced River; greatly improves fire protection in this immense area, including the inestimable values represented by the Mariposa Grove of Sequoia Gigantea. It makes available in the Park forms of recreation demanded by the typical cross section of America; and yet not properly adaptable to Yosemite Valley. As time goes on it will preserve Yosemite Valley from over-development because camp grounds, tourist cabin groups, and similar accommodations will be developed at Wawona. The quiet pastoral beauty of Wawona rounds out scenically the outstanding exhibits tapped - Yosemite Valley, the Mariposa Grove and Wawona. The development of Wawona will be along lines that have distinguished this area since its homesteading by Galen Clark.

Hetch Hetchy: This year the Hetch Hetchy situation was finally simplified. The City of San Francisco and the Department of the Interior entered into a signed agreement providing for the complete administrative control of the area by the National Park Service, the formal entry of the Public Health Service as advisor on watershed and reservoir protection, and the recognition by the City of San Francisco that its authority and responsibility include only the supervision of the dam mechanism, control of reservoir run-off and the supervision and domiciling of such employees as needed. Under this agreement the City of San Francisco does not hold us to use of the Raker Act road funds on the Crane Flat-Mather Ranger Station-Harden Lake road construction, but grants the Secretary leaway permitting construction of other sections of the new Tioga road. The Harden Lake route is of less public

importance, so its construction may be deferred indefinitely. A first cash payment of $250,000 by the City of San Francisco was applied this year on the Tioga road section west from Tioga Pass; four additional similar payments will be programmed at the discretion of the Secretary. Under this new agreement the City of San Francisco will no longer maintain any roads or trails in Yosemite. As it is expected that Hetch Hetchy water will flow through the City of San Francisco taps next year I feel gratified that all possible misunderstandings have been removed and the way cleared to an excellent cooperation.

Major Road construction: The 4,230 foot tunnel section of the Wawona road was completed in August; the contract for paving this road through the tunnel and eastward to a junction with the Valley road system was completed early in October, but the lighting and ventilating installations were not completed in time to permit autumn use. A contract was also let for macadamizing the balance of the new Wawona road to Four Mile.

Grading of the first section of the new Glacier Point road (Chinquapin to Bridal Veil Meadows), was practically completed; the intensive study of the balance of the route to Glacier Point, including the difficult terminal and parking facilities, was completed by the various officers and advisors concerned with this vital problem.

In August an oil macadam surface was completed between Four Mile and the Mariposa Grove.

A fine new stone arch bridge was constructed to replace the inadequate Stoneman bridge approach to Camp Curry, and a new steel bridge, faced with log trim, was constructed on another site to replace the

collapsed El Capitan bridge. Due to the inefficiency of the contractor, the completion of these bridges had to be accomplished by the bonding company - a process that delayed completion unjustifiably and led to much public inconvenience. The Bureau of Public Roads completed its survey of the new scenic Tioga road and after a personal study of important control points on this new route, I have decided upon its adoption, as in the years to come it will bring marvelous Sierra views into the lives of millions of users. This route is also the best from an engineering standpoint as it shortens the distance and eliminates many and long adverse grades. A National Park survey party has been studying the possibilities of locating a feasible road at reasonable cost through the Tenaya Canyon to Tenaya Lake.

Minor road and trail projects: Minor roads and trails projects were confined to a few urgent necessities such as the oiling of certain mileages under intensive public use, the construction of a road system in the new camp grounds at Tuolumne Meadows, the completion of the May Lake-Ten Lakes Trail, and some miscellaneous work necessitated by the addition of the Wawona basin.

Park construction and maintenance: Yosemite's construction items were radically reduced by Congress, being limited to: two three-room dormitories; six cabins and shower at the new Indian Village; a modern rest room at Union Point; a small equipment storage shed; a 4½-mile steel tower extension to our 7,000 volt transmission line between the Park boundary and the power house; and a few miscellaneous minor items.

Maintenance unquestionably was on a generally higher plane than

heretofore. Road and trail maintenance was good, but could have been accomplished earlier in the season had more equipment been available.

With so many people living in the Park, sanitation had to be strongly emphasized. Garbage was collected twice daily, rest rooms in camp grounds were cleaned three times daily, and additional pick-up cars were assigned for general policing of roads, circulation areas, etc. The new sewage disposal plant placed in operation last year functioned perfectly. Water supplies were adequate at all times, the greatest improvement being at the Mariposa Grove through the operation of the excellent water system provided last fall.

Telephone, telegraph, and electric systems were operated excellently. Due to ample run-off, and despite heavy demands, our wholesale purchases of electric power dwindled to practically naught with a consequent increase in revenues and profits. During the winter storms interruptions in communication and electric transmission were numerous and critical despite herculean efforts by our faithful group of technicians.

Ranger and Ranger Naturalist Service: This year there was an augmented interest in the facilities offered by the naturalist personnel, and a fine spontaneous appreciation. The Yosemite museum was the center of an enormous total of educational activities; a complete new installation of exhibits at the Mariposa Grove museum attracted many thousands. The library was in continuous use, and the cataloging of its volumes was continued by an expert librarian loaned by the Oakland Public Library. The session of the Yosemite School of Field Natural History was successful as heretofore. Close to 300,000 people were contacted by the ranger-naturalists, some briefly, but some intimately

and for long periods. The school for children was continued experimentally and this innovation may readily grow into a large activity, being highly regarded by parents.

In addition to its regular assignments of Park protection, information etc., the Ranger Division handled insect control work under the general supervision of the Bureau of Entomology. A careful insect reconnaissance was made of the entire Park, revealing that this menace to Yosemite's magnificent forests is grave and critical. It was hoped by the entomologists that the long hard winter would result in a diminution of the insect hazard, but our all-summer reconnaissance reveals otherwise. Unless controlled before their natural emergence in the spring of next year, the insects seem certain to devastate a tragic proportion of the distinguished Yellow Bine and Sugar Pine stands of Yosemite.

Due in large part to betterments in our facilities for the early detection and swift control of forest fires, Yosemite was fortunate in having burned only a total of 106.32 acres. There were a total of 39 reportable fires, and an average burn of 2.98 acres. (80 acres of this was burned over on the tower line on August 21, leaving an average of .70 for the remaining 38 fires).

Miscellaneous: The necessities for economy permitted no planned landscaping improvements, this essential endeavor being limited largely to the control of construction projects. A great deal of planning of future work was accomplished, including the completion of a preliminary development plan showing Yosemite's complete development so far as it can now be visualized by us. One road crew, held over in Tuolumne Meadows late in the fall for administrative reasons, removed

many thousands of Lodgepole seedlings that were encroaching upon and destroying that outstanding Meadow. The old sewer farm was eliminated and landscaped.

In keeping with the spirit of the times, the Yosemite personnel initiated many economies in operation, totaling a saving of several thousand dollars.

The State completed the reconstruction of the All-Year Highway on modern standards, and with federal aid our Wawona road was extended southward 6.2 miles. The State Highway Commission has recommended the reconstruction of the remaining gap of 18 miles leading into Fresno, which, with betterments now under way on the Ridge Route, will place southern California within eight to nine hours by automobile run from Yosemite throughout the year.

Park Operators: Considering the general business conditions prevailing throughout the world, Yosemite Park operators were extremely fortunate. All of the smaller operators enjoyed business slightly above last year's level; and the decrease in volume with the Yosemite Park and Curry Company was not so considerable as anticipated. Careful management leaves this Company in a satisfactory financial situation and its Directorate so confident of the future that they constructed a new $35,000 unit in the Mariposa Grove, consisting of cafeteria, dining room and outside dining terrace, and a twelve-room lodge wing, to be supplemented by cabins as the future requires. This new building was erected in a subordinate redwood grove at Sunset Point, and on its completion the Company completely eliminated all of its old tent

houses and other structures from the main upper Grove, thus accomplishing one of the outstanding landscape improvements in Yosemite this year.

1932 was a"Yosemite year" from almost every viewpoint. The Park was immensely useful to great numbers of Americans in a time of restlessness. My own inspections, as well as hundreds of letters and comment by thousands verbally, revealed that a fine sense of duty and a uniform spirit of kindliness pervaded the Park's personnel.

CGT:EB

Superintendent



NATURALIST CONDUCTED EXPEDITION INTO HIGH COUNTRY

(EAGLE PEAK)



CAMPING IN YOSEMITE VALLEY



REST ROOM ** UNION POINT



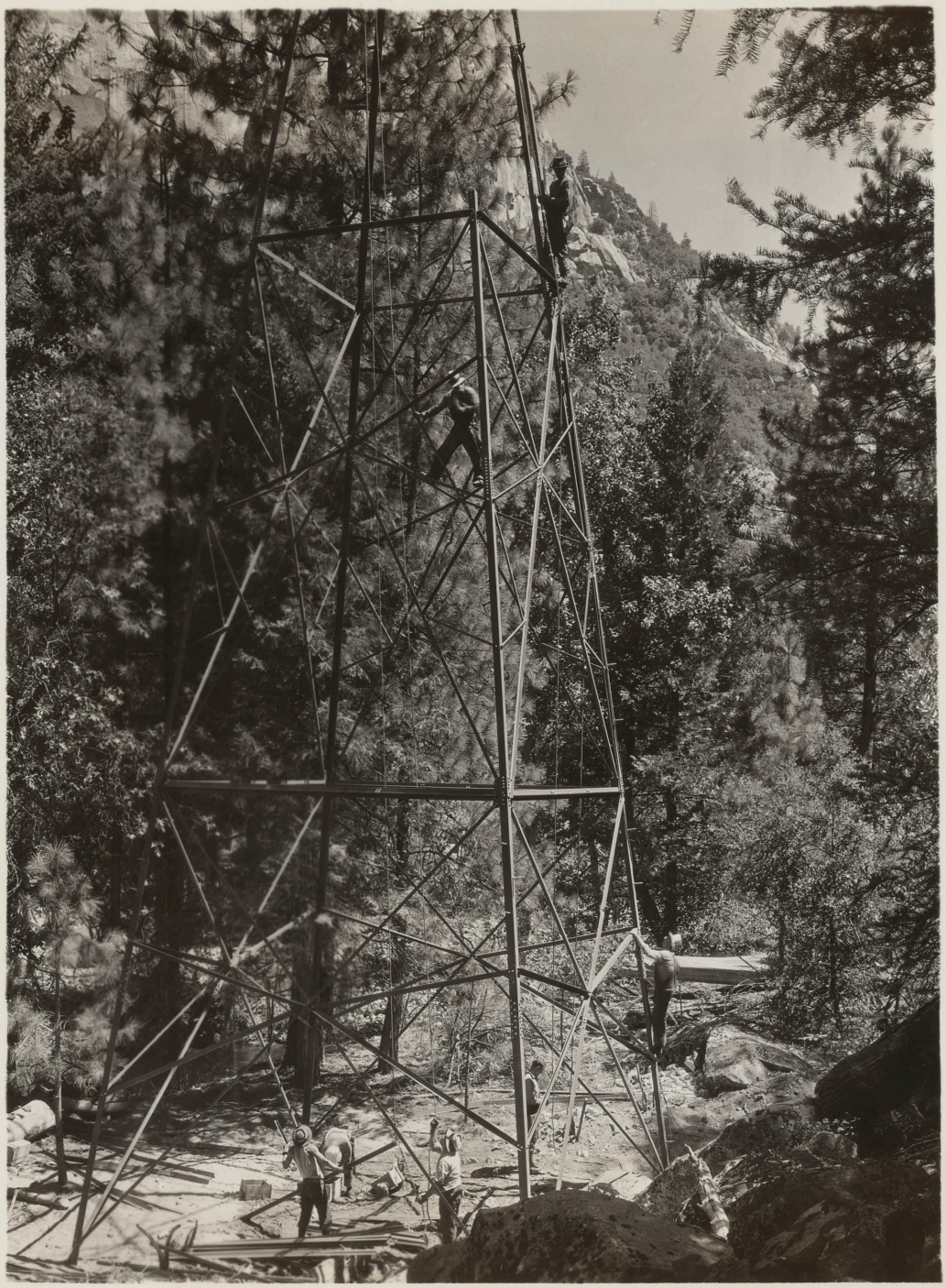
SERVICE STATION CONSTRUCTED AT WAWONA BY
STANDARD OIL COMPANY, 1932



STONEMAN BRIDGE UNDER CONSTRUCTION



CRANE FLAT FIRE LOOKOUT



IMPROVEMENT TRANSMISSION LINE, ERECTION NEW STEEL TOWERS



PORTION OF NEW GRIZZLY GIANT ROAD



WOMEN'S DORMITORY - TWO OF THESE THREE-ROOM DORMITORIES WERE CONSTRUCTED IN 1932



THIS AND FOLLOWING PICTURE SHOW CLEARLY RESULT OF LANDSCAPING AND ENGINEERING ACTIVIES AT WAWONA ** OLD BRIDGE, AND ON FOLLOWING SHEET NEW BRIDGE CONSTRUCTED THIS YEAR.


MERCED RIVER
SOUTH FORK



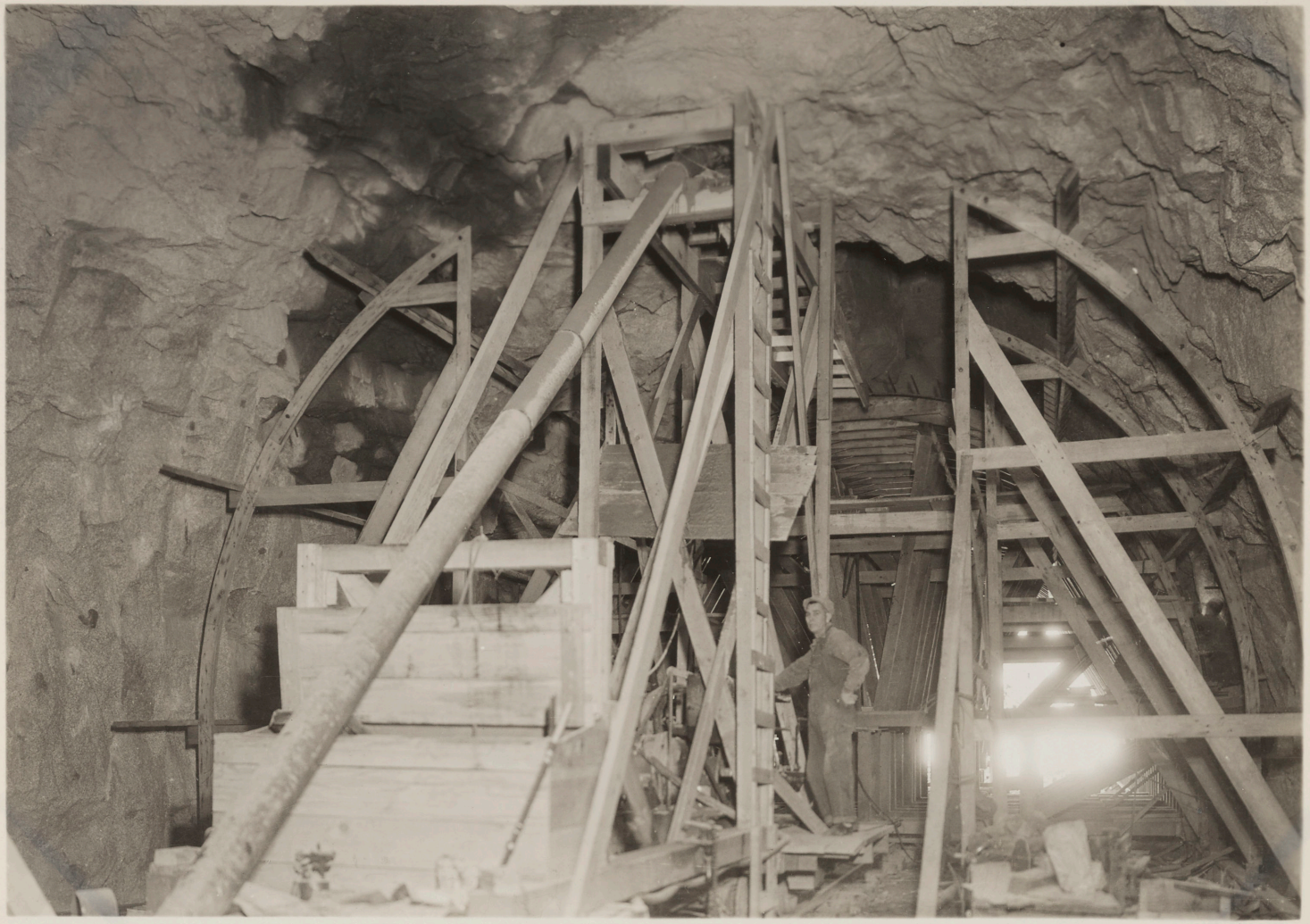
RANGER STATION TIOGA PASS



NEW REST ROOMS *** MARIPOSA GROVE OF BIG TREES



CONCRETE LINING WESTERN END WAWONA TUNNEL



CONCRETE LINING EQUIPMENT WAWONA TUNNEL



GUNITING ** INTERIOR WAWONA TUNNEL

Special Reports
Annual

10-23
(May 1929)

6—7410

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Yosemite NATIONAL PARK
Fourth Regional Office

FILE NO. Yosemite NP
207

ANNUAL REPORT FOR YOSEMITE NP

1932

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

ARNO B. CAMMERER,
Director.

U. S. GOVERNMENT PRINTING OFFICE 6—7410

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CHAIRMAN
CHIEF
ROAD DIARY
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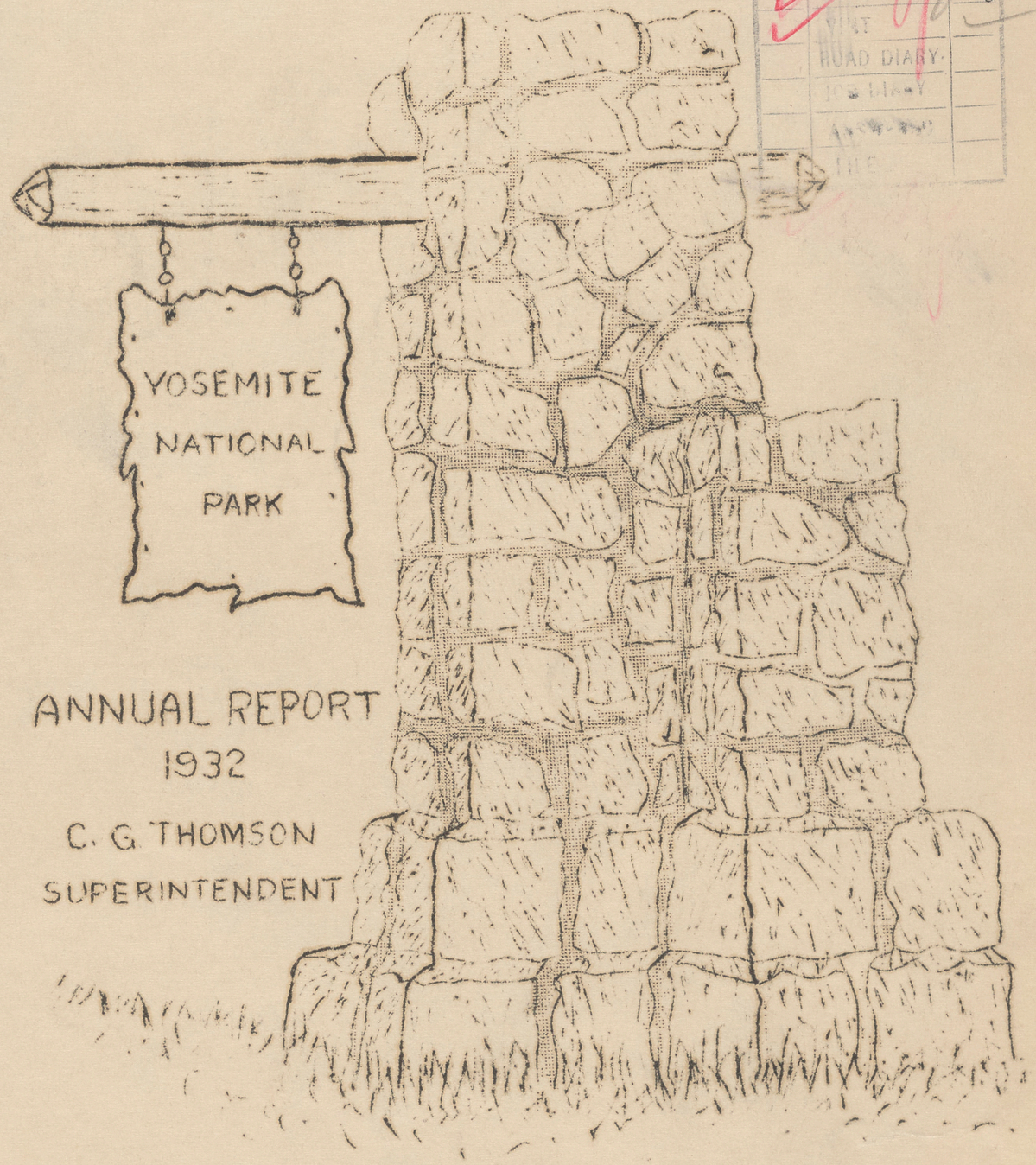
DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE



ANNUAL REPORT
1932

C. G. THOMSON
SUPERINTENDENT

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STATISTICAL DATA

Total Area, Square Miles	1,176.16
Road System:	
Paved Roads, miles	37.23
Oiled High Standard Highway, miles	28.13
Oiled Mountain Roads, miles	51.99
Dirt Roads, miles	108.45
Total Road Mileage within Park	225.8
Trail System: Total mileage	647.6
Telephone System:	
Telephones connected	478
One 3-position switchboard and 3 Exchanges	
Miles of overhead circuit	352
Miles of underground cable	3.2
Total telephone mileage	355.2
Number of local calls	444,755
Number of long distance calls	18,602
Average calls daily	1,269
Power Plant and Transmission System:	
Two Generator Capacity, K.V.A.	2,500
Standby San Joaquin Light & Power Corporation, K.V.A.	3,000
Total Capacity, K.V.A.	5,500
Transmission Lines; ranges from 2300 to 33,000 volts. Total miles (2 miles of underground cable)	29.6
Transformers	148
Substations with automatic feeder regulator	2
Generated, K.W. Hours	7,044,120
Purchased, K.W. Hours	2,393,111
Total Consumption, K.W. Hours	9,437,231
Government Buildings in Park	446

Water Systems:

Valley -- 2 dams, settling tank, sterilization apparatus, auxiliary spring supply, maximum demand 1,700,000 gallons per day. Total length of lines ranging from 30" diameter down, miles	19.71
Twenty-two outlying systems with 11 storage, settling or treatment tanks. Length of lines, miles	14.40
Total mileage, water systems	34.11

Sewer Systems:

Valley -- reinforced concrete activated sludge treatment plant designed for maximum tourist population of 30,000 and flow of 1,250,000 gallons per day. Total length of lines ranging from 20" to 4", miles Four pumping plants included in Valley system.	15.3
Outlying plants -- 12 outlying systems with three tanks and 19 cesspools with length of lines, miles	1.41
Total length of sewer lines in Park, miles	16.71
Mobile Equipment: (Trucks, etc.)	111
Parking Area Capacity, Yosemite Valley, cars	1,491

Garbage Disposal Plant:

Valley Incinerator, capable of disposing daily (8 hours), tons	21

Yosemite National Park, 1932-33

Appropriations, Expenditures & Revenues

Administration, Protection & Maintenance	$ 324,710.00	
Construction (Structures, water systems,etc.)	68,100.00	
Fire Protection	8,550.00	
Insect Control	7,800.00	
Total		$ 409,160.00*
Roads & Trails (Major Projects)	$ 717,199.50	
Roads & Trails (Minor Projects)	31,569.12	
Roads & Trails, Emergency Construction, 1933	265,000.00	
Donations	229,800.00	
Total		1,243,568.62
Grand total all appropriations		$1,652,728.62

($265,000.00 of these construction projects was allotted from funds appropriated by Congress for unemployment relief.)

Revenues for 1933 fiscal year

Automobile Permits	$ 135,731.00	
Concession Fees, Park Operators	6,681.42	
Electric System	30,971.55	
Telegraph & Telephone Systems	13,873.05	
Water	5,822.60	
Miscellaneous Receipts	28,183.13	
Donations (City of San Francisco, etc.)	250.300.00	
Total (estimated)		$ 471,562.75

*Note: The income of Yosemite exceeded expenditures for Administration, Protection, Maintenance, Construction, and Forest Protection by 15% or $62,402.75. Except for capital investments made for roads, trails and bridges the Park was better than self supporting.

GENERAL

1932 was a "Yosemite" year. Record winter precipitation, the heaviest snow falls in a generation, thunderous waterfalls, gorgeous wildflower displays and lush meadows, ideal spring and summer weather -- all contributed to make this the loveliest year in the memory of the Park's oldest residents. Information of the unusual beauty of the Park went out, largely via word of mouth by enthusiasts, resulting in a record Park travel.

A total of 168 inches of snow fell in Yosemite Valley, contrasting sharply with the previous year when we had the lowest snow fall in Park records -- only 11 inches. A solid blanket of snow covered the south side of the Valley from November 14 to March 15. On February 11 more than 12 feet of snow lay along the Big Oak Flat and Tioga Roads. Total water precipitation for the year was 40.38 inches, as compared with only 20 inches for the preceding year and an average of 30.6 inches for the past 26 years. This record precipitation and the agreeably cool weather extending through spring and summer months permitted utmost enjoyment of the Park by visitors, and delayed the fire season.

Lowest temperature (recorded February 3)	:	1° above zero
Highest " (" July 8)	:	95°
Average minimum winter temperature	:	27°
" maximum summer "	:	84°
" temperature for entire year	:	51° (the average for past 26 years)

Business conditions, so critical throughout the country, were reflected in Yosemite. Revenues of all Park operators were diminished; fewer people stayed in the rental units but there was an increased use of our public campgrounds and particularly a trend toward a much longer stay. People frankly stated that they cared less for the hectic running about in automobiles that has marked the last few years, even if they could afford it; great numbers stated that as they had little business to attend to anyway, they thought it wise to drop it all, come into our campgrounds where they could live at least as cheaply as at home, and build up their health and a better mental resiliency by a long vacation. This phase of usefulness of a National Park was a new thing this year, and is a tribute to the wisdom of those men who first conceived the National Park idea.

TRAVEL

Despite adverse economic conditions, we concluded the greatest travel year in Park history on September 30 with a total of 498,289 people. This exceeded the 1927 peak year by 7,859 and was an increase of 7.8% over last year.

TRAVEL REPORT AND COMPARISON FOR THE TRAVEL YEAR ENDING SEPTEMBER 30

	1932	1931	%gain
Private cars entering	161,774	150,950	7.13
People entering by private car	482,861	438,439	10.1
Motorcycles entering	135	176	-23.0
People entering by motorcycle	186	222	-16.2
People entering by Y. V. Railroad	2,900	3,743	-22.0
Total people by All Year Highway stage	4,377	6,972	-37.2
Total people by stages, other roads	5,459	10,070	-45.7
Total people - horseback, foot and miscel	2,506	2,409	4.0
GRAND TOTAL PEOPLE ENTERING YOSEMITE	498,289	461,855	7.88
Visitors using Public Camps	165,000	132,000	25.0

TRAVEL BY PRIVATE CARS -- BY ROADS & ENTRANCES

Entrance Station	Road	Cars		People		Gain
		1932	1931	1932	1931	
Arch Rock	All Year Hiwa	94,298	83,296	280,034	240,541	16.4%
Mariposa Grove	Wawona	20,854	17,098	67,263	55,564	21.0%
Alder Creek	Wawona	18,220	13,561	54,248	41,425	30.9%
Tuolumne Grove	Big Oak Flat	10,241	13,565	30,232	37,869	-20.1%
Aspen Valley	Tioga	6,814	7,716	18,753	20,458	- 8.3%
Tioga Pass	Tioga	6,326	10,958	17,829	29,546	-39.6%
Mather	Hetch Hetchy	5,021	4,756	14,502	13,036	11.2%
TOTALS ALL ENTRANCES		161,774	150,950	482,861	438,439	10.1%

First-entry visitors (people entering for the first time) . . 252,443
Re-entry visitors (people entering more than once). 245,846

Note: The decrease for the Big Oak Flat and Tioga Roads was due to the late opening of the roads in the spring.

The grand total includes an unknown but considerable number of people checked in duplicate through the Alder Creek, Mariposa Grove, Tuolumne Grove and Aspen Valley checking stations; so the actual bona fide travel into the Park is somewhat less than the tabulated figures. (It is impracticable to secure absolutely accurate travel counts without troubling visitors to the point of irritation.) However, travel was computed this year in the same way as for all preceding years and reflects accurately the proportionate increase. Exactly accurate travel checks will never be practicable until the new road system -- entirely within the Park -- is completed; now that the Wawona Road is entirely within the Park, the major portion of this discrepancy will be automatically corrected.

During the past year 97% of Yosemite's visitors entered the Park in private cars, whereas in 1915 only 23% came in by private car. Rail travel, however, has shown a decided drop, decreasing from a peak of 25,614 visitors in 1925 to 13,565 in 1927, after the opening of the All-Year Highway, and to only 2,900 for 1932.

Yosemite is truly a National Park. 1932 travel records show 31,522 visitors from every State in the Union and 1,138 visitors from 38 foreign countries -- Japan, Canada, Hawaii, England, Germany, and France leading the list. Such remote countries as Peru, Siam, Greece, and Siberia were also represented.

Peak summer days:	July 3	11,587 people (2d largest travel day in Park history)
	May 29	10,943 people
Peak winter day :	Feb 21	5,441 people

Total winter travel (November to March) 61,201 people (14% above preceding yr.)

The Olympic Games, the Shriners', American Legion and other conventions held on the Coast contributed somewhat to this travel increase, but the main influence was the opportunity afforded in Yosemite for unique vacations at very low cost, particularly in the public campgrounds. Unquestionably, Yosemite was tremendously useful in this year of business depression, affording physical and spiritual uplift for a not too happy people. Never before was there such appreciation of our services; and in all my years in the Park Service I have never seen such an earnest desire on the part of personnel to be helpful to people.

FACILITIES USED BY PUBLIC

Campgrounds

Campgrounds were seriously congested during the peak of the season. However, the assignment of a ranger to each important campground resulted in an excellent orderliness, and sufficient maintenance funds were available to permit of thorough policing, garbage collection and sanitation. It was necessary to clean comfort stations three times daily. All of our facilities for campers in the Valley were seriously strained, but thanks to construction of improvements permitted during the past few years, there was no breakdown at any point in our services.

A record was established this year, with a total of 165,000 campers. Actual camp censuses taken on the first days of June, July, August, and September showed respective camp colonies of 956, 7,254, 4,764, and 1,591 camping on the floor of the Valley on those days, and on July 3 there were 9,306 campers counted in the Valley. The average stay in the campgrounds was about five days, but many remained from three to five months.

One competent woman ranger was assigned to all of the campgrounds and was most useful, particularly to unescorted women campers. A quiet, smiling worker, she was of especial service in restraining persons who were inclined to go about too scantily clad.

The campground entertainment was continued as a nightly feature in the Valley with an average attendance of 835 during the period from May 28 to September 5. An attendance of 2,000 was not unusual. These evening entertainments were generally more appropriate to a National Park than heretofore and were greatly enjoyed by visitors. Similar camp fire entertainments were conducted periodically at Tuolumne Meadows, at Mariposa Grove, and at Glacier Point.

There was a generally increased use of the miscellaneous campgrounds in other Park areas; camping increased at Mariposa Grove but is still negligible there; at Glacier Point camping was diminished, not averaging over two camps per night. Tuolumne Meadows continued a favored spot, particularly for hundreds of Californians who have been returning there annually for many years; but due to heavy snows the season was short and as cold weather set in early at that altitude, its popularity declined rapidly after the middle of August.

Winter Camping: In October, with the closing of the regular campgrounds, camping was permitted in the winter picnic ground west of Yosemite Lodge, but this had to be abandoned because of record snow falls that made such camping an absurd Park project and an actual menace to the health and lives of people, particularly the uninformed and the juvenile. Its abandonment was also necessitated by a new trend of thought among a certain type of individuals who evidently planned to live in our summer and winter campgrounds permanently, contrary to Park policy and law. The use of this winter area is now limited to picnickers and for camping under favorable weather conditions, on special renewable permits for ten-day periods.

Public Utility Operators

The Best, Boysen, and Foley photographic studios continued to operate on the same basis as heretofore. The trend in their volume of business is gradually downward. I can not say to what extent these diminished returns are due to the moving of these studios to the New Village, but unquestionably their removal from the business center was injurious.

The Degnan Bakery and Delicatessen continued to operate in the Old Village as heretofore and enjoyed a fairly good business.

The Yosemite Park and Curry Company made no notable physical improvements in the Valley. At the Mariposa Grove an excellent new unit was constructed near Sunset Point consisting of an appropriate building containing twelve bedrooms, a small lobby, dining room and other necessities. The construction of this modern and attractive structure in an area of major importance, and the subsequent complete cleanup of the decrepit old unit, represents a notable improvement in Park standards and in service to the public.

Despite general business difficulties prevalent throughout the country the Company continued all of their activities this year, including the High Sierra Camps, Tuolumne Meadows Lodge, various recreational supports, entertainments, etc. Inevitably their fine services have won comparisons with the curtailed services in a majority of resorts, greatly to Yosemite's prestige.

In November the Yosemite Park and Curry Company was granted a new twenty-year contract, principally to take care of the necessities incident to their operation of the hotel and allied units at Wawona.

Of course the general depression seriously curtailed the Company's revenues and compelled extremely careful management. But the depression was not the only cause for worry about the future, because several fundamental conditions and trends seriously disturb stockholders. For example, there is a general trend toward reduced length of stay in the hotels; in 1920 the average stay at hotel units in Yosemite was seven days; in 1924, five days; and from 1929-32 about two and one-third days. Apparently the improvement of roads and the wider range thus afforded automobilists has encompassed this change. A larger percentage of people now use the campgrounds and another large group come in and leave the same day without using hotel facilities at all, as is shown by the following figures: In 1926 34.6% of visitors registered at hotels; in 1929 only 29.4%; and in 1932 but 21.2%. With fewer visitors using the hotel units and they staying for shorter periods, the outlook is not encouraging.

Another disturbing factor is the continual decrease in rail travel accompanied by a greatly curtailed use of Company transportation, formerly a highly profitable element of business. 97% of our visitors arrived in their own automobiles this year, not only diminishing Company transportation returns, but also permitting them to avail themselves of the cheaper accommodations available along entrance roads.

The commonest criticism of National Park Service management is complaint about the high rates for cabin types of accommodations. Visitors can not understand why cabin accommodations in the Park should be twice as costly as similar lodgings outside. Analysis of the Company's financial statement and of average occupancies, together with our knowledge of the higher standards of service, sanitation, etc. demanded in a Park, simplify the answer for us, but outsiders can not know all of these things and consequently are becoming increasingly captious. The lack in Yosemite of the economical housekeeping cabins to which tourists have become habituated on the outside is another subject of frequent complaint; they are not appropriate in Yosemite Valley, but the acquisition of the Wawona basin should make solution of this problem comparatively simple reasonably soon.

The problems of operation are best exemplified by the following table of percentages of occupancy of Company beds:

Camp Curry	21.9 per cent
Yosemite Lodge	19.4 "
The Ahwahnee	28.1 "
Housekeeping Unit	19.6 "
Units Off Floor of Valley	6.4 "
Average Occupancy	19.08 "

Total accommodations are used only a half dozen times a year, so that the overhead is a heavy drag. The Company has been aggressive in its efforts to increase this average occupancy, and has inspired the intensive drive to popularize winter sports and other appropriate activities during the three off seasons. It must be stated that the Company is as fully alive to the situation as we, and that its management is virile, resourceful and public-spirited. I have staunch confidence that as conditions improve and finances permit, every unfavorable condition will be remedied. Above all things hereafter, the Company and the Department must resist any tendencies to construct and equip to take care of peak travel loads.

Winter Sports

There is a strong impetus in the popularity of winter sports in California, and Yosemite undoubtedly is in the lead. During the past five years the Yosemite Park and Curry Company has developed excellent programs, and the Government has handled adequately the necessities of winter maintenance of essential roads, ample parking facilities, travel control, improved power transmission, etc. This year Yosemite was the scene of the most important skating championships, winter carnivals, hockey, professional exhibitions, and all other appropriate winter sports except ski jumps.

Response has been notable, as indicated by an increase of 14% in winter travel this year. Our largest single travel day was on February 21 when 5,441 people entered the Park. Heretofore I have looked upon winter sports as experimental only, but I am now convinced that the demand for this winter use is authentic and greatly increased and that the demand will augment progressively in the next few years. Evidence of this keen interest is apparent on every hand; folks no longer are content with such home-spun pleasures as snow-balling, ash can slide, etc., but large numbers are becoming adept at figure skating and skiing; there is a significant increase in the number and attractiveness of winter sports costumes; and a clamor to make available the fine ski country above the floor of the Valley. This demand is being met experimentally this winter by the maintenance of the new Wawona Road to the Mariposa Grove, thus opening up to skiers probably the second best snow fields in this Park. But, although I believe that winter sports will enlarge radically the usefulness of this institution, I feel sure that in the absence of free camping, rates for medium accommodations should be materially reduced to permit the average person to enjoy a winter stay of even a few days. Our set-up of accommodations is not ideal for winter use.

In our plans for winter sports we do not lose sight of the fact that a considerable proportion of winter visitors are attracted to the Park by the sheer beauty of Yosemite under its snow mantle and who desire to enjoy it quietly.

Fishing

Fishing was unusually good, both in streams and lakes. On July 17 a new record for trout was established when Mr. Fred Hatch of Paso Robles, California, caught a Loch Leven in the Merced River weighing twelve pounds, nine ounces. The number of fishermen seems to increase constantly and a large number of them whip our waters day after day and with consummate skill. If fishing is to be maintained on its present level, our fish planting activities must be radically increased. A step in this direction was undertaken experimentally this year with the construction of egg taking facilities at Lake Eleanor; no fishing has been permitted in this lake for two years and egg taking there will be begun next spring.

This year we planted a total of 940,075 trout fry, consisting of 506,700 Rainbow, 316,500 Eastern Brook, and 116,875 Loch Leven. Under the supervision of the State Division of Fish and Game, I believe that both the culture and the planting methods have been improved to a point where our losses are comparatively slight.

Use of the High Sierra

Undoubtedly there is an increased appreciation and use of our high country. This is due to improved fishing, better trail maintenance and in part to the lushness of meadowlands and wildflower exhibits come since the prohibition of grazing.

Excessive cost for rental of saddle and pack animals in Yosemite continues to keep many people of average means from making trips into our mountain fastnesses, and many bitterly resent our regulations preventing the entry of outside packers, especially as such outside stock can be rented for about one-half of our authorized rates.

Accurate periodic surveys also reveal a heavy use of secondary areas. For several months this past summer we have averaged close to 100 people per day visiting the fire lookout at Crane Flat; larger numbers make the trip to Sentinel Dome; the Mariposa Grove of Big Trees attracts probably 80% of our out-of-state visitors. From the truly national travel there are more inquiries regarding the Wawona Tree than there are regarding any other feature in the Park.

There is a distinct trend toward more intensive use of the Park by residents living near the Park boundaries. This is a difficult matter to handle administratively, particularly as there are no pertinent regulations and no definition as yet as to what constitutes normal use of National Park fishing, camp sites, etc. The problem of the control of persons who establish summer homes on the boundary of a National Park, and who from this strategic point may exploit its recreational facilities, some time will require departmental study and possibly congressional legislation. For this same reason private lands within Parks should be alienated as soon as economic conditions permit.

Hospital

The Lewis Memorial Hospital was operated excellently under the direction of Dr. Hartley G. Dewey, who retained an assistant physician for eight months of the year. Three to five nurses were employed at all times. During the period January 1 to December 1 there were 7,268 office calls, 1,286 house calls, 1,980 hospital days, 15 births and 8 deaths. Both in physical set-up and the spirit of its entire personnel, there is no more creditable institution in this Park.

Dr. R. E. Davies continued as Park dentist, treating 258 patients during the year.

Church

Dr. James Asa White of Berkeley continued as principal executive in the Yosemite Church management; he devoted himself tirelessly to his work with little thought of the personal sacrifices involved. Both finance and attendance reports show sizable increases. From September until May services were held in the Old Village Chapel -- Protestant at ten in the morning and Roman Catholic at eleven-fifteen; during the summer months Protestant services were held in the Church Bowl and Roman Catholic services in the Government pavilion in the Old Village. It is interesting to note that church attendance showed an increase of 16% over last year while finances showed an increase of approximately 30%.

Father Deschenes, pastor of the Catholic parish, was transferred in November to greatly enhanced responsibilities at King City; his enthusiasm will be missed here. He was succeeded by Reverend Father Joseph G. Franco.

Church attendance was interesting:

Seventh-Day Adventist	757
Lutherans	453
Christian Science	1,560
General	11,339
Roman Catholic	8,000
	22,109

These figures cover the period from September 1, 1931 to August 31, 1932.

PROTECTION

Ranger Service

As always, my heart warms in reviewing the fine work of our ranger organization. It seems impossible that so much could have been accomplished by a small nucleus of fifteen permanent rangers reinforced during the short summer season by forty-nine temporary men. This small group is the mainspring of the Park, of public order, Park protection, preservation of our forests against fire, control of forest insect ravages, the safety of automobilists on our highways -- in a myriad of ways they weave a pattern of safety and protection across this area of nearly 1,200 square miles. A list of the accomplishments of this division would fill this entire report, so but a few can be selected for emphasis.

The rangers assigned to the large campgrounds were particularly useful this year; the ranger in charge of the campground entertainment was a specialist and his work was outstanding. The public order and traffic division functioned excellently under Ranger G. M. Eastman. The temporary ranger force was composed almost entirely of experienced men and required a minimum of additional training.

This is the one division at Yosemite which is handicapped by lack of sufficient personnel; in view of the year-round activities handled by the ranger division and in comparison with any other Park which I know, our force is inadequate. The addition of the Wawona area with its serious public order and other problems, which has required the permanent assignment of rangers there, has made this lack of personnel more pressing.

Fire Prevention

The ranger fire prevention organization underwent an intensive school of instruction but again this year fire fighting was considered a major Park function rather than merely a ranger responsibility. In Yosemite an important fire now calls out every department head, each of whom contributes his specialized knowledge to the emergency in the field.

This radically bettered organization, together with improvements in fire fighting equipment and detection mechanisms provided during the past two years, is reflected in our fire record for the year. Forty-seven fires were detected but the total area burned over was only 117 acres or an average of 2.5 acres per fire. The total cost of suppression was $1,963 as compared with total cost of $7,558 for the preceding year. Mr. John Coffman, Fire Control Expert for the National Park Service, has contributed notably to our improvement in equipment and training.

A total of nine general alarms were turned in on building fires; one of these was serious, destroying the old Government building used by the Yosemite Park and Curry Company as a general office.

Insect Control

The insect menace to the magnificent Sugar and Yellow Pine forests of Yosemite this year reached a critical stage. A comprehensive study of the infestation was conducted throughout the open season by specialists in the ranger division, revealing an alarming situation. For instance, in the Wawona area 21% of the Sugar and 10% of the Yellow Pine has been killed by insects during the last two years; similar losses have been sustained in the Big Meadows region; and already the splendid forests in the Rockefeller addition (acquired in 1929 by joint Rockefeller - Government expenditure of over $3,000,000) have suffered a loss of 5% of their magnificent timber. The survey revealed that unquestionably the Sugar and Yellow Pine infestations have reached a critical stage, requiring energetic control measures.

The cost of control was estimated at $29,000 but a total of only $11,020 was made available in four allotments between April and November. With the funds at our disposal the insect control work was concentrated in the three most strategic points: Mariposa Grove, the Wawona unit and Yosemite Valley. The availability of good equipment and trained men permitted economical operations, control costs averaging $2.96 per thousand feet B.M. Heavy snow storms closed down operations before exhaustion of funds, but work will be resumed as soon as the snow compacts. Success can not be anticipated unless additional funds are forthcoming from some source: and similar work must be done in contiguous forests outside our boundaries. The Forest Service has agreed to cooperate next spring by undertaking similar work along our exposed boundaries in these areas.

In all of our investigation and actual control operations we were guided by the expert advice of Entomologist John Miller of the Bureau of Entomology, whose assistance was invaluable.

Infestations of the Douglas Fir by the Flathead Borer were studied but no control was undertaken because of the more urgent necessity to save our splendid Sugar and Yellow Pine stands. This insect situation is the gravest protection problem confronting Park values at Yosemite.

Snow Survey

I have continued the cooperative arrangement with the State Division of Water Resources, which provides us with three men for snow survey work on the main water-sheds in the Park. These State-paid men are selected by me from former temporary Park rangers who are familiar with Yosemite and well equipped to report on Park conditions. Regular Park rangers were assigned to patrol with the State men as required. This is a vital service to the irrigationists and power users of California.

Grazing

Difficulties with sheep and cattle grazers have been greatly lessened by two developments, viz: (a) The construction of fences at tactical points along the western and southern boundaries, and (b) by cooperation of the Forest Service which will terminate the leases of any grazers who offend against this Park. The acquisition of the Wawona area will necessitate some fencing next spring, to be accomplished largely by our ranger personnel.

Fauna and Flora

Our success in restraining the maraudings of bears is not yet complete, but much progress has been made. The bear show has been very successful, there being a greatly increased number of "actors" this year. An average of eleven bears appeared nightly from April to November, while during the month of August the average was twenty-five bears a night. An estimated average of 372 people attended each of the 211 bear lectures given this summer. It is interesting to note that there were only sixteen hospital cases due to bear bites this year, compared with eighty-one cases in 1929 and twenty-seven last year. Bears continue immeasurably the most popular of our wild life attractions.

A number of deer were again removed from Yosemite Valley to the Tuolumne country in special trucks. Comparatively few now frequent the Valley, so people enjoy sight of these animals more now than in the past when they were like dairy cattle, especially as they are reassuming their natural timidity and shyness. There was a heavy crop of fawns, and the Alder Creek watershed continues to be probably the most prolific single source of deer reproduction in California.

The herd of Tule Elk is still in the fenced meadow. There are nineteen adults and two calves. It is hoped that this herd of exotic animals may soon be sent outside Yosemite to a natural habitat under conditions which will assure their perpetuation.

As in all other areas in this region, coyotes increased tremendously in number. They were of great interest to observers, but instructions against their decimation is bitterly resented by hunters, cattlemen, game associations and other similar organizations.

Under authority of the Director, the old zoo in the barn area was finally obliterated in November, and the three mountain lions were killed and preserved for museum purposes.

The year was notable for the great increase in wildflowers and in the general lushness of all vegetation. Except for the trees attacked by insects, it was a fine year of growth among trees, plants and shrubs; due principally to the abundance of water, it was also aided by the continued prohibition of grazing. On the floor of Yosemite Valley wildflowers were more abundant than for seven or eight years previously due not only to natural conditions but also to the diminishing of the number of deer. The exhibits of Dogwood were especially notable. In the lower Merced Canyon there is a fine increase in the number and size of Redbud shrubs which are so attractive early in the spring. Now, after four years of restraint in the use of road machinery on road shoulders and ditches, native plants have grown pleasantly to the very edge of the roads. The heavy, wet snow falls of last winter brought down a number of our most beautiful oaks in the Valley

MUSEUM AND NATURALIST SERVICE

All permanent naturalist positions were filled and eleven temporary naturalists were employed during the 1932 season. During the year 810 field trips were made with a total attendance of 35,969, and 2,794 lectures were given to a total of 329,270 visitors. These contacts show a 28% increase over last year with no increase in staff. The Museum also served a substantially increased number of Park visitors, and interest in its exhibits was keen. One of the secrets of its increased usefulness and popularity was found to be the frequent addition of new exhibit materials, the cultivation of a friendly atmosphere, and the specializing in live exhibits. Indian culture demonstrations in a special area of the Nature Garden drew large audiences.

Excellent progress was also made at outpost museums. At Mariposa Grove a new, complete and unique exhibit telling the story of the Big Trees, housed in the reconstructed log cabin, drew much attention. At Glacier Point and Tuolumne Meadows the naturalists in charge maintained creditable exhibits, especially of wildflowers, and conducted numerous field parties.

Field School

The Yosemite School of Field Natural History conducted its eighth session last summer. As usual, many requests for attendance were denied due to limited facilities and our inability to handle over twenty students. It is a training ground for the Service; already nineteen graduates of this school have been appointed to temporary or permanent positions in the National Park Service.

Special nature classes for children rounded out our educational service.

Museum Nature Garden

With money made available through the gift of $4,000 by Miss Marjorie Montgomery Ward (now Mrs. Robert Baker), a substantial beginning was made in developing the desolate area at the rear of the Museum into a living exhibit of native flowers and shrubs. Approximately two acres have been fenced, walks laid and water supplied. To Ranger-Naturalist Mrs. Enid Michael, under whose direct supervision this area was developed, goes the major credit for excellent conception and indefatigable application. A fine start was made in seeding the area and in transplanting native flowers and other plants; the small stream and pools artificially developed already present a pleasant natural appearance. A start was made to label growing flowers and plants, so even during the first year a real educational service has been rendered by this garden project. We had thought years would elapse before this barren area would come into beauty, but one brief season's progress demonstrates the beauty and usefulness of Miss Ward's conception.

Through the generosity of Dr. Walter B. Scaife of Oakland, California, a bench of white granite was provided for this Garden.

Publications

The Museum staff issued printed Nature Notes each month, which were circulated to an average of four hundred individuals and institutions. Two special editions also were published: (a) A motorists' guide to the Mariposa Grove of Big Trees; (b) a hikers' guide for the circuit of High Sierra Camps.

Service Outside the Park

Invitations to lecture before clubs, schools and scientific organizations far exceed our ability to comply. Members of our naturalist staff were able to give, in conjunction with other trips outside the Park or while on payless furlough, twenty-four of such lectures reaching audiences totaling 9,285 persons.

ADMINISTRATION AND PERSONNEL

Permanent civil service personnel varied between seventy-five and eighty. The temporary appointed personnel numbered a maximum of sixty-seven; a maximum of 480 per diem workmen were employed. The hiring and swift training of a seasonal organization of this size -- their housing, transportation, feeding, etc., in numerous and scattered different camps and outposts located from ten to seventy miles from headquarters -- is a complex operation in itself; the cost of mess operations alone totaled approximately $80,000.

Mr. J. V. Lloyd, Assistant to the Superintendent, was transferred to Grand Canyon as Assistant Superintendent in January.

Ranger Henry Skelton was retired April 30 due to age limitation after fifteen years of fine, loyal service. He was one of the most beloved and respected rangers in the Service.

Ranger Ralph Anderson was promoted to the position of Park Photographer and Information Clerk April 1.

Matthew Beatty was appointed as Junior Park Naturalist on January 7, vice George Crowe, transferred to Devils Tower Monument in October, 1931.

Emil Ernst, a graduate forester, was appointed as ranger on September 21, vice Anderson, and has been supervising the vitally important forestry and insect control activities.

Messrs. Duncan McDuffie and John P. Buwalda of the Yosemite Advisory Board met in the Park during the Director's visit in July and assisted in several studies at that time. Unfortunately Mr. Frederick Law Olmsted was unable to come to Yosemite this year; the lack of his distinguished services was a distinct loss to Yosemite.

On February 25 Yosemite was saddened by the death of United States Commissioner William D. Fullerton, a fine, conscientious official. Herman Hoss, formerly commissioner here and now secretary of the Yosemite Park and Curry Company, became acting commissioner on May 15 and served in that capacity until the appointment of James M. Oliver of Los Angeles on November 15.

On July 12 Yosemite suffered the loss by death of Robert Selby. He had served in Yosemite for twenty-two years and for many years preceding his death was custodian at the Yosemite Museum. He was truly a part of Yosemite, and loved the Park so well that for a period of eleven years he never left the floor of Yosemite Valley.

MAINTENANCE

Roads

The record snow fall made winter maintenance of the twenty-four miles of Valley pavements of major importance; snow removal alone cost $5,345. In January and February heavy storms followed each other in swift succession, the largest single snow fall amounting to 54". The task involved is considerably above the capacity of our present snow removal equipment, a shortage which will be emphasized with the completion of the tunnel and the all-year use of the new Wawona Road.

The El Portal Road was subject to bad slides of dirt and huge boulders from the precipitous canyon wall and there was some damage to roadbeds and stone parapet.

This record snow fall made more difficult and costly the opening of the Big Oak Flat and Tioga Roads but the availability of some modern equipment proved advantageous and economical.

Spring drainage problems on mountain roads were more difficult than usual.

Summer and autumn road maintenance was simplified and cheapened because of capital investments made during the preceding two years. The oil mat on the Big Oak Flat Road, laid previously, stood up beautifully and required but little attention. The miscellaneous oiled mountain roads, the roads in campgrounds and other kit roads, which had previously been oiled, were similarly easy to maintain. The old Tioga Road, which has never been oiled, was as usual dusty and rough, and required the constant attention of a considerable crew throughout the open season. Dirt roads are no longer justifiable, neither on a basis of service to the public nor of economy.

Our pavements laid during the last seven years required practically no attention.

Trails

Main line trails such as the Four Mile Trail, the Vernal-Nevada Falls Trail (upon which traffic counts showed peak use as high as 4,012 people in one day), and the Merced Lake Trail, were given constant care. Secondary trails such as the one leading to the foot of the upper Yosemite Falls were maintained satisfactorily. Practically every mile of the High Sierra trails was gone over by small crews supervised by various district rangers. This high-country trail system is not used sufficiently to warrant intensive maintenance, and highly engineered trails would actually detract from their full enjoyment by Park lovers.

The paved footpaths constructed in the Valley about five years ago will soon require careful attention. It is apparent that these footpaths are not popular with visitors who prefer to walk along the parallel paved roads, especially after dark. Unless footpaths can be illuminated, our trend at Yosemite will doubtless be toward a reduction in footpath mileage.

Buildings

An increase this year of about $2,000 in our building maintenance allotment permitted better care of our structures; but with 446 widely scattered buildings constructed of perishable material, there are still insufficient means available for economical maintenance.

Electrical Department

The Park power plant operated continuously except for a few brief interruptions during the stormy periods. The Glacier Point Hotel was without current for approximately two months during the heavy snow period. Less power was purchased than heretofore, due to two main factors: (1) Water supply was more ample; (2) wastage was radically decreased. Leaks were traced; line losses on energy sold to customers were more carefully checked; jackets and thermostats were installed on water tanks, and many other operating economies effected.

Telephone and Telegraph

Telephone lines and circuits were maintained efficiently. Damage caused by storms last winter was repaired with unusual dispatch. It is estimated the damage to telephone lines during the storm periods of last winter was greater than the accumulated damage for the five previous years. A total of 478 telephones was connected at the peak of the season. Telephone service was excellent, both in the Valley and in the high country, due to the unusual energy and morale of the electrical division.

Sanitation

As areas come into more intensive public use the necessities of sanitation become greater. This year, due to record use of the Park, the sanitation crews and equipment were increased so that garbage could be meticulously collected twice daily and comfort stations cleaned three times daily during the summer. One small Ford truck was assigned to the cleanup of mountain roads, outpost campgrounds, picnic places, etc. -- a much needed service.

For the fiscal year ending July 1, a total of 29,264 cans of garbage was handled at the incinerator, compared with 27,989 the year preceding. Revenue from garbage sold totaled $2,343.25, a decrease of $493.47, due to our inability to sell much garbage for hog feed this year. Costs for incinerator operation were $4,033.52. For the period January 1 to December 1, a total of 18,870 cans of garbage was handled at the incinerator, and revenue totalled $1,019.10.

Remote areas such as Glacier Point, the Mariposa Grove, Tuolumne Meadows, etc. were under regular inspection as to water supplies, garbage disposal, pickup, and sewage disposal; and a careful policing of all circulation areas, roads, etc. was accomplished. Although no special funds have been available, we were able to remove several more old eye-sores (dumps, refuse pits, etc.).

Mosquito Control

Mosquito control by the oiling method was again made inefficient by fluctuations in stream heights during the periods of greatest run-off. Oiling is effective to a certain degree, but a comparatively small capital investment in drainage will serve the same purpose far more effectively and eventually much more economically. The Valley and Tuolumne Meadows were the only areas treated. A wider abatement of the mosquito nuisance should be attempted.

Water and Sewer Systems

The big sewage disposal plant for the Valley, finished last year, functioned excellently, solving another of Yosemite's grave administrative problems. After nearly a year of satisfactory demonstration of the new plant we felt safe in eliminating the old sewage disposal farm -- a fine esthetic accomplishment.

Water supplies were carefully safeguarded and bacterial tests made at regular intervals. The availability of adequate and perfect water supplies at the Mariposa Grove and at Tuolumne Meadows completely transformed our situation in those vital areas. Due to heavy run-off, we encountered no such difficulties in maintaining sufficient water supplies on the Valley floor and elsewhere as were encountered for the two years preceding.

Mechanical Department

Repair and overhaul activities in the mechanical department were intensified during the off season so that when construction work commenced on a large scale in the spring of the year our equipment was in excellent condition. Equipment completely overhauled at that time consisted of: 76 trucks (including three fire trucks), 3 touring cars, 11 tractors, 10 compressors, 6 snow plows, oil spreading equipment, ice plant, 8 graders, 10 sewer pumps, and miscellaneous machinery at the sewer plant. Throughout the year this efficient organization excellently maintained our immense amount of mobile and fixed equipment.

CONSTRUCTION

Items by Direct Congressional Appropriation:

Due to the necessity for national economy, Congress reduced construction items to far below the level of preceding years. Only vitally important items were allowed, as follows:

Buildings -

(a) Frame equipment storage shed; constructed in the utility group in the Valley.

(b) A fine new comfort station of stone and wood, built at Union Point.

(c) Six small three-room cabins at the New Indian Village, now rented to Yosemite residents of Indian blood. Completion of the new Indian unit will probably require two or three additional cabins. The squalid and unsatisfactory old Indian Village has been completely eliminated, thus solving another Yosemite problem.

(d) A shower bath was added to the comfort station at the New Indian Village.

(e) Two small women's dormitories of three rooms each were constructed, somewhat easing our housing problem.

(f) A new refrigerating room was constructed at the warehouse, to stop wastage of perishable commissaries.

(g) Some major repair work was done at the Rangers' Club with $800 appropriated for that purpose.

(h) A new chimney was constructed at the garbage incinerator.

(i) Seventeen new tent platforms were provided for the foremen and laborers' camp in the Valley.

Improvements to Electric System -

This was the most important construction work authorized this year, involving an appropriation of $36,800 designed to reduce the crippling interruptions of power transmission upon which the public in the Valley is completely dependent for heat, light and meals at the cafeterias. This appropriation permitted the construction of a new 70,000 volt line; and the erection of an all-steel tower line between the Park boundary and the power house. Simultaneously the San Joaquin Light and Power Corporation constructed a similar line between the Park boundary and the terminal of its steel tower line at Incline, thus closing the weakest gap in our entire power system. The improvement in service reflects the wisdom of this Congressional appropriation.

Extensions to Telephone System -

These improvements consist of installation of 4,200 feet of fifty-pair steel incased telephone cable between Camp six and Camp Curry; metallic telephone line between Tuolumne Meadows Lodge and the Tioga Pass ranger station; metallic telephone circuit between Pate Valley and Benson Lake; metallic circuit between Four Mile station on the Wawona Road and the Forest Service switchboard at the Miami ranger station, five miles outside the Park, a cooperative emergency arrangement with the Forest Service assuring communication with the outside when lines fail between Merced and the Park.

Improvements to Water System -

These betterments include the placing of miscellaneous meters; the construction of water lines to new structures; and the perfection of the water system at Crane Flat by the installation of 2,000 feet of two-inch cast iron pipe and an adequate storage tank.

Miscellaneous -

Out of campground development funds, 150 picnic tables were constructed for the campgrounds and other advantageous points, and were much appreciated by the public.

Roads and Trails (Major Projects)

Roads -

Tunnel:

The most important major road project completed this year was the tunnel section of the new Wawona Road. Goerig and Dahlberg completed the main bore and three adits in October, and the United Concrete Pipe and Steel Company immediately undertook their contract for surfacing this road from the Valley floor through the tunnel. Concrete paving was used in the interior of the tunnel, asphalt outside; and reinforced concrete support was used at critical points in the large bore. Contracts have also been let for the installation of electrical equipment, including lighting, motors and the machinery necessary to operate the intricate automatic ventilating system; a power transmission line is now being constructed from our power house to the tunnel.

The completion of this finely conceived and executed project -- the longest suburban highway tunnel in the United States -- will permit the all-year use of our entire new Wawona Road, bringing Wawona and the Mariposa Grove within forty-five and sixty minutes respectively from the floor of Yosemite Valley. The tunnel will be in full operation early in the spring of 1933. I am proud to have been Superintendent throughout the period of its conception and construction; and am profoundly indebted to Engineers Harry Tolen and Thomas Roach of the Bureau of Public Roads for the technical excellence of this accomplishment. Contractors Goerig and Dahlberg drove this great tunnel through solid granite without a single serious accident to any employee; all of us hold these honorable and efficient men in highest respect.

Wawona Road:

Contract was let this fall for the surfacing of the Wawona Road from the western portal of the tunnel to Four Mile Junction, a distance of 23-1/2 miles. The contractor did a small amount of fill settlement in the late fall but December storms forced shutdown until next spring.

Post construction work on the Wawona Road was done under supervision of the Bureau of Public Roads; it involved the removal of slides, the reconditioning and re-oiling of the entire surface, the obliteration of old roads, etc.

Glacier Point Road:

The first half of the new Glacier Point Road, between Chinquapin and Bridalveil Creek, was graded by Granfield, Farrar & Carlin and is now about 85% complete. Construction will resume as soon as weather conditions permit.

The remaining half of this road from Bridalveil Creek to Glacier Point has been under study throughout the year by the Superintendent, the Bureau of Public Roads, the Landscape Division, the Chief Engineer, and the Advisory Board, but no definite conclusion has been reached regarding location; it is a complex problem involving inestimable Park values.

New Tioga Road:

The Bureau of Public Roads completed surveys for two alternate routes between White Wolf and Cathedral Creek. This summer, after study on the ground, the Director concurred in my recommendation to construct the high line. This new Tioga Road, when completed, will be one of the most scenic in the world, as it opens up enormous vistas of the most spectacular of the High Sierra country. The route runs westward from Tioga Pass through Tuolumne Meadows, up the Cathedral Creek basin and around Tuolumne Peak, through the Ten Lakes region, and thence in a general southwestern direction to Crane Flat to connect with the Big Oak Flat Road. In an engineering sense it is excellent because it involves but one long climb, eliminating the endless series of climbs and adverse grades encountered on the low route; the high point at Ten Lakes is the same elevation as at Tioga Pass, so snow removal problems will be no greater than on the lower route. With its completion marvelous scenic elements, now seen by only scores of hikers, will be enjoyed by tens of thousands of motorists.

The first segment of this new project was contracted this year to Willis & Sons, the $250,000 increment paid by the City of San Francisco being devoted to this purpose. Another similar amount will be contracted next year and it is probable that the entire $1,250,000 accruing from the City of San Francisco in the next four years will be so utilized, assuring the carrying forward of this project even if the necessity for national economy results in the reduction or suspension of our general road program.

Bridges -

Stoneman - El Capitan Bridges:

These two bridges, begun in November, 1931, were completed in December, 1932. Sullivan & Sullivan, the original contractors, withdrew from the project and the work was taken over by the bonding company in February; under this arrangement the work also proceeded unsatisfactorily; penalties for non-completion on time evidently will amount to over $7,000. The completed bridges, however, are excellent in design and in workmanship.

Roads and Trails (Minor Projects)

Minor projects were considerably reduced this year, but some important work was accomplished:

Roads -

(a) Road Betterments, General. Some important mountain roads were oiled, including the road leading from Crane Flat to the fire lookout, which in consequence was used by several thousand people. We were able to slightly improve the old Tioga Road. A number of miscellaneous "catch" roads were reconditioned and received some oil.

(b) An outstanding accomplishment was the construction of a road away from the root system of the Grizzly Giant and the complete obliteration of the old road. This project, designed to help protect this most magnificent of our Sequoia trees, has received fine complimentary comment, editorially and verbally, from scientists and laymen. The work included the construction of several hundred feet of oiled footpaths, restoration of the former topography disturbed by the old road, some planting of native shrubs, etc. The old dirt road leading through the tunneled California Tree was replaced by an oiled trail.

(c) A short stretch of road and an adequate parking area for the new Mariposa Grove Lodge were accomplished effectively.

(d) A fine job was accomplished at Wawona Point. The area was leveled to provide more ample parking; stone parapets were built along the hazardous portion of the road and at the two lookout points for pedestrians; and a sufficient number of trees were felled to open up the complete panorama of meadowland, South Fork canyon, and High Sierra.

(e) Considerable improvement was made on the El Portal Road by widening and improvement of shoulders and the construction of turnouts for emergencies.

(f) Some field studies were made of the perennially discussed possibilities of a road to the high country via the Tenaya Canyon. These studies are merely informational and our thought is based upon the vast Park values involved.

(g) Late in the fall provisions were made for road oiling and trail construction in the new Wawona addition, but work was postponed until spring.

(h) A road system was constructed in the new campground at Tuolumne Meadows.

(i) Two minor jobs provided vital fire protection: One short stretch of 3000 feet saves 10-1/2 miles of travel by fire equipment at the Mariposa Grove of Big Trees; another stretch, only 4000 feet long, saves 4.4 miles of travel over old logging roads at the Merced Grove of Big Trees.

(j) The old Coulterville Road was reconditioned and made passable for Park Service and Forest Service fire and other equipment; included in this project was the replacement of small temporary bridges by permanent culverts.

Trails -

(a) The May Lake-Ten Lakes Trail was completed except for minor details that will be finished next spring. This new trail is a fine addition to our system, opening some of our finest High Sierra country. The Yosemite Park and Curry Company plans to move its hikers' camp from Tenaya Lake to May Lake as soon as practicable.

(b) The Nevada Falls-Glacier Point Trail was flood-proofed by the construction of a diversion wall.

Landscaping

As usual, landscape supervision was provided by the assignment of Mr. John Wosky from the San Francisco office. The landscape function now influences all construction and maintenance activities, and Yosemite again profitted by the services of this consistently efficient man. During the past few years all of our personnel concerned, including that of the Bureau of Public Roads, has become strongly landscape conscious, so now our main preoccupation in this field is the control of contractors. Due to economy requirements, there were no special landscape projects except the restoration of the old sewage area.

Chief Engineer

Chief Engineer Kittredge was at all times deeply interested and helpful. He contributed engineers and surveyors for such specialized jobs as the Tenaya Canyon road study; study of the new Big Oak Flat Road to Gentry; survey and mapping of the new Wawona area, etc. His office responded loyally to all demands we made upon it, especially the purchase of equipment requiring technical knowledge.

Labor Conditions

The depression, and the general temper of people, required a careful employment policy. With the exception of "old-timers" and a few specialists, our labor crews were made up largely of men living in nearby communities, men with dependents referred to us by County Supervisors intimately acquainted with their need of employment; an unusually large amount of our time was consumed by such matters, particularly during those months when the provisions of the Economy Act had not been thoroughly interpreted or communicated to the field. Our policy of employment of people resident in nearby counties was justified in the main, but one unfavorable result has been the tendency to build up "squatters'" settlements near the Park boundary, particularly at El Portal.

PARK ADDITIONS

Wawona Acquisition

On August 13 lovers of Yosemite were gratified by the accomplishment of what is probably the greatest stride forward administratively since the Park assumed National Park status, for on that date President Hoover authorized the addition to Yosemite of 8,785 acres of meadow and forest lands lying in the Wawona basin. 5,061 acres of this land were under Forest Service management; 3,724 acres were in private ownership. The total cost to the Government for the private land, including all of the Wawona Hotel structures and improvements, was $188,300.

The acquisition of this land brings the entire new Wawona highway within the boundaries of Yosemite National Park. Wawona's quiet pastoral beauty rounds out the wonderful scenic exhibits reached by the new Wawona Road -- Yosemite Valley, the Mariposa Grove, and Glacier Point. Wawona is the key to about one-third of all our high country south of the Merced River; its acquisition brings into administrative control a strategic area long neglected as to public order; it gives a far better fire protection to all Park lands surrounding the area, particularly the priceless Mariposa Grove of Big Trees; it permits greater protection to Park wild life; it preserves a fine stand of timber, otherwise almost certain to be felled as soon as lumber markets become normal, and permits a tragically delayed insect control; it offers almost unlimited topography suitable for popular types of tourist facilities not feasible in Yosemite Valley, thus saving the incomparable Valley from over-development; and, due to its proximity to the Mariposa Grove, similarly protects that important area from over-development by campgrounds and other tourist facilities; it permits various types of recreation not appropriate in Yosemite Valley; and it provides a landing field for air craft when this type of transportation becomes necessary in National Parks.

While I devoted a major portion of my time this summer to the administrative problems of acquisition of this Wawona area, Special Agent Frank Solinsky, as heretofore, was responsible for appraisals and all other financial phases of this purchase.

Hereafter the Yosemite Park and Curry Company will operate the Wawona Hotel group. At the outset, at least, operations will be along the same general lines that has distinguished this hotel for over half a century.

Proposed Best and O'Connor Exchange

On March 14, upon recommendation of the Superintendent and the Director, the Secretary definitely rejected, as non-beneficial to Yosemite, the application of Messrs. Best and O'Connor to exchange Park lands along the southwestern boundary of the Park for lands belonging to them in the Chinquapin area as authorized under the Act of May 28, 1928. (45 Stat. 787.)

Acquisition of Lands in the Carl Inn Area

Senate Bill S-4472, introduced by Senator Nye on April 23, proposes the addition to Yosemite of the rugged country traversed by the South Fork of the Tuolumne River just west of our boundary centering upon Carl Inn; this privately owned land and timber to come to us through exchanges to be made by the Forest Service with the White and Friant and the Yosemite Lumber Companies. This area has no particular administrative or recreational value, but does contain innumerable distinguished specimens of Yellow and Sugar Pine, and shows more typical and virile reproduction than any other similar area now in the Park. This proposed acquisition was not initiated by the Park Service, having been sponsored by a group of Eastern conservationists who believe the 1930 Rockefeller purchase in that area insufficient. It is opposed by many influential California groups -- the Wool Growers' and Cattlemen's Associations, Tuolumne County, the State Chamber of Commerce, apparently by the Forest Service, and others. I believe that under present business conditions its purchase would not be justifiable; but if it is obtainable, as proposed by Senator Nye, by equitable exchange without cash outlay and by processes designed to protect the vested interests of Tuolumne County, then this distinguished forest should be saved to future generations by incorporation into Yosemite. Any American who spends but a day in the quiet depths of this superb forest can not emerge without a devout purpose to help save it from the axe that, for two decades, has rung too persistently within, and just outside, Yosemite.

Hetch Hetchy Agreement

This summer a final supplemental agreement was executed by the City and County of San Francisco and the Secretary of the Interior, designed to clarify mutual obligations under the terms of the Raker Act. It accords complete administrative and sanitary control of the Hetch Hetchy and Lake Eleanor areas and the Tuolumne watershed to the National Park Service; and for the formal entry of the Public Health Service as advisor on all matters of sanitation. The City of San Francisco assumes full authority and responsibility for dam mechanism, reservoir levels, etc., and for the domiciling of such City employees as needed. It provides for payment of a total of $1,250,000 to the Department by the City for road construction; and relieves the City from all other construction, maintenance, or other expenditures. The City agrees to the use of these annual payments for construction of the new Tioga Road; the now unnecessary roads contemplated under the utterly different conditions prevailing, when the Raker Act was passed, are abandoned. The settlement of this Hetch Hetchy situation enables the City and the Government to proceed efficiently and economically, and, in my opinion, is a major accomplishment of 1932.

I feel gratified that all possible misunderstandings have been removed and the way cleared for excellent cooperation prior to the expected flow of Hetch Hetchy water through the City of San Francisco taps next year.

More Land Donated

During the past year the Secretary accepted title to 640 acres of valuable timber land in the Yosemite National Park, through the generosity of George A. Ball, of Muncie, Indiana, who purchased the tract and donated it to the Government. This section of land contains a magnificent stand of yellow pine, Jeffrey pine, some sugar pine, fir and cedar timber.

COOPERATING AGENCIES

As usual, cooperation with Yosemite has been sincere and generous.

The State Division of Fish and Game has been uniformly efficient and sympathetic in their major share of the management of our fish culture. The State Division of Water Resources again competently undertook the compilation and distribution of the vital information concerning our mountain snow pack, and furnished three snow gaugers for winter measurements. The State Division of Highways, recognizing Yosemite's needs, generously constructed a new modern highway between Cathay Valley and the town of Mariposa, eliminating the last of the dangerous curves and grades on our All-Year Highway.

All of the Mariposa County officers have contributed officially to Park administration.

The Standard Oil Company operated their various service stations in the Park from the single standpoint of efficient service to the public, and also contributed a fine information service and considerable newspaper publicity.

Messrs. Show, Nelson, Meinecke, Kotok, Benedict, and Hall of the Forest Service were helpful at various times, Supervisor Benedict particularly so because of his more intimate field relationship.

As always, the Sierra Club was useful in its unique way. Mr. John Miller of the Bureau of Entomology, whose activities were mentioned previously, rendered assistance that was actually invaluable. Professor Clements, ecologist of the Carnegie Institute, contributed his highly specialized knowledge to the Museum Nature Garden project. A host of friends of the Museum donated valuable accessions. From innumerable other sources we received cooperation that was exceedingly helpful.

RECOMMENDATIONS

Much remains to be done at Yosemite, but economic conditions certainly do not justify any field administrator in recommending large expenditures entailing additional tax burden. After all, progress here in the last five years, particularly the last three, has been tremendous, and we all are proud and grateful. If the Congress decides that unemployment conditions necessitate further relief by public works, our six-year stabilization program is in the Director's hands; and plans are made or in the making so that we can undertake any of the recommended projects on very short notice. Of course economy and good judgment demand that going projects be carried to the point of completion.

Maintenance funds should not be restricted; failure to protect Yosemite's enormous investments would be false economy.

Our personnel is sufficient for present conditions except that the permanent ranger force is inadequate.

I hope that an appropriate place can be found outside the Park for our herd of exotic Tule Elk.

It is recommended that ample snow removal equipment be provided to assure winter maintenance of the new Wawona Road, which is designed for year-round use not only to the Mariposa Grove, but to Fresno and southern California.

Such construction projects as are allowed us in the next year or two should be devoted principally to improvement of Wawona; requirements there are not great, but they are urgent.

Housekeeping facilities should be provided at Wawona by the Company, as soon as they can do it. I am hopeful that conditions will soon permit the further reduction of rates, particularly for general winter occupancy.

CONCLUSION

No report for 1932 would reflect accurately its events without mention of the loyalty and the spirit with which our personnel has approached and accomplished the heavy tasks confronting it. Never in my twenty-two years of administrative work, including ten years as Superintendent of a National Park, have I seen an organization so imbued with the desire to serve. It is worthy of note, too, that in this year of stress they have contributed from their own diminished resources to help relieve distress in the surrounding communities; and, grasping the urgent need for economy in administration, all have bent their minds, energies and much overtime toward this end.

Most important, I do not believe that a single employee lost sight of the fact that all of the minutia of administration, maintenance, and construction functions toward but one purpose -- the safety, the comfort and the happiness of people visiting the Park. Looking back over the year I am for once content that we approached somewhat near the ideal of public service for which we are striving. Thousands of verbal comments and hundreds of letters testify to the effectiveness of the work of our organization, of its fine spirit.

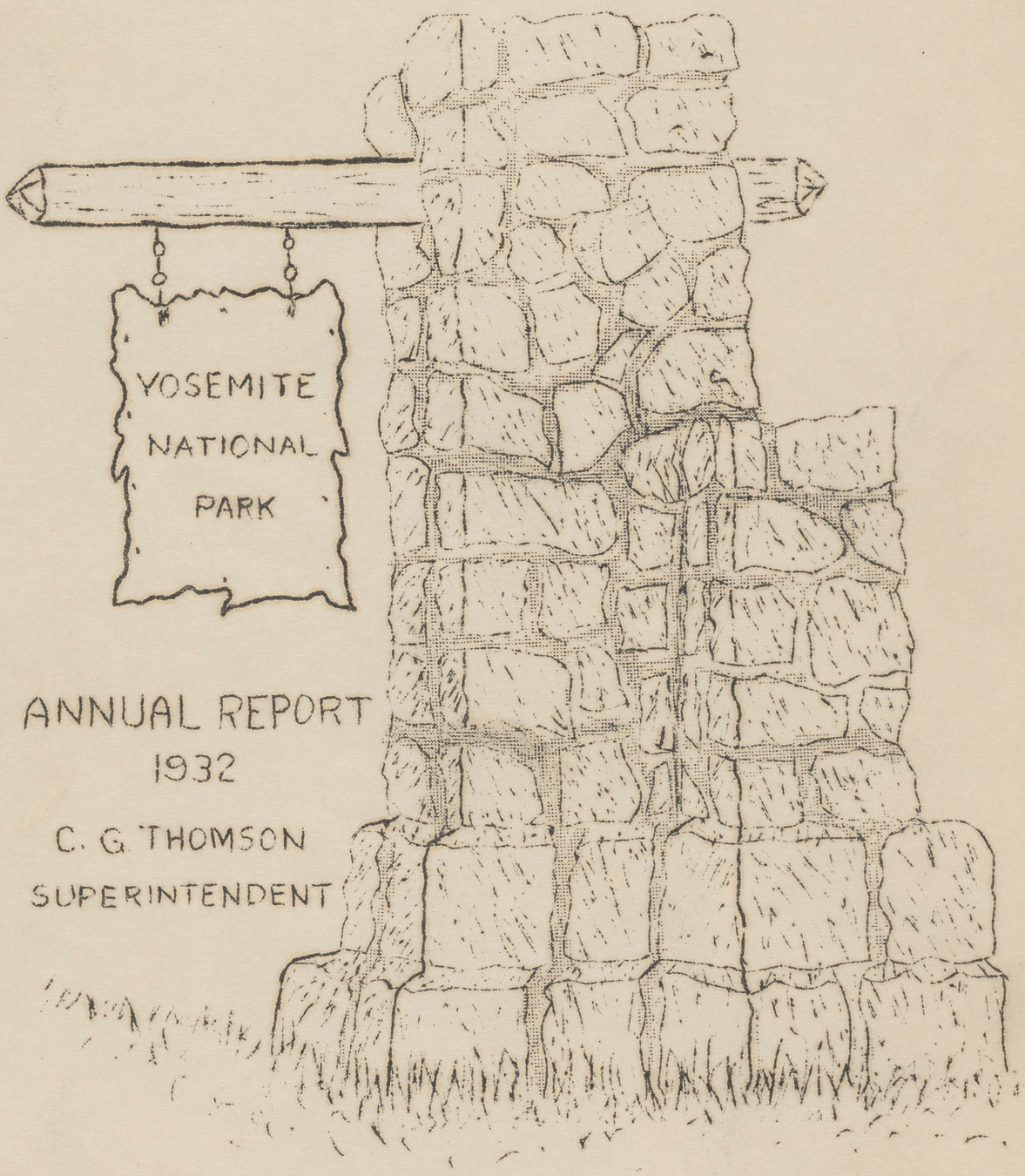
Respectfully submitted,

Superintendent

To H. M. Albright, Director
National Park Service
Washington, D. C.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE



ANNUAL REPORT

1932

C. G. THOMSON

SUPERINTENDENT

C. G. Thomson

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STATISTICAL DATA

Total Area, Square Miles	1,176.16
Road System:	
Paved Roads, miles	37.23
Oiled High Standard Highway, miles	28.13
Oiled Mountain Roads, miles	51.99
Dirt Roads, miles	108.45
Total Road Mileage within Park	225.8
Trail System: Total mileage	647.6
Telephone System:	
Telephones connected	478
One 3-position switchboard and 3 Exchanges	
Miles of overhead circuit	352
Miles of underground cable	3.2
Total telephone mileage	355.2
Number of local calls	444,755
Number of long distance calls	18,602
Average calls daily	1,269
Power Plant and Transmission System:	
Two Generator Capacity, K.V.A.	2,500
Standby San Joaquin Light & Power Corporation, K.V.A.	3,000
Total Capacity, K.V.A.	5,500
Transmission Lines; ranges from 2300 to 33,000 volts. Total miles (2 miles of underground cable)	29.6
Transformers	148
Substations with automatic feeder regulator	2
Generated, K.W. Hours	7,044,120
Purchased, K.W. Hours	2,393,111
Total Consumption, K.W. Hours	9,437,231
Government Buildings in Park	446

Water Systems:

Valley -- 2 dams, settling tank, sterilization apparatus, auxiliary spring supply, maximum demand 1,700,000 gallons per day. Total length of lines ranging from 30" diameter down, miles	19.71
Twenty-two outlying systems with 11 storage, settling or treatment tanks. Length of lines, miles	14.40
Total mileage, water systems	34.11

Sewer Systems:

Valley -- reinforced concrete activated sludge treatment plant designed for maximum tourist population of 30,000 and flow of 1,250,000 gallons per day. Total length of lines ranging from 20" to 4", miles Four pumping plants included in Valley system.	15.3
Outlying plants -- 12 outlying systems with three tanks and 19 cesspools with length of lines, miles	1.41
Total length of sewer lines in Park, miles	16.71
Mobile Equipment: (Trucks, etc.)	111
Parking Area Capacity, Yosemite Valley, cars	1,491

Garbage Disposal Plant:

Valley Incinerator, capable of disposing daily (8 hours), tons	21

Yosemite National Park, 1932-33

Appropriations, Expenditures & Revenues

Administration, Protection & Maintenance	$ 324,710.00	
Construction (Structures, water systems, etc.)	68,100.00	
Fire Protection	8,550.00	
Insect Control	7,800.00	
Total		$ 409,160.00*
Roads & Trails (Major Projects)	$ 717,199.50	
Roads & Trails (Minor Projects)	31,569.12	
Roads & Trails, Emergency Construction, 1933	265,000.00	
Donations	229,800.00	
Total		1,243,568.62
Grand total all appropriations		$1,652,728.62

($265,000.00 of these construction projects was allotted from funds appropriated by Congress for unemployment relief.)

Revenues for 1933 fiscal year

Automobile Permits	$ 135,731.00	
Concession Fees, Park Operators	6,681.42	
Electric System	30,971.55	
Telegraph & Telephone Systems	13,873.05	
Water	5,822.60	
Miscellaneous Receipts	28,183.13	
Donations (City of San Francisco, etc.)	250.300.00	
Total (estimated)		$ 471,562.75

*Note: The income of Yosemite exceeded expenditures for Administration, Protection, Maintenance, Construction, and Forest Protection by 15% or $62,402.75. Except for capital investments made for roads, trails and bridges the Park was better than self supporting.

GENERAL

1932 was a "Yosemite" year. Record winter precipitation, the heaviest snow falls in a generation, thunderous waterfalls, gorgeous wildflower displays and lush meadows, ideal spring and summer weather -- all contributed to make this the loveliest year in the memory of the Park's oldest residents. Information of the unusual beauty of the Park went out, largely via word of mouth by enthusiasts, resulting in a record Park travel.

A total of 168 inches of snow fell in Yosemite Valley, contrasting sharply with the previous year when we had the lowest snow fall in Park records -- only 11 inches. A solid blanket of snow covered the south side of the Valley from November 14 to March 15. On February 11 more than 12 feet of snow lay along the Big Oak Flat and Tioga Roads. Total water precipitation for the year was 40.38 inches, as compared with only 20 inches for the preceding year and an average of 30.6 inches for the past 26 years. This record precipitation and the agreeably cool weather extending through spring and summer months permitted utmost enjoyment of the Park by visitors, and delayed the fire season.

Lowest temperature (recorded February 3)	:	1° above zero
Highest " (" July 8)	:	95°
Average minimum winter temperature	:	27°
" maximum summer "	:	84°
" temperature for entire year	:	51° (the average for past 26 years)

Business conditions, so critical throughout the country, were reflected in Yosemite. Revenues of all Park operators were diminished; fewer people stayed in the rental units but there was an increased use of our public campgrounds and particularly a trend toward a much longer stay. People frankly stated that they cared less for the hectic running about in automobiles that has marked the last few years, even if they could afford it; great numbers stated that as they had little business to attend to anyway, they thought it wise to drop it all, come into our campgrounds where they could live at least as cheaply as at home, and build up their health and a better mental resiliency by a long vacation. This phase of usefulness of a National Park was a new thing this year, and is a tribute to the wisdom of those men who first conceived the National Park idea.

TRAVEL

Despite adverse economic conditions, we concluded the greatest travel year in Park history on September 30 with a total of 498,289 people. This exceeded the 1927 peak year by 7,859 and was an increase of 7.8% over last year.

TRAVEL REPORT AND COMPARISON FOR THE TRAVEL YEAR ENDING SEPTEMBER 30

	1932	1931	%gain
Private cars entering	161,774	150,950	7.13
People entering by private car	482,861	438,439	10.1
Motorcycles entering.	135	176	-23.0
People entering by motorcycle	186	222	-16.2
People entering by Y. V. Railroad	2,900	3,743	-22.0
Total people by All Year Highway stage. . .	4,377	6,972	-37.2
Total people by stages, other roads	5,459	10,070	-45.7
Total people - horseback, foot and miscel .	2,506	2,409	4.0
GRAND TOTAL PEOPLE ENTERING YOSEMITE. . .	498,289	461,855	7.88
Visitors using Public Camps	165,000	132,000	25.0

TRAVEL BY PRIVATE CARS -- BY ROADS & ENTRANCES

Entrance Station	Road	Cars		People		Gain
		1932	1931	1932	1931	
Arch Rock	All Year Hiwa	94,298	83,296	280,034	240,541	16.4%
Mariposa Grove	Wawona	20,854	17,098	67,263	55,564	21.0%
Alder Creek	Wawona	18,220	13,561	54,248	41,425	30.9%
Tuolumne Grove	Big Oak Flat	10,241	13,565	30,232	37,869	-20.1%
Aspen Valley	Tioga	6,814	7,716	18,753	20,458	- 8.3%
Tioga Pass	Tioga	6,326	10,958	17,829	29,546	-39.6%
Mather	Hetch Hetchy	5,021	4,756	14,502	13,036	11.2%
TOTALS ALL ENTRANCES		161,774	150,950	482,861	438,439	10.1%

First-entry visitors (people entering for the first time) . . 252,443
Re-entry visitors (people entering more than once). 245,846

Note: The decrease for the Big Oak Flat and Tioga Roads was due to the late opening of the roads in the spring.

The grand total includes an unknown but considerable number of people checked in duplicate through the Alder Creek, Mariposa Grove, Tuolumne Grove and Aspen Valley checking stations; so the actual bona fide travel into the Park is somewhat less than the tabulated figures. (It is impracticable to secure absolutely accurate travel counts without troubling visitors to the point of irritation.) However, travel was computed this year in the same way as for all preceding years and reflects accurately the proportionate increase. Exactly accurate travel checks will never be practicable until the new road system -- entirely within the Park -- is completed; now that the Wawona Road is entirely within the Park, the major portion of this discrepancy will be automatically corrected.

During the past year 97% of Yosemite's visitors entered the Park in private cars, whereas in 1915 only 23% came in by private car. Rail travel, however, has shown a decided drop, decreasing from a peak of 25,614 visitors in 1925 to 13,565 in 1927, after the opening of the All-Year Highway, and to only 2,900 for 1932.

Yosemite is truly a National Park. 1932 travel records show 31,522 visitors from every State in the Union and 1,138 visitors from 38 foreign countries -- Japan, Canada, Hawaii, England, Germany, and France leading the list. Such remote countries as Peru, Siam, Greece, and Siberia were also represented.

Peak summer days:	July 3	11,587 people	(2d largest travel day in Park history)
	May 29	10,943 people	
Peak winter day :	Feb 21	5,441 people	

Total winter travel (November to March) 61,201 people (14% above preceding yr.)

The Olympic Games, the Shriners', American Legion and other conventions held on the Coast contributed somewhat to this travel increase, but the main influence was the opportunity afforded in Yosemite for unique vacations at very low cost, particularly in the public campgrounds. Unquestionably, Yosemite was tremendously useful in this year of business depression, affording physical and spiritual uplift for a not too happy people. Never before was there such appreciation of our services; and in all my years in the Park Service I have never seen such an earnest desire on the part of personnel to be helpful to people.

FACILITIES USED BY PUBLIC

Campgrounds

Campgrounds were seriously congested during the peak of the season. However, the assignment of a ranger to each important campground resulted in an excellent orderliness, and sufficient maintenance funds were available to permit of thorough policing, garbage collection and sanitation. It was necessary to clean comfort stations three times daily. All of our facilities for campers in the Valley were seriously strained, but thanks to construction of improvements permitted during the past few years, there was no breakdown at any point in our services.

A record was established this year, with a total of 165,000 campers. Actual camp censuses taken on the first days of June, July, August, and September showed respective camp colonies of 956, 7,254, 4,764, and 1,591 camping on the floor of the Valley on those days, and on July 3 there were 9,306 campers counted in the Valley. The average stay in the campgrounds was about five days, but many remained from three to five months.

One competent woman ranger was assigned to all of the campgrounds and was most useful, particularly to unescorted women campers. A quiet, smiling worker, she was of especial service in restraining persons who were inclined to go about too scantily clad.

The campground entertainment was continued as a nightly feature in the Valley with an average attendance of 835 during the period from May 28 to September 5. An attendance of 2,000 was not unusual. These evening entertainments were generally more appropriate to a National Park than heretofore and were greatly enjoyed by visitors. Similar camp fire entertainments were conducted periodically at Tuolumne Meadows, at Mariposa Grove, and at Glacier Point.

There was a generally increased use of the miscellaneous campgrounds in other Park areas; camping increased at Mariposa Grove but is still negligible there; at Glacier Point camping was diminished, not averaging over two camps per night. Tuolumne Meadows continued a favored spot, particularly for hundreds of Californians who have been returning there annually for many years; but due to heavy snows the season was short and as cold weather set in early at that altitude, its popularity declined rapidly after the middle of August.

Winter Camping: In October, with the closing of the regular campgrounds, camping was permitted in the winter picnic ground west of Yosemite Lodge, but this had to be abandoned because of record snow falls that made such camping an absurd Park project and an actual menace to the health and lives of people, particularly the uninformed and the juvenile. Its abandonment was also necessitated by a new trend of thought among a certain type of individuals who evidently planned to live in our summer and winter campgrounds permanently, contrary to Park policy and law. The use of this winter area is now limited to picnickers and for camping under favorable weather conditions, on special renewable permits for ten-day periods.

Public Utility Operators

The Best, Boysen, and Foley photographic studios continued to operate on the same basis as heretofore. The trend in their volume of business is gradually downward. I can not say to what extent these diminished returns are due to the moving of these studios to the New Village, but unquestionably their removal from the business center was injurious.

The Degnan Bakery and Delicatessen continued to operate in the Old Village as heretofore and enjoyed a fairly good business.

The Yosemite Park and Curry Company made no notable physical improvements in the Valley. At the Mariposa Grove an excellent new unit was constructed near Sunset Point consisting of an appropriate building containing twelve bedrooms, a small lobby, dining room and other necessities. The construction of this modern and attractive structure in an area of major importance, and the subsequent complete cleanup of the decrepit old unit, represents a notable improvement in Park standards and in service to the public.

Despite general business difficulties prevalent throughout the country the Company continued all of their activities this year, including the High Sierra Camps, Tuolumne Meadows Lodge, various recreational supports, entertainments, etc. Inevitably their fine services have won comparisons with the curtailed services in a majority of resorts, greatly to Yosemite's prestige.

In November the Yosemite Park and Curry Company was granted a new twenty-year contract, principally to take care of the necessities incident to their operation of the hotel and allied units at Wawona.

Of course the general depression seriously curtailed the Company's revenues and compelled extremely careful management. But the depression was not the only cause for worry about the future, because several fundamental conditions and trends seriously disturb stockholders. For example, there is a general trend toward reduced length of stay in the hotels; in 1920 the average stay at hotel units in Yosemite was seven days; in 1924, five days; and from 1929-32 about two and one-third days. Apparently the improvement of roads and the wider range thus afforded automobilists has encompassed this change. A larger percentage of people now use the campgrounds and another large group come in and leave the same day without using hotel facilities at all, as is shown by the following figures: In 1926 34.6% of visitors registered at hotels; in 1929 only 29.4%; and in 1932 but 21.2%. With fewer visitors using the hotel units and they staying for shorter periods, the outlook is not encouraging.

Another disturbing factor is the continual decrease in rail travel accompanied by a greatly curtailed use of Company transportation, formerly a highly profitable element of business. 97% of our visitors arrived in their own automobiles this year, not only diminishing Company transportation returns, but also permitting them to avail themselves of the cheaper accommodations available along entrance roads.

The commonest criticism of National Park Service management is complaint about the high rates for cabin types of accommodations. Visitors can not understand why cabin accommodations in the Park should be twice as costly as similar lodgings outside. Analysis of the Company's financial statement and of average occupancies, together with our knowledge of the higher standards of service, sanitation, etc. demanded in a Park, simplify the answer for us, but outsiders can not know all of these things and consequently are becoming increasingly captious. The lack in Yosemite of the economical housekeeping cabins to which tourists have become habituated on the outside is another subject of frequent complaint; they are not appropriate in Yosemite Valley, but the acquisition of the Wawona basin should make solution of this problem comparatively simple reasonably soon.

The problems of operation are best exemplified by the following table of percentages of occupancy of Company beds:

Camp Curry	21.9 per cent
Yosemite Lodge	19.4 "
The Ahwahnee	28.1 "
Housekeeping Unit	19.6 "
Units Off Floor of Valley	6.4 "
Average Occupancy	19.08 "

Total accommodations are used only a half dozen times a year, so that the overhead is a heavy drag. The Company has been aggressive in its efforts to increase this average occupancy, and has inspired the intensive drive to popularize winter sports and other appropriate activities during the three off seasons. It must be stated that the Company is as fully alive to the situation as we, and that its management is virile, resourceful and public-spirited. I have staunch confidence that as conditions improve and finances permit, every unfavorable condition will be remedied. Above all things hereafter, the Company and the Department must resist any tendencies to construct and equip to take care of peak travel loads.

Winter Sports

There is a strong impetus in the popularity of winter sports in California, and Yosemite undoubtedly is in the lead. During the past five years the Yosemite Park and Curry Company has developed excellent programs, and the Government has handled adequately the necessities of winter maintenance of essential roads, ample parking facilities, travel control, improved power transmission, etc. This year Yosemite was the scene of the most important skating championships, winter carnivals, hockey, professional exhibitions, and all other appropriate winter sports except ski jumps.

Response has been notable, as indicated by an increase of 14% in winter travel this year. Our largest single travel day was on February 21 when 5,441 people entered the Park. Heretofore I have looked upon winter sports as experimental only, but I am now convinced that the demand for this winter use is authentic and greatly increased and that the demand will augment progressively in the next few years. Evidence of this keen interest is apparent on every hand; folks no longer are content with such home-spun pleasures as snow-balling, ash can slide, etc., but large numbers are becoming adept at figure skating and skiing; there is a significant increase in the number and attractiveness of winter sports costumes; and a clamor to make available the fine ski country above the floor of the Valley. This demand is being met experimentally this winter by the maintenance of the new Wawona Road to the Mariposa Grove, thus opening up to skiers probably the second best snow fields in this Park. But, although I believe that winter sports will enlarge radically the usefulness of this institution, I feel sure that in the absence of free camping, rates for medium accommodations should be materially reduced to permit the average person to enjoy a winter stay of even a few days. Our set-up of accommodations is not ideal for winter use.

In our plans for winter sports we do not lose sight of the fact that a considerable proportion of winter visitors are attracted to the Park by the sheer beauty of Yosemite under its snow mantle and who desire to enjoy it quietly.

Fishing

Fishing was unusually good, both in streams and lakes. On July 17 a new record for trout was established when Mr. Fred Hatch of Paso Robles, California, caught a Loch Leven in the Merced River weighing twelve pounds, nine ounces. The number of fishermen seems to increase constantly and a large number of them whip our waters day after day and with consummate skill. If fishing is to be maintained on its present level, our fish planting activities must be radically increased. A step in this direction was undertaken experimentally this year with the construction of egg taking facilities at Lake Eleanor; no fishing has been permitted in this lake for two years and egg taking there will be begun next spring.

This year we planted a total of 940,075 trout fry, consisting of 506,700 Rainbow, 316,500 Eastern Brook, and 116,875 Loch Leven. Under the supervision of the State Division of Fish and Game, I believe that both the culture and the planting methods have been improved to a point where our losses are comparatively slight.

Use of the High Sierra

Undoubtedly there is an increased appreciation and use of our high country. This is due to improved fishing, better trail maintenance and in part to the lushness of meadowlands and wildflower exhibits come since the prohibition of grazing.

Excessive cost for rental of saddle and pack animals in Yosemite continues to keep many people of average means from making trips into our mountain fastnesses, and many bitterly resent our regulations preventing the entry of outside packers, especially as such outside stock can be rented for about one-half of our authorized rates.

Accurate periodic surveys also reveal a heavy use of secondary areas. For several months this past summer we have averaged close to 100 people per day visiting the fire lookout at Crane Flat; larger numbers make the trip to Sentinel Dome; the Mariposa Grove of Big Trees attracts probably 80% of our out-of-state visitors. From the truly national travel there are more inquiries regarding the Wawona Tree than there are regarding any other feature in the Park.

There is a distinct trend toward more intensive use of the Park by residents living near the Park boundaries. This is a difficult matter to handle administratively, particularly as there are no pertinent regulations and no definition as yet as to what constitutes normal use of National Park fishing, camp sites, etc. The problem of the control of persons who establish summer homes on the boundary of a National Park, and who from this strategic point may exploit its recreational facilities, some time will require departmental study and possibly congressional legislation. For this same reason private lands within Parks should be alienated as soon as economic conditions permit.

Hospital

The Lewis Memorial Hospital was operated excellently under the direction of Dr. Hartley G. Dewey, who retained an assistant physician for eight months of the year. Three to five nurses were employed at all times. During the period January 1 to December 1 there were 7,268 office calls, 1,286 house calls, 1,980 hospital days, 15 births and 8 deaths. Both in physical set-up and the spirit of its entire personnel, there is no more creditable institution in this Park.

Dr. R. E. Davies continued as Park dentist, treating 258 patients during the year.

Church

Dr. James Asa White of Berkeley continued as principal executive in the Yosemite Church management; he devoted himself tirelessly to his work with little thought of the personal sacrifices involved. Both finance and attendance reports show sizable increases. From September until May services were held in the Old Village Chapel -- Protestant at ten in the morning and Roman Catholic at eleven-fifteen; during the summer months Protestant services were held in the Church Bowl and Roman Catholic services in the Government pavilion in the Old Village. It is interesting to note that church attendance showed an increase of 16% over last year while finances showed an increase of approximately 30%.

Father Deschenes, pastor of the Catholic parish, was transferred in November to greatly enhanced responsibilities at King City; his enthusiasm will be missed here. He was succeeded by Reverend Father Joseph G. Franco.

Church attendance was interesting:

Seventh-Day Adventist	757
Lutherans	453
Christian Science	1,560
General	11,339
Roman Catholic	8,000
	22,109

These figures cover the period from September 1, 1931 to August 31, 1932.

PROTECTION

Ranger Service

As always, my heart warms in reviewing the fine work of our ranger organization. It seems impossible that so much could have been accomplished by a small nucleus of fifteen permanent rangers reinforced during the short summer season by forty-nine temporary men. This small group is the mainspring of the Park, of public order, Park protection, preservation of our forests against fire, control of forest insect ravages, the safety of automobilists on our highways -- in a myriad of ways they weave a pattern of safety and protection across this area of nearly 1,200 square miles. A list of the accomplishments of this division would fill this entire report, so but a few can be selected for emphasis.

The rangers assigned to the large campgrounds were particularly useful this year; the ranger in charge of the campground entertainment was a specialist and his work was outstanding. The public order and traffic division functioned excellently under Ranger G. M. Eastman. The temporary ranger force was composed almost entirely of experienced men and required a minimum of additional training.

This is the one division at Yosemite which is handicapped by lack of sufficient personnel; in view of the year-round activities handled by the ranger division and in comparison with any other Park which I know, our force is inadequate. The addition of the Wawona area with its serious public order and other problems, which has required the permanent assignment of rangers there, has made this lack of personnel more pressing.

Fire Prevention

The ranger fire prevention organization underwent an intensive school of instruction but again this year fire fighting was considered a major Park function rather than merely a ranger responsibility. In Yosemite an important fire now calls out every department head, each of whom contributes his specialized knowledge to the emergency in the field.

This radically bettered organization, together with improvements in fire fighting equipment and detection mechanisms provided during the past two years, is reflected in our fire record for the year. Forty-seven fires were detected but the total area burned over was only 117 acres or an average of 2.5 acres per fire. The total cost of suppression was $1,963 as compared with total cost of $7,558 for the preceding year. Mr. John Coffman, Fire Control Expert for the National Park Service, has contributed notably to our improvement in equipment and training.

A total of nine general alarms were turned in on building fires; one of these was serious, destroying the old Government building used by the Yosemite Park and Curry Company as a general office.

Insect Control

The insect menace to the magnificent Sugar and Yellow Pine forests of Yosemite this year reached a critical stage. A comprehensive study of the infestation was conducted throughout the open season by specialists in the ranger division, revealing an alarming situation. For instance, in the Wawona area 21% of the Sugar and 10% of the Yellow Pine has been killed by insects during the last two years; similar losses have been sustained in the Big Meadows region; and already the splendid forests in the Rockefeller addition (acquired in 1929 by joint Rockefeller - Government expenditure of over $3,000,000) have suffered a loss of 5% of their magnificent timber. The survey revealed that unquestionably the Sugar and Yellow Pine infestations have reached a critical stage, requiring energetic control measures.

The cost of control was estimated at $29,000 but a total of only $11,020 was made available in four allotments between April and November. With the funds at our disposal the insect control work was concentrated in the three most strategic points: Mariposa Grove, the Wawona unit and Yosemite Valley. The availability of good equipment and trained men permitted economical operations, control costs averaging $2.96 per thousand feet B.M. Heavy snow storms closed down operations before exhaustion of funds, but work will be resumed as soon as the snow compacts. Success can not be anticipated unless additional funds are forthcoming from some source: and similar work must be done in contiguous forests outside our boundaries. The Forest Service has agreed to cooperate next spring by undertaking similar work along our exposed boundaries in these areas.

In all of our investigation and actual control operations we were guided by the expert advice of Entomologist John Miller of the Bureau of Entomology, whose assistance was invaluable.

Infestations of the Douglas Fir by the Flathead Borer were studied but no control was undertaken because of the more urgent necessity to save our splendid Sugar and Yellow Pine stands. This insect situation is the gravest protection problem confronting Park values at Yosemite.

Snow Survey

I have continued the cooperative arrangement with the State Division of Water Resources, which provides us with three men for snow survey work on the main water-sheds in the Park. These State-paid men are selected by me from former temporary Park rangers who are familiar with Yosemite and well equipped to report on Park conditions. Regular Park rangers were assigned to patrol with the State men as required. This is a vital service to the irrigationists and power users of California.

Grazing

Difficulties with sheep and cattle grazers have been greatly lessened by two developments, viz: (a) The construction of fences at tactical points along the western and southern boundaries, and (b) by cooperation of the Forest Service which will terminate the leases of any grazers who offend against this Park. The acquisition of the Wawona area will necessitate some fencing next spring, to be accomplished largely by our ranger personnel.

Fauna and Flora

Our success in restraining the maraudings of bears is not yet complete, but much progress has been made. The bear show has been very successful, there being a greatly increased number of "actors" this year. An average of eleven bears appeared nightly from April to November, while during the month of August the average was twenty-five bears a night. An estimated average of 372 people attended each of the 211 bear lectures given this summer. It is interesting to note that there were only sixteen hospital cases due to bear bites this year, compared with eighty-one cases in 1929 and twenty-seven last year. Bears continue immeasurably the most popular of our wild life attractions.

A number of deer were again removed from Yosemite Valley to the Tuolumne country in special trucks. Comparatively few now frequent the Valley, so people enjoy sight of these animals more now than in the past when they were like dairy cattle, especially as they are reassuming their natural timidity and shyness. There was a heavy crop of fawns, and the Alder Creek watershed continues to be probably the most prolific single source of deer reproduction in California.

The herd of Tule Elk is still in the fenced meadow. There are nineteen adults and two calves. It is hoped that this herd of exotic animals may soon be sent outside Yosemite to a natural habitat under conditions which will assure their perpetuation.

As in all other areas in this region, coyotes increased tremendously in number. They were of great interest to observers, but instructions against their decimation is bitterly resented by hunters, cattlemen, game associations and other similar organizations.

Under authority of the Director, the old zoo in the barn area was finally obliterated in November, and the three mountain lions were killed and preserved for museum purposes.

The year was notable for the great increase in wildflowers and in the general lushness of all vegetation. Except for the trees attacked by insects, it was a fine year of growth among trees, plants and shrubs; due principally to the abundance of water, it was also aided by the continued prohibition of grazing. On the floor of Yosemite Valley wildflowers were more abundant than for seven or eight years previously due not only to natural conditions but also to the diminishing of the number of deer. The exhibits of Dogwood were especially notable. In the lower Merced Canyon there is a fine increase in the number and size of Redbud shrubs which are so attractive early in the spring. Now, after four years of restraint in the use of road machinery on road shoulders and ditches, native plants have grown pleasantly to the very edge of the roads. The heavy, wet snow falls of last winter brought down a number of our most beautiful oaks in the Valley

MUSEUM AND NATURALIST SERVICE

All permanent naturalist positions were filled and eleven temporary naturalists were employed during the 1932 season. During the year 810 field trips were made with a total attendance of 35,969, and 2,794 lectures were given to a total of 329,270 visitors. These contacts show a 28% increase over last year with no increase in staff. The Museum also served a substantially increased number of Park visitors, and interest in its exhibits was keen. One of the secrets of its increased usefulness and popularity was found to be the frequent addition of new exhibit materials, the cultivation of a friendly atmosphere, and the specializing in live exhibits. Indian culture demonstrations in a special area of the Nature Garden drew large audiences.

Excellent progress was also made at outpost museums. At Mariposa Grove a new, complete and unique exhibit telling the story of the Big Trees, housed in the reconstructed log cabin, drew much attention. At Glacier Point and Tuolumne Meadows the naturalists in charge maintained creditable exhibits, especially of wildflowers, and conducted numerous field parties.

Field School

The Yosemite School of Field Natural History conducted its eighth session last summer. As usual, many requests for attendance were denied due to limited facilities and our inability to handle over twenty students. It is a training ground for the Service; already nineteen graduates of this school have been appointed to temporary or permanent positions in the National Park Service.

Special nature classes for children rounded out our educational service.

Museum Nature Garden

With money made available through the gift of $4,000 by Miss Marjorie Montgomery Ward (now Mrs. Robert Baker), a substantial beginning was made in developing the desolate area at the rear of the Museum into a living exhibit of native flowers and shrubs. Approximately two acres have been fenced, walks laid and water supplied. To Ranger-Naturalist Mrs. Enid Michael, under whose direct supervision this area was developed, goes the major credit for excellent conception and indefatigable application. A fine start was made in seeding the area and in transplanting native flowers and other plants; the small stream and pools artificially developed already present a pleasant natural appearance. A start was made to label growing flowers and plants, so even during the first year a real educational service has been rendered by this garden project. We had thought years would elapse before this barren area would come into beauty, but one brief season's progress demonstrates the beauty and usefulness of Miss Ward's conception.

Through the generosity of Dr. Walter B. Scaife of Oakland, California, a bench of white granite was provided for this Garden.

Publications

The Museum staff issued printed Nature Notes each month, which were circulated to an average of four hundred individuals and institutions. Two special editions also were published: (a) A motorists' guide to the Mariposa Grove of Big Trees; (b) a hikers' guide for the circuit of High Sierra Camps.

Service Outside the Park

Invitations to lecture before clubs, schools and scientific organizations far exceed our ability to comply. Members of our naturalist staff were able to give, in conjunction with other trips outside the Park or while on payless furlough, twenty-four of such lectures reaching audiences totaling 9,285 persons.

ADMINISTRATION AND PERSONNEL

Permanent civil service personnel varied between seventy-five and eighty. The temporary appointed personnel numbered a maximum of sixty-seven; a maximum of 480 per diem workmen were employed. The hiring and swift training of a seasonal organization of this size -- their housing, transportation, feeding, etc., in numerous and scattered different camps and outposts located from ten to seventy miles from headquarters -- is a complex operation in itself; the cost of mess operations alone totaled approximately $80,000.

Mr. J. V. Lloyd, Assistant to the Superintendent, was transferred to Grand Canyon as Assistant Superintendent in January.

Ranger Henry Skelton was retired April 30 due to age limitation after fifteen years of fine, loyal service. He was one of the most beloved and respected rangers in the Service.

Ranger Ralph Anderson was promoted to the position of Park Photographer and Information Clerk April 1.

Matthew Beatty was appointed as Junior Park Naturalist on January 7, vice George Crowe, transferred to Devils Tower Monument in October, 1931.

Emil Ernst, a graduate forester, was appointed as ranger on September 21, vice Anderson, and has been supervising the vitally important forestry and insect control activities.

Messrs. Duncan McDuffie and John P. Buwalda of the Yosemite Advisory Board met in the Park during the Director's visit in July and assisted in several studies at that time. Unfortunately Mr. Frederick Law Olmsted was unable to come to Yosemite this year; the lack of his distinguished services was a distinct loss to Yosemite.

On February 25 Yosemite was saddened by the death of United States Commissioner William D. Fullerton, a fine, conscientious official. Herman Hoss, formerly commissioner here and now secretary of the Yosemite Park and Curry Company, became acting commissioner on May 15 and served in that capacity until the appointment of James M. Oliver of Los Angeles on November 15.

On July 12 Yosemite suffered the loss by death of Robert Selby. He had served in Yosemite for twenty-two years and for many years preceding his death was custodian at the Yosemite Museum. He was truly a part of Yosemite, and loved the Park so well that for a period of eleven years he never left the floor of Yosemite Valley.

MAINTENANCE

Roads

The record snow fall made winter maintenance of the twenty-four miles of Valley pavements of major importance; snow removal alone cost $5,345. In January and February heavy storms followed each other in swift succession, the largest single snow fall amounting to 54". The task involved is considerably above the capacity of our present snow removal equipment, a shortage which will be emphasized with the completion of the tunnel and the all-year use of the new Wawona Road.

The El Portal Road was subject to bad slides of dirt and huge boulders from the precipitous canyon wall and there was some damage to roadbeds and stone parapet.

This record snow fall made more difficult and costly the opening of the Big Oak Flat and Tioga Roads but the availability of some modern equipment proved advantageous and economical.

Spring drainage problems on mountain roads were more difficult than usual.

Summer and autumn road maintenance was simplified and cheapened because of capital investments made during the preceding two years. The oil mat on the Big Oak Flat Road, laid previously, stood up beautifully and required but little attention. The miscellaneous oiled mountain roads, the roads in campgrounds and other kit roads, which had previously been oiled, were similarly easy to maintain. The old Tioga Road, which has never been oiled, was as usual dusty and rough, and required the constant attention of a considerable crew throughout the open season. Dirt roads are no longer justifiable, neither on a basis of service to the public nor of economy.

Our pavements laid during the last seven years required practically no attention.

Trails

Main line trails such as the Four Mile Trail, the Vernal-Nevada Falls Trail (upon which traffic counts showed peak use as high as 4,012 people in one day), and the Merced Lake Trail, were given constant care. Secondary trails such as the one leading to the foot of the upper Yosemite Falls were maintained satisfactorily. Practically every mile of the High Sierra trails was gone over by small crews supervised by various district rangers. This high-country trail system is not used sufficiently to warrant intensive maintenance, and highly engineered trails would actually detract from their full enjoyment by Park lovers.

The paved footpaths constructed in the Valley about five years ago will soon require careful attention. It is apparent that these footpaths are not popular with visitors who prefer to walk along the parallel paved roads, especially after dark. Unless footpaths can be illuminated, our trend at Yosemite will doubtless be toward a reduction in footpath mileage.

Buildings

An increase this year of about $2,000 in our building maintenance allotment permitted better care of our structures; but with 446 widely scattered buildings constructed of perishable material, there are still insufficient means available for economical maintenance.

Electrical Department

The Park power plant operated continuously except for a few brief interruptions during the stormy periods. The Glacier Point Hotel was without current for approximately two months during the heavy snow period. Less power was purchased than heretofore, due to two main factors: (1) Water supply was more ample; (2) wastage was radically decreased. Leaks were traced; line losses on energy sold to customers were more carefully checked; jackets and thermostats were installed on water tanks, and many other operating economies effected.

Telephone and Telegraph

Telephone lines and circuits were maintained efficiently. Damage caused by storms last winter was repaired with unusual dispatch. It is estimated the damage to telephone lines during the storm periods of last winter was greater than the accumulated damage for the five previous years. A total of 478 telephones was connected at the peak of the season. Telephone service was excellent, both in the Valley and in the high country, due to the unusual energy and morale of the electrical division.

Sanitation

As areas come into more intensive public use the necessities of sanitation become greater. This year, due to record use of the Park, the sanitation crews and equipment were increased so that garbage could be meticulously collected twice daily and comfort stations cleaned three times daily during the summer. One small Ford truck was assigned to the cleanup of mountain roads, outpost campgrounds, picnic places, etc. -- a much needed service.

For the fiscal year ending July 1, a total of 29,264 cans of garbage was handled at the incinerator, compared with 27,989 the year preceding. Revenue from garbage sold totaled $2,343.25, a decrease of $493.47, due to our inability to sell much garbage for hog feed this year. Costs for incinerator operation were $4,033.52. For the period January 1 to December 1, a total of 18,870 cans of garbage was handled at the incinerator, and revenue totalled $1,019.10.

Remote areas such as Glacier Point, the Mariposa Grove, Tuolumne Meadows, etc. were under regular inspection as to water supplies, garbage disposal, pickup, and sewage disposal; and a careful policing of all circulation areas, roads, etc. was accomplished. Although no special funds have been available, we were able to remove several more old eye-sores (dumps, refuse pits, etc.).

Mosquito Control

Mosquito control by the oiling method was again made inefficient by fluctuations in stream heights during the periods of greatest run-off. Oiling is effective to a certain degree, but a comparatively small capital investment in drainage will serve the same purpose far more effectively and eventually much more economically. The Valley and Tuolumne Meadows were the only areas treated. A wider abatement of the mosquito nuisance should be attempted.

Water and Sewer Systems

The big sewage disposal plant for the Valley, finished last year, functioned excellently, solving another of Yosemite's grave administrative problems. After nearly a year of satisfactory demonstration of the new plant we felt safe in eliminating the old sewage disposal farm -- a fine esthetic accomplishment.

Water supplies were carefully safeguarded and bacterial tests made at regular intervals. The availability of adequate and perfect water supplies at the Mariposa Grove and at Tuolumne Meadows completely transformed our situation in those vital areas. Due to heavy run-off, we encountered no such difficulties in maintaining sufficient water supplies on the Valley floor and elsewhere as were encountered for the two years preceding.

Mechanical Department

Repair and overhaul activities in the mechanical department were intensified during the off season so that when construction work commenced on a large scale in the spring of the year our equipment was in excellent condition. Equipment completely overhauled at that time consisted of: 76 trucks (including three fire trucks), 3 touring cars, 11 tractors, 10 compressors, 6 snow plows, oil spreading equipment, ice plant, 8 graders, 10 sewer pumps, and miscellaneous machinery at the sewer plant. Throughout the year this efficient organization excellently maintained our immense amount of mobile and fixed equipment.

CONSTRUCTION

Items by Direct Congressional Appropriation:

Due to the necessity for national economy, Congress reduced construction items to far below the level of preceding years. Only vitally important items were allowed, as follows:

Buildings -

(a) Frame equipment storage shed; constructed in the utility group in the Valley.

(b) A fine new comfort station of stone and wood, built at Union Point.

(c) Six small three-room cabins at the New Indian Village, now rented to Yosemite residents of Indian blood. Completion of the new Indian unit will probably require two or three additional cabins. The squalid and unsatisfactory old Indian Village has been completely eliminated, thus solving another Yosemite problem.

(d) A shower bath was added to the comfort station at the New Indian Village.

(e) Two small women's dormitories of three rooms each were constructed, somewhat easing our housing problem.

(f) A new refrigerating room was constructed at the warehouse, to stop wastage of perishable commissaries.

(g) Some major repair work was done at the Rangers' Club with $800 appropriated for that purpose.

(h) A new chimney was constructed at the garbage incinerator.

(i) Seventeen new tent platforms were provided for the foremen and laborers' camp in the Valley.

Improvements to Electric System -

This was the most important construction work authorized this year, involving an appropriation of $36,800 designed to reduce the crippling interruptions of power transmission upon which the public in the Valley is completely dependent for heat, light and meals at the cafeterias. This appropriation permitted the construction of a new 70,000 volt line; and the erection of an all-steel tower line between the Park boundary and the power house. Simultaneously the San Joaquin Light and Power Corporation constructed a similar line between the Park boundary and the terminal of its steel tower line at Incline, thus closing the weakest gap in our entire power system. The improvement in service reflects the wisdom of this Congressional appropriation.

Extensions to Telephone System -

These improvements consist of installation of 4,200 feet of fifty-pair steel incased telephone cable between Camp six and Camp Curry; metallic telephone line between Tuolumne Meadows Lodge and the Tioga Pass ranger station; metallic telephone circuit between Pate Valley and Benson Lake; metallic circuit between Four Mile station on the Wawona Road and the Forest Service switchboard at the Miami ranger station, five miles outside the Park, a cooperative emergency arrangement with the Forest Service assuring communication with the outside when lines fail between Merced and the Park.

Improvements to Water System -

These betterments include the placing of miscellaneous meters; the construction of water lines to new structures; and the perfection of the water system at Crane Flat by the installation of 2,000 feet of two-inch cast iron pipe and an adequate storage tank.

Miscellaneous -

Out of campground development funds, 150 picnic tables were constructed for the campgrounds and other advantageous points, and were much appreciated by the public.

Roads and Trails (Major Projects)

Roads -

Tunnel:

The most important major road project completed this year was the tunnel section of the new Wawona Road. Goerig and Dahlberg completed the main bore and three adits in October, and the United Concrete Pipe and Steel Company immediately undertook their contract for surfacing this road from the Valley floor through the tunnel. Concrete paving was used in the interior of the tunnel, asphalt outside; and reinforced concrete support was used at critical points in the large bore. Contracts have also been let for the installation of electrical equipment, including lighting, motors and the machinery necessary to operate the intricate automatic ventilating system; a power transmission line is now being constructed from our power house to the tunnel.

The completion of this finely conceived and executed project -- the longest suburban highway tunnel in the United States -- will permit the all-year use of our entire new Wawona Road, bringing Wawona and the Mariposa Grove within forty-five and sixty minutes respectively from the floor of Yosemite Valley. The tunnel will be in full operation early in the spring of 1933. I am proud to have been Superintendent throughout the period of its conception and construction; and am profoundly indebted to Engineers Harry Tolen and Thomas Roach of the Bureau of Public Roads for the technical excellence of this accomplishment. Contractors Goerig and Dahlberg drove this great tunnel through solid granite without a single serious accident to any employee; all of us hold these honorable and efficient men in highest respect.

Wawona Road:

Contract was let this fall for the surfacing of the Wawona Road from the western portal of the tunnel to Four Mile Junction, a distance of 23-1/2 miles. The contractor did a small amount of fill settlement in the late fall but December storms forced shutdown until next spring.

Post construction work on the Wawona Road was done under supervision of the Bureau of Public Roads; it involved the removal of slides, the reconditioning and re-oiling of the entire surface, the obliteration of old roads, etc.

Glacier Point Road:

The first half of the new Glacier Point Road, between Chinquapin and Bridalveil Creek, was graded by Granfield, Farrar & Carlin and is now about 85% complete. Construction will resume as soon as weather conditions permit.

The remaining half of this road from Bridalveil Creek to Glacier Point has been under study throughout the year by the Superintendent, the Bureau of Public Roads, the Landscape Division, the Chief Engineer, and the Advisory Board, but no definite conclusion has been reached regarding location; it is a complex problem involving inestimable Park values.

New Tioga Road:

The Bureau of Public Roads completed surveys for two alternate routes between White Wolf and Cathedral Creek. This summer, after study on the ground, the Director concurred in my recommendation to construct the high line. This new Tioga Road, when completed, will be one of the most scenic in the world, as it opens up enormous vistas of the most spectacular of the High Sierra country. The route runs westward from Tioga Pass through Tuolumne Meadows, up the Cathedral Creek basin and around Tuolumne Peak, through the Ten Lakes region, and thence in a general southwestern direction to Crane Flat to connect with the Big Oak Flat Road. In an engineering sense it is excellent because it involves but one long climb, eliminating the endless series of climbs and adverse grades encountered on the low route; the high point at Ten Lakes is the same elevation as at Tioga Pass, so snow removal problems will be no greater than on the lower route. With its completion marvelous scenic elements, now seen by only scores of hikers, will be enjoyed by tens of thousands of motorists.

The first segment of this new project was contracted this year to Willis & Sons, the $250,000 increment paid by the City of San Francisco being devoted to this purpose. Another similar amount will be contracted next year and it is probable that the entire $1,250,000 accruing from the City of San Francisco in the next four years will be so utilized, assuring the carrying forward of this project even if the necessity for national economy results in the reduction or suspension of our general road program.

Bridges -

Stoneman - El Capitan Bridges:

These two bridges, begun in November, 1931, were completed in December, 1932. Sullivan & Sullivan, the original contractors, withdrew from the project and the work was taken over by the bonding company in February; under this arrangement the work also proceeded unsatisfactorily; penalties for non-completion on time evidently will amount to over $7,000. The completed bridges, however, are excellent in design and in workmanship.

Roads and Trails (Minor Projects)

Minor projects were considerably reduced this year, but some important work was accomplished:

Roads -

(a) Road Betterments, General. Some important mountain roads were oiled, including the road leading from Crane Flat to the fire lookout, which in consequence was used by several thousand people. We were able to slightly improve the old Tioga Road. A number of miscellaneous "catch" roads were reconditioned and received some oil.

(b) An outstanding accomplishment was the construction of a road away from the root system of the Grizzly Giant and the complete obliteration of the old road. This project, designed to help protect this most magnificent of our Sequoia trees, has received fine complimentary comment, editorially and verbally, from scientists and laymen. The work included the construction of several hundred feet of oiled footpaths, restoration of the former topography disturbed by the old road, some planting of native shrubs, etc. The old dirt road leading through the tunneled California Tree was replaced by an oiled trail.

(c) A short stretch of road and an adequate parking area for the new Mariposa Grove Lodge were accomplished effectively.

(d) A fine job was accomplished at Wawona Point. The area was leveled to provide more ample parking; stone parapets were built along the hazardous portion of the road and at the two lookout points for pedestrians; and a sufficient number of trees were felled to open up the complete panorama of meadowland, South Fork canyon, and High Sierra.

(e) Considerable improvement was made on the El Portal Road by widening and improvement of shoulders and the construction of turnouts for emergencies.

(f) Some field studies were made of the perennially discussed possibilities of a road to the high country via the Tenaya Canyon. These studies are merely informational and our thought is based upon the vast Park values involved.

(g) Late in the fall provisions were made for road oiling and trail construction in the new Wawona addition, but work was postponed until spring.

(h) A road system was constructed in the new campground at Tuolumne Meadows.

(i) Two minor jobs provided vital fire protection: One short stretch of 3000 feet saves 10-1/2 miles of travel by fire equipment at the Mariposa Grove of Big Trees; another stretch, only 4000 feet long, saves 4.4 miles of travel over old logging roads at the Merced Grove of Big Trees.

(j) The old Coulterville Road was reconditioned and made passable for Park Service and Forest Service fire and other equipment; included in this project was the replacement of small temporary bridges by permanent culverts.

Trails -

(a) The May Lake-Ten Lakes Trail was completed except for minor details that will be finished next spring. This new trail is a fine addition to our system, opening some of our finest High Sierra country. The Yosemite Park and Curry Company plans to move its hikers' camp from Tenaya Lake to May Lake as soon as practicable.

(b) The Nevada Falls-Glacier Point Trail was flood-proofed by the construction of a diversion wall.

Landscaping

As usual, landscape supervision was provided by the assignment of Mr. John Wosky from the San Francisco office. The landscape function now influences all construction and maintenance activities, and Yosemite again profitted by the services of this consistently efficient man. During the past few years all of our personnel concerned, including that of the Bureau of Public Roads, has become strongly landscape conscious, so now our main preoccupation in this field is the control of contractors. Due to economy requirements, there were no special landscape projects except the restoration of the old sewage area.

Chief Engineer

Chief Engineer Kittredge was at all times deeply interested and helpful. He contributed engineers and surveyors for such specialized jobs as the Tenaya Canyon road study; study of the new Big Oak Flat Road to Gentry; survey and mapping of the new Wawona area, etc. His office responded loyally to all demands we made upon it, especially the purchase of equipment requiring technical knowledge.

Labor Conditions

The depression, and the general temper of people, required a careful employment policy. With the exception of "old-timers" and a few specialists, our labor crews were made up largely of men living in nearby communities, men with dependents referred to us by County Supervisors intimately acquainted with their need of employment; an unusually large amount of our time was consumed by such matters, particularly during those months when the provisions of the Economy Act had not been thoroughly interpreted or communicated to the field. Our policy of employment of people resident in nearby counties was justified in the main, but one unfavorable result has been the tendency to build up "squatters'" settlements near the Park boundary, particularly at El Portal.

PARK ADDITIONS

Wawona Acquisition

On August 13 lovers of Yosemite were gratified by the accomplishment of what is probably the greatest stride forward administratively since the Park assumed National Park status, for on that date President Hoover authorized the addition to Yosemite of 8,785 acres of meadow and forest lands lying in the Wawona basin. 5,061 acres of this land were under Forest Service management; 3,724 acres were in private ownership. The total cost to the Government for the private land, including all of the Wawona Hotel structures and improvements, was $188,300.

The acquisition of this land brings the entire new Wawona highway within the boundaries of Yosemite National Park. Wawona's quiet pastoral beauty rounds out the wonderful scenic exhibits reached by the new Wawona Road -- Yosemite Valley, the Mariposa Grove, and Glacier Point. Wawona is the key to about one-third of all our high country south of the Merced River; its acquisition brings into administrative control a strategic area long neglected as to public order; it gives a far better fire protection to all Park lands surrounding the area, particularly the priceless Mariposa Grove of Big Trees; it permits greater protection to Park wild life; it preserves a fine stand of timber, otherwise almost certain to be felled as soon as lumber markets become normal, and permits a tragically delayed insect control; it offers almost unlimited topography suitable for popular types of tourist facilities not feasible in Yosemite Valley, thus saving the incomparable Valley from over-development; and, due to its proximity to the Mariposa Grove, similarly protects that important area from over-development by campgrounds and other tourist facilities; it permits various types of recreation not appropriate in Yosemite Valley; and it provides a landing field for air craft when this type of transportation becomes necessary in National Parks.

While I devoted a major portion of my time this summer to the administrative problems of acquisition of this Wawona area, Special Agent Frank Solinsky, as heretofore, was responsible for appraisals and all other financial phases of this purchase.

Hereafter the Yosemite Park and Curry Company will operate the Wawona Hotel group. At the outset, at least, operations will be along the same general lines that has distinguished this hotel for over half a century.

Proposed Best and O'Connor Exchange

On March 14, upon recommendation of the Superintendent and the Director, the Secretary definitely rejected, as non-beneficial to Yosemite, the application of Messrs. Best and O'Connor to exchange Park lands along the southwestern boundary of the Park for lands belonging to them in the Chinquapin area as authorized under the Act of May 28, 1928. (45 Stat. 787.)

Acquisition of Lands in the Carl Inn Area

Senate Bill S-4472, introduced by Senator Nye on April 23, proposes the addition to Yosemite of the rugged country traversed by the South Fork of the Tuolumne River just west of our boundary centering upon Carl Inn; this privately owned land and timber to come to us through exchanges to be made by the Forest Service with the White and Friant and the Yosemite Lumber Companies. This area has no particular administrative or recreational value, but does contain innumerable distinguished specimens of Yellow and Sugar Pine, and shows more typical and virile reproduction than any other similar area now in the Park. This proposed acquisition was not initiated by the Park Service, having been sponsored by a group of Eastern conservationists who believe the 1930 Rockefeller purchase in that area insufficient. It is opposed by many influential California groups -- the Wool Growers' and Cattlemen's Associations, Tuolumne County, the State Chamber of Commerce, apparently by the Forest Service, and others. I believe that under present business conditions its purchase would not be justifiable; but if it is obtainable, as proposed by Senator Nye, by equitable exchange without cash outlay and by processes designed to protect the vested interests of Tuolumne County, then this distinguished forest should be saved to future generations by incorporation into Yosemite. Any American who spends but a day in the quiet depths of this superb forest can not emerge without a devout purpose to help save it from the axe that, for two decades, has rung too persistently within, and just outside, Yosemite.

Hetch Hetchy Agreement

This summer a final supplemental agreement was executed by the City and County of San Francisco and the Secretary of the Interior, designed to clarify mutual obligations under the terms of the Raker Act. It accords complete administrative and sanitary control of the Hetch Hetchy and Lake Eleanor areas and the Tuolumne watershed to the National Park Service; and for the formal entry of the Public Health Service as advisor on all matters of sanitation. The City of San Francisco assumes full authority and responsibility for dam mechanism, reservoir levels, etc., and for the domiciling of such City employees as needed. It provides for payment of a total of $1,250,000 to the Department by the City for road construction; and relieves the City from all other construction, maintenance, or other expenditures. The City agrees to the use of these annual payments for construction of the new Tioga Road; the now unnecessary roads contemplated under the utterly different conditions prevailing, when the Raker Act was passed, are abandoned. The settlement of this Hetch Hetchy situation enables the City and the Government to proceed efficiently and economically, and, in my opinion, is a major accomplishment of 1932.

I feel gratified that all possible misunderstandings have been removed and the way cleared for excellent cooperation prior to the expected flow of Hetch Hetchy water through the City of San Francisco taps next year.

More Land Donated

During the past year the Secretary accepted title to 640 acres of valuable timber land in the Yosemite National Park, through the generosity of George A. Ball, of Muncie, Indiana, who purchased the tract and donated it to the Government. This section of land contains a magnificent stand of yellow pine, Jeffrey pine, some sugar pine, fir and cedar timber.

COOPERATING AGENCIES

As usual, cooperation with Yosemite has been sincere and generous.

The State Division of Fish and Game has been uniformly efficient and sympathetic in their major share of the management of our fish culture. The State Division of Water Resources again competently undertook the compilation and distribution of the vital information concerning our mountain snow pack, and furnished three snow gaugers for winter measurements. The State Division of Highways, recognizing Yosemite's needs, generously constructed a new modern highway between Cathay Valley and the town of Mariposa, eliminating the last of the dangerous curves and grades on our All-Year Highway.

Such construction projects as are allowed us in the next year or two should be devoted principally to improvement of Wawona; requirements there are not great, but they are urgent.

Housekeeping facilities should be provided at Wawona by the Company, as soon as they can do it. I am hopeful that conditions will soon permit the further reduction of rates, particularly for general winter occupancy.

CONCLUSION

No report for 1932 would reflect accurately its events without mention of the loyalty and the spirit with which our personnel has approached and accomplished the heavy tasks confronting it. Never in my twenty-two years of administrative work, including ten years as Superintendent of a National Park, have I seen an organization so imbued with the desire to serve. It is worthy of note, too, that in this year of stress they have contributed from their own diminished resources to help relieve distress in the surrounding communities; and, grasping the urgent need for economy in administration, all have bent their minds, energies and much overtime toward this end.

Most important, I do not believe that a single employee lost sight of the fact that all of the minutia of administration, maintenance, and construction functions toward but one purpose -- the safety, the comfort and the happiness of people visiting the Park. Looking back over the year I am for once content that we approached somewhat near the ideal of public service for which we are striving. Thousands of verbal comments and hundreds of letters testify to the effectiveness of the work of our organization, of its fine spirit.

Respectfully submitted,

Superintendent

To H. M. Albright, Director
National Park Service
Washington, D. C.