

February 5, 1924

SUPERINTENDENT'S MONTHLY REPORT

for January, 1924

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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YOSEMITE NATIONAL PARK

YOSEMITE, CAL.

OFFICE OF THE SUPERINTENDENT

February 5, 1924

Dear Sir:

The following is my report on conditions in Yosemite National Park and on the operation of the park for the month of January, 1924.

I. GENERAL CONDITIONS:

Economic. There have been no special changes from the general conditions in this section during the past few months. A forecast by one of the largest labor agencies in the state is that the demand for labor for the coming year will be about the same as for 1923. Prices on materials and supplies are not expected to vary much. Costs will decrease through the greater efficiency of labor, although the wage scale will probably remain about the same. General conditions throughout the country are normal or improving, and everything points to a heavy travel to the park during the coming year. The lack of rainfall in California was quite disturbing, but timely rains have prevented undue losses.

Weather. The mean maximum temperature for January was 44.32, the mean minimum 18.54, with a mean of 31.43. The maximum temperature recorded during the month was 56 degrees on January 31, and the minimum was 6 degrees below zero on January 2. This is the coldest snap ever recorded in Yosemite in the history of the weather bureau, the records of which date from 1910. The greatest daily range was on January 2 from 6 below zero to 33 above, a range of 39 degrees. The precipitation for the month was 1.94 inches and the snowfall only  $4\frac{1}{2}$  inches. This is far below normal and indications are that we will have unusually heavy storms during February and March or a very late spring if we are to have any where near the average of precipitation for the season. The snow on the floor of the valley is fast disappearing on the north side although there has been sufficient on the south side for the usual winter sports in which week end visitors have greatly enjoyed themselves.

There is attached to this report a sheet showing the comparative weather statistics for the month of January 1924 compared with January 1923.

Labor and Supply Markets. In view of our small winter force, we have had no occasion to recruit labor and our purchases of supplies have been comparatively small during the month.

COMPARATIVE MONTHLY & "TO DATE" WEATHER REPORT

(To accompany Chief Ranger's monthly report)

<u>Yosemite</u> Station	Month of <u>January</u>	
	1922 24	1921 23
Mean Maximum	44.32	47.48
Mean Minimum	18.54	25.42
Mean	31.43	36.43
Maximum	56	54
Minimum	-6 (below zero)	10
Greatest Daily Range	33 - 6; 39	38 - 32; 6
Rainfall	1.94"	3.47"
Greatest in 24 hours	.90"	1.62"
Rainfall to date	5.65"	16.24"
Snowfall	4 1/2"	44 1/2"
On ground 15th	7 1/2"	None
On ground end of month	3"	25"
Snowfall to date since October 1	20 1/2"	78"
Days of more than .01 rainfall	4	4
Clear Days	23	16
Partly Cloudy Days	5	5
Cloudy Days	5	10

III. PERSONNEL.

<u>Class</u>	<u>Kind of work performed.</u>
1 Superintendent	General park administration
1 Assistant Superintendent	General office administration
1 Park Supervisor	General maintenance of roads, trails, etc.
1 Asst. park supervisor	Asst. to park supervisor & field timekeeper.
1 Resident Engineer	In charge of all engineering and construction work.
1 Park forester	In charge of timber exchange with Yosemite Lumber Co. and work of City and County of San Francisco at Hetch Hetchy.
1 Master Mechanic	In charge of machine shop.
1 Assistant mechanic	Assistant to master mechanic
1 general blacksmith	In charge of Blacksmith shop
1 chief electrician	In charge of power house and all electric & telephone lines, construction, etc.
4 3 telephone operators	2 local & long distance day service, 1 night & relief.
1 clerk-telegraph operator	Managing office, handling wire, money transfers, accounts, etc.
1 lineman foreman	In charge telephone & electric line maintenance.
1 painter	In charge of general painting
1 plumber	In charge of general plumbing
1 head teamster	In charge corralls and barns
1 skilled laborer	Harness and saddle repairs, and foreman of maintenance or construction crews.

1 property clk & storekeeper	In charge of supply warehouse
1 chief clk & special disbursing agt.	In charge of disbursements and accounts
1 accounting clerk	In charge of cost account system
4 clerk-stenographer-typists	1 stenographer to asst. Supt. & files 1 bills & collections, park revenues 1 time & payroll clerk 1 purchasing clerk
1 park naturalist	On nature guide and museum work
1 chief ranger	In charge of ranger force
1 asst. chief ranger	Asst. to chief ranger
8 rangers	6 patrol duty and shop work 1 office duty 1 shop work and surveys
1 electrician	In charge of telephone and switchboard maintenance
3 power station operators	In charge power plant operation
2 carpenters	On maintenance and construction work.
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43 total.	

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In addition to the regular employees mentioned above, the following list of temporary laborers, truck drivers, etc. were employed:

	<u>Dec. 31</u>	<u>Jan. 31</u>
Laborers	0	1
Truck drivers	6	5
Teamsters	9	4
Mechanic	1	1
Plumber	2	1
Plumbers helper	0	1
Cook	1	1
Waitress	1	1
Housekeeper	1	1
Foreman	2	2
Rockman	3	2
Packer	1	1
Lineman	2	1
Yardman	1	1
Janitor	1	1
Carpenter	2	1
	—	—
	29	25

On December 31 there were 73 employees on our payrolls; on January 31 there were 68.

#### LEAVES OF ABSENCE

##### Annual

<u>Name</u>	<u>Designation</u>	<u>Salary</u>	<u>Dates</u>	<u>No. days</u>
Frederick Bruschi	Blacksmith	\$1200 p. a.	1/2 /24 - 1/29/24	24
J. N. Garbarino	Head teamster	1200 p. a.	1/1 /24 - 1/15/24	12
W. P. Grenfell	Skilled laborer	1200 p. a.	1/3 /24 - 1/25/24N	19 $\frac{1}{2}$
Chris P. Hauck	Plumber	1420 p. a.	1/7 /24 - 1/31/24	22
Joseph Jenkins	Electrician	1420 p. a.	1/1 /24 - 1/15/24	12
E. P. Leavitt	Asst. Superintendent	2400 p. a.	1/1 /24 - 1/21/24N	16 $\frac{1}{2}$
Chas. E. Marlatt	Power station operator	1200 p. a.	1/7 /24 - 1/31/24	22
James B. Robinson	Carpenter	1420 p. a.	1/1 /24 - 1/28/24	23
Wm. M. Reymann	Asst. mechanic	1360 p. a.	1/1 /24 - 1/15/24	12
Gabriel Sovulewski	Park supervisor	2040 p. a.	1/7 /24 - 1/31/24	22
John W. Bingaman	Park ranger	1200 p. a.	1/2 /24 - 1/2 /24	1
Clyde D. Boothe	Asst. chief ranger	1500 p. a.	1/1 /24 - 1/5 /24	4
Homer B. Hoyt	Park ranger	12200 p. a.	1/1 /24 - 1/21/24	17

Annual Leave, cont.

<u>Name</u>	<u>Designation</u>	<u>Salary</u>	<u>Dates</u>	<u>No. days</u>
William H. Nelson	Park Ranger	\$1200 p. a.	1/1 /24 - 1/7 /24	5
Chas. B. Rich	Park Ranger	1200 p. a.	1/7 /24 - 1/31/24	22
Carl P. Russell	Park Naturalist	1800 p. a.	1/10/24 - 1/30/24	18
Forest S. Townsley	Chief Park Ranger	1920 p. a.	1/2 /24 - 1/17/24	10
John H. Wegner	Park Ranger	1200 p. a.	1/1 /24 - 1/14/24	11

Sick Leave

Mrs. Amy B. Alexander	Telegraph operator	1080 p. a.	1/21/24 - 1/31/24	11
Laurence L. Cumberland	Chief clerk	1800 p. a.	1/7 /24 - 1/10/24N	3 $\frac{1}{2}$
Florence M. Gallison	Telephone operator	720 p. a.	1/9 /24 - 1/16/24	8
Edith E. Leavitt	Clk-stenographer	1200 p. a.	1/22/24N- 1/29/24N	7
Doris Runge	Clk-stenographer	1080 p. a.	1/31/24 - 1/31/24N	1 $\frac{1}{2}$
Mrs. H. E. Williams	Clerk	1440 p. a.	1/ 4/24 - 1/21/24	18
C. F. Adair	Park ranger	1200 p. a.	1/11/24N- 1/12/24	1 $\frac{1}{2}$
C. F. Adair	Park Ranger	1200 p. a.	1/29/24N- 1/29/24	$\frac{1}{2}$
Ernest R. Reed	Park Ranger	1200 p. a.	1/4 /24 - 1/5 /24	2
John H. Wegner	Park Ranger	1200 p. a.	1/23/24 - 1/26/24	4

Without Pay

Ethel M. Foster	Clk-stenographer	1200 p. a.	1/1 /24 - 1/31/24	31
Homer B. Hoyt	Park Ranger	1200 p. a.	1/22/24 - 1/28/24	7
Mrs. Carrie Robinson	Telephone operator	720 p. a.	1/1 /24 - 1/31/24	31

SEPARATIONS, APPOINTMENTS, PROMOTIONS, ETC.

There were no separations, appointments, or promotions during the month, and there are no vacancies to be filled.

### III. WORK COMPLETED.

#### (a) Construction of Physical Improvements.

Extension of Sewer System. The only work done during the month was the setting of the plumbing fixtures in the new comfort stations. There were 36 water closets, 22 basins, and 5 urinals installed.

Ranger Stations. There was no work done at the ranger stations during the month of January, the carpenter force being engaged in general maintenance and repair work.

#### (b) Maintenance and Repair Work.

Yosemite Valley roads. The roads on the floor of the valley were kept in excellent condition during the month. The road on the south side of the river was kept open for sleighing, and on the north side the road was kept in condition for motor driven vehicles. The clear, cold weather made sleighing conditions extremely good.

Wawona Road. The Wawona road from the floor of the valley to Inspiration Point has been opened and used by the Yosemite National Park Co. on sight-seeing trips all through the month and is in very good condition.

Big Oak Flat Road. The Big Oak Flat road has been opened to Gentry and is in very good condition and has been used throughout the month.

El Portal Road. Two laborers and three head of stock were employed on maintenance of this road during the month. This road, like the others, is in unusually good condition for this time of the year due to the open winter. A small slide occurred on this road below Arched Rock, but was taken out by the regular maintenance gang.

Other Roads. All the other roads were blocked by snow and no work was done on them during the month.

Trails. No trail work was done during January.

Sanitation. One man with two head of stock was employed on sanitation work which consisted of the hauling and burning of garbage and manure, etc. This same laborer also fed the stock at headquarters and took care of the barns.

Blacksmithing. The general blacksmith's work consisted of repairs to implements, traction chains for trucks, shoeing of stock, etc.

Painting. At the Officers' and Rangers' Club the woodwork and walls in six of the wash rooms, two lavatories, ten bedrooms, three halls, and the main living room were painted; the total surface was 480 square yards. The floors were stained in ten bedrooms, three halls, living room, and one dormitory, a total of 400 square yards. The woodwork in one bedroom was stained, - thirty square yards. The floors in one dormitory were scrubbed and bleached, - fifty-five square yards. The woodwork and the walls were painted in three wash rooms, two coats, and the floors in five wash rooms and two lavatories were painted one coat. Total, 177 square yards. Truck No. 260 was scraped and washed ready for painting, and in the plumber's quarters 25 yards of painting and 8 yards of oiling was done. In the administration building 15 yards of eave trough was painted two coats.

Wood cutting. On account of snow on the ground preventing other work, the small laborers crew were employed on wood cutting during January, a total of 92 cords of various sizes being cut and  $7\frac{1}{2}$  cords sold or distributed to employees.

H. S. Cacy, the wood contractor for the Yosemite National Park Company, cut the following quantity of wood on the floor of the valley for which stumpage charge of \$1 per cord is made: December 1923,  $25\frac{1}{2}$  cords; January 1924 6 cords.

Harness Work. Skilled laborer W. P. Grenfell started on the repair and improvement of all leather equipment, getting it ready for the opening of the season. These repairs were made to a number of sets of harness, pack bags, halters, pack saddles, etc.

Freight Hauling. The freight hauled during the month amounted to  $13\frac{1}{2}$  tons, consisting of general supplies.

Stock. 29 head of stock were employed during the month, 26 head being government stock and three belonging to the contractor. This stock was employed as follows:

	<u>horse days</u>
administration	248
roads, floor of valley	92
sanitation	62
local transportation	73
El Portal road	93
Wood cutting & hauling	32
Electric system	20
Water system	32
Idle transportation	277
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Total	899

Plumbing Department. The plumbing department was engaged principally on maintenance, repair and alteration of the water and sewer system during the month, and the setting of fixtures in the new comfort stations. The extremely cold weather on January 2 of six degrees below zero resulted in the freezing of a great many water pipes which had to be thawed out and the broken pipes repaired.

Carpenter Division. The work consisted of general maintenance and repairs and improvement, building bins in the warehouse, a new shed and runway at the oil house, the putting in of a foundation for an extension to the plumbing shop, and repairs and extension to the government electric shop which was damaged by fire, which broke out at 9:30 A. M. January 18. Half of the building was destroyed and the rafters and sheathing of the other half badly scorched. The fire was caused by the boiling over of a bucket of creosote which was being heated on the stove for treating the butts of poles to be put in a new transformer substation. There was approximately 1½ gallons of this creosote in a 5 gallon can. The boiling over caused the creosote to explode, and within a minute the room was in flames which soon spread outside the roof. Workmen close at hand quickly had two streams of water on the fire, checking it in five minutes after it started.

Following is a list of the property destroyed or damaged by fire and water.

<u>Totally Destroyed</u>	
Room with table, work benches and roof, size 9' x 20'	\$250.00
1 15 pair telephone cable terminal	20.00
2 canvas wagon covers	8.00
2 pair snow shoes	16.00
8 1 M.F. condensers	10.00
1 testing panel	25.00
3 telegraph relays and 2 main line keys	20.00
1 25 ampere watt hour meter	15.00
all wiring in building	45.00
1 saddle	25.00
2 overcoats	25.00
2 meter books	8.00
2 wireless sending panels	.06
	\$487.06

<u>Partially Destroyed</u>	
18 telephone instruments	54.00
1 oil testing transformer	25.00
Various minor electrical apparatus such as cutouts and coils	21.00
	\$100.00

All of our testing instruments were stored in a good closet and were not damaged.

Electric System.

Power Plant Operation. The power plant was operated continuously during the month with the exception of two interruptions as follows:

On January 2 at 9:30 A. M. The plant was closed down on account of low water. Service was resumed at 10:45 A. M. after the dam had filled up. On January 3 from 1 A. M. to 4 A. M. the plant was closed down on account of low water.

On January 12 unit No. 2 was started up after its extensive overhauling and has been running satisfactorily since that time.

Pipe line. The pipe line was inspected and found in good condition.

Maintenance of Electric Lines and Equipment. The 15 H. P. motor on the wood cutting crosscut saw was wired up and connected up in the new wood yard. The generator motor at No. 2 pump was taken to the shop and overhauled. A new solid coupling was made and installed on the motor generator used for the telephone circuits. A 30 ampere 7 day automatic time switch was installed on the street lighting circuit in front of the quarters of Mr. Cookson. Eight 30 foot poles were framed and painted for the new transformer substation and one 1 K. W. transformer was installed on the pole near the telephone exchange and connected up in open delta with the small transformer near it. A three phase connection was run from these transformers to the volt meters in the telephone exchange. The phase loads on the power plant were balanced by changing the administration building and the cafeteria building transformer from #1 phase to #3 phase. The new electric shop was wired for 14 outlets. The electrical crew also assisted in the construction of the new shop after the fire of January 18.

Attached is a sheet giving the comparative data on the operation of the power plant for January 24 compared with January 1923.

Telephone and Telegraph System. The telephone switchboard was in continuous operation throughout the month during which 10,460 local calls were handled as compared with 9,798 for the same month of last year. The long distance lines were out of commission on three occasions for a total of 70 hours. The trouble in each case was on the lines of the P. T. & T. below El Portal. A telephone was installed at the toboggan slide near the LeConte Memorial Lodge. The telephone switchboard at headquarters and the battery for transmitters were overhauled during the month. A fire alarm button was installed in the telephone exchange.

Attached is a sheet showing comparison of data on the telephone and telegraph lines for the month of January 24 compared with January 1923.

COMPARATIVE MONTHLY REPORT OF

ELECTRIC SYSTEM

Month of January

	1925 <sup>X 4</sup>	1922 <sup>X 31</sup>
Total output for month in K.W.H.	446,120	422,210
Peak load in K.W.H. for 1 hour	875	880
Peak load in K.v.A. for month	990	938.5
Energy sold for light in K.W.H.	5,907	8,675
Energy sold for heat in K.W.H.	153,094	136,028
Energy sold for power in K.W.H.	1,637	1,175
Energy sold for cooking in K.W.H.	23,795	34,080
Energy sold on Residence Rate	13,245	12,858
Total energy sold in K.W.H.	197,678	192,816
Energy used by Service, including losses	248,444	231,394
Revenue from sale of electricity	\$1534.40	\$1678.57
Average income per K.W.H. sold	\$.0077	\$.0087
Street lights consumed in K.W.H.	---	1960

COMPARATIVE MONTHLY REPORT OF

TELEPHONE OPERATION

Month of January, 1924

	1924	1923
Miles of circuits maintained	110	125
Number of telephones connected	108	108
Total number of local calls handled	10,460	9,798
Peak load in local calls per day	841	498
Peak load in long distance calls per day	15	17
Outbound long distance calls	105	149
Inbound long distance calls	107	147
Revenue from long distance business	\$59.36	\$82.88
Number of telegrams handled over F. T. & T. wire	76	109
Number of telegrams handled over W. U. wire	247	271
Revenue from telegraph office	\$55.56	\$51.34
Revenue from pay stations	\$2.90	.35
Revenue from measured service calls--net	0	0
Revenue from rental of telephones	\$99.00	\$114.00
Revenue from money transfers	\$3.03	1.71
Total income from this department	\$219.85	\$248.57
Number of money transfers handled	10	3
Amount of money involved	\$592.50	\$205.00

(c) Miscellaneous Improvement Work.

The following report is made of the operations of the Yosemite Lumber Co. for the month of January, 1924:

The Company employed an average of about 125 men at their construction camps north of the Merced River on the work of constructing a railroad, incline and logging camps in preparation for the 1924 logging season.

They have completed the construction of their camp No. 1 at the top of the new incline and are installing the new electric hoist. Two donkey engines are used in operating cars over the incline.

About 4,000 feet of railroad grade remains to be graded to complete the railroad grade to Alta, located in the SE $\frac{1}{4}$  of SW $\frac{1}{4}$  section 14, township 2 South, Range 19 East. Three logging camps have been constructed and are ready for spring operations.

City and County of San Francisco. Final report of the operations of the City and County of San Francisco for the season of 1923 was made in the December report and as the camp was closed down and only one man employed as care-taker, there is nothing to be reported until work is resumed in the spring.

(d) Service to the Public.

Travel. During the month of January a total of 723 people visited the park as compared with 887 for January 1923. The Yosemite National Park Co. has done a great deal of advertising and soliciting this winter to increase the business, but for some reason which cannot be accounted for the travel so far this winter has not been as heavy as in previous years.

Attached is a comparative monthly and to date travel report which shows comparison of the various classes of travel for January 1924 compared with January 1923.

Facilities. The Sentinel hotel was the only resort in operation during the month. The transportation division operated sight-seeing trips on the floor of the valley daily, as well as to Inspiration Point on the Wawona road and to Rainbow View on the Big Oak Flat road. Quite a number of special and week-end parties visited the park during January and all had a glorious time in sleighing, riding, tobogganing, snowshoeing, and skating. The winter sports this year have been extremely good although a new fall of snow is needed at the present time in order to maintain these sports for the rest of the season.

COMPARATIVE MONTHLY & "TO DATE" TRAVEL REPORT

(To accompany Chief Ranger's monthly report)

Month of January

	192 <del>3</del> <sup>4</sup>	192 <del>2</del> <sup>3</sup>
FORWARD		
Travel by private automobiles	2457	2577
"    " motorcycles	25	42
"    " auto stages, Y.N.P. Company other than from El Portal		
"    " auto stages, Y.S. & T. Company		
"    " wagon, foot, horse, etc.	13	47
"    " Yosemite Valley Railroad	652	564
"    " Hetch Hetchy Railroad	55	214
Total for month	723	807
Total to date	3100	3744

Miscellaneous. One article was reported lost in January and nothing was found. There were no guns sealed or taken up or shipped out during the month.

There were no cases before the U. S. Commissioner during the month.

Ranger patrols were made to Crane Flat and Tenaya Lake and supplies and blankets were left at both these stations for the use of rangers while on snow shoe and patrol trips in the high country later in the winter. The rangers report that snow varies from 10 to 20 inches in depth at various points throughout the park, which is far less than the normal amount for this season.

On January 28 a large lynx cat was trapped and killed near the park entrance at El Portal. This cat had killed a young deer. So far as known this is the only deer that has been killed along the El Portal road this winter. Several young deer, however, have been reported from time to time as badly crippled and it is the belief that these deer were either chased or caught by lynx cats.

#### IV. WORK IN PROGRESS.

Sewer System. This is practically completed for the season except for the completion of installation of the plumbing fixtures. There are yet to be set 34 water closets, 18 basins, 5 urinals, and 10 slop sinks.

Ranger Stations. The ranger station building is about 90% complete but there yet remains to be constructed the checking station, public toilets, and the installation of water and sewerage connections.

#### V. PLANS AND PROPOSED WORK.

Administration Building. The administration building plans are still in the hands of Mr. Hull and Mr. Hunt in Los Angeles, so that there is nothing further to report in that connection this month.

#### VI. POLICIES.

A new policy was adopted by the Service, of prohibiting motion picture companies from erecting sets when taking pictures in national parks, to which the Yosemite National Park Co. has taken exception and has appealed for withdrawal or modification of the new regulation. This matter is now receiving the attention of the Washington officials.

VII. COST OF OPERATION.

The total expenditures and encumbrances in connection with the maintenance, repair, operation and construction work during the month of January, 1924 amounted to \$16,342.29.

1924 Appropriation.

<u>Appropriation</u>	<u>Expended</u>	<u>Balance</u>
\$209,100.00	\$113,708.80	\$95,391.20
Expended in Jan.	<u>16,168.99</u>	<u>16,168.99</u>
	129,877.79	79,222.21

1923 - 24 Appropriation

\$ 70,000.00	\$ 32,913.72	\$37,086.28
Expended in Jan.	<u>173.30</u>	<u>173.30</u>
	\$ 33,087.02	36,912.98

VIII. OTHER MATTERS OF INTEREST.

Arrests and Violations of the Law. There were no arrests or violations of the law during January.

Accidents and Casualties; Medical Service. During the month of January Dr. Claude H. Church answered 217 office calls and 97 house calls, a total of 314 calls for the month. 13 office calls and 9 house calls were in connection with private cases, the remaining being cases of government or operator employees. There was one major operation and three minor operations. There was one serious accident on January 26 to Mrs. Whitting of San Jose, California, a visitor to the park, who fell on the ice and received a fracture of the radius and ulna at the wrist, right.

Briceburg-El Portal road. Completion of the El Portal-Briceburg highway late in 1925; improvement of the present highway between the Merced county line and Mariposa by widening to 24 feet and cutting off of present sharp curves, and other steps to make the all year state highway from Merced to Yosemite the finest scenic drive on the coast, are some of the things announced by Chairman Toy of the State Highway Commission following a recent visit over this road on an inspection trip. The inspection party consisted of Chairman Toy, Chief Engineer R. M. Morton, and Division Engineer Woodson. At Briceburg at the convict camp they have 167 convicts and about 35 free laborers. A fine camp has been established, with hospital, library, and clean, comfortable quarters. The road work is proceeding rapidly.

with one mile already rough finished and the pick and shovel work done on a second mile. Two steam shovels are being used. Plans are being considered for the establishment of a second convict labor camp below El Portal so that work on this highway could be carried on from both ends.

A suspension bridge costing \$15,000 has been constructed across the Merced river at Briceburg by the highway commission, which will be used for getting materials across the river and provides a connecting point between the railroad and the state highway at that point.

Special Visitors. Californians, Incorporated sent their staff photographer to Yosemite during the month to make pictures for use in their nation-wide publicity which is being used by this organization.

Nature Guide Service. The first nine days of January were spent by Naturalist Russell on the usual museum work. On January 10 Mr. Russell was sent to San Francisco for a six weeks' visit for the purpose of gathering all possible information that would further the work of the Yosemite museum. Mr. Russell got in touch with Mr. Tose, the taxidermist at the California Academy of Science, also with Mr. Grinnell and Dr. Bryant of the University of California. Negatives of high country views were placed in the hands of Mr. Matthews of the University of California who has prepared 40 excellent colored slides to be used by the Nature Guide Service, illustrating lectures on the high country and hikers' camp possibilities. These slides cost \$1.10 each and were paid for by the Yosemite National Park Company.

Dr. Gifford of the Museum of Anthropology at the Affiliated Colleges has extended Mr. Russell every courtesy and given him every privilege in studying the catalog and exhibits of this institution. Four full days were spent with him and considerable was learned of Californian Indian artifacts. He placed at Mr. Russell's disposal his unpublished notes and manuscript on plants used by the Miwok. Mr. Russell was permitted to copy from the notes. Specimen plants actually in use were identified by the Botany Department, University of California, and extracts of this material will be used by Mr. Russell in the 1924 lectures at Yosemite.

Dr. Evermann of the California Academy of Sciences has also extended to Mr. Russell all of the facilities offered by the Academy.

From January 21 to the end of the month Mr. Russell worked with Mr. Tose in preparing small animal groups. These groups are of the type that can well be used at the Yosemite museum. The work has consisted of the actual mounting of specimens, preparing of artificial rocks, stumps, etc., the making of wax vegetation, and the painting of backgrounds.

The Yosemite Nature Notes for January were written as usual and distributed.

Accessions. Mr. Julian Alco of San Francisco shipped a crate of swords to the museum, and Dr. Pope of San Francisco has donated a copy of his book "Hunting with the Bow and Arrow" to the museum library. Dr. Grinnell and Dr. Gifford have each donated a number of scientific publications.

Motion Pictures. A motion picture permit was issued on January 23 to A. R. Klein, 636 Palm Haven Avenue, San Jose, California.

IX. RECEIPTS AND REMITTANCES.

There is attached hereto in duplicate report of money collected, due and transmitted for the month of January, 1924, amounting to \$2088.78. The amount transmitted with this report is \$2058.54, made up as follows:

<u>Certified Checks</u>					
No. or date	Payee	Drawer	Bank	Location	Amount
2175	Director	Curry Camping Co. of Palo Alto		Palo Alto	\$77.87
477	do.	Y. N. P. Co.	First National	San Francisco	1,460.91
<u>Insured Checks</u>					
349760	do.	Asst. Cashier	of Italy	Merced	50.91
349738	do.	do.	do.	do.	138.11
<u>Postal Money Orders</u>					
67632	do.	W. E. Lewis.	Post Office	Yosemite	100.00
67630	do.	do.	do.	do.	100.00
67631	do.	do.	do.	do.	100.00
67633	do.	do.	do.	do.	30.74
Total					\$2,058.54

Please acknowledge receipt of this amount.

In accordance with instructions contained in Service letter of December 7, 1923, effective January 1, 1924 report of revenues on forms 10-59 and 10-60 will be carried by fiscal year instead of calendar year as heretofore. The report as submitted for January, therefore, under the item "total collections during previous months" carries the amount of \$103508.28, which is the total of our collections from July 1 to December 31, 1923, inclusive. This explanation is made for the information of the Service.

There is also attached copy of special report of trip taken during the month.

Very truly yours,



E. P. Leavitt

Acting Superintendent

The Director  
National Park Service  
Washington, D. C.

EPL:DR

Copy for the Monthly Report.  
Yosemite National Park  
February 5, 1924.

February 2, 1924.

Dear Sir:

I am indeed glad to receive Director Mather's letter of January 27 enclosing copy of the 1924 tender to ticket agents of the railroads of the United States regarding Yellowstone National Park. This enables the public to receive complete information regarding the park, including not only transportation service available but also service furnished in the various hotels and camps. It is quite in contrast to the situation in Yosemite where tenders to the railroads show only part of the possible transportation combinations that should be available and would, if the operators had their way, show nothing in the way of hotel and camp accommodations. Aside from the lack of confidence in each other by the operators here, each of whom is occupied to a large extent in tending to the other fellow's business instead of his own, there is no reason why Yosemite should not have the same representation throughout the United States as Yellowstone.

While I am not yet ready to report finally on the outcome of the suggestions contained in Director Mather's letter of January 17 with reference to arrangements among the various operators for joint tickets over the various diverse routes, I will try to give you briefly an outline of what has been done since that letter was received.

Immediately following its receipt I telegraphed to Mr. Huffman, of the Horse shoe Route; Mr. Hunkins, of the Yosemite National Park Company; Mr. White, of the Yosemite Valley Railroad; and Mr. Young, of the Bret Harte Line, requesting them to meet me at Merced on January 25 to confer on the matter of arrangements for issuing diverse route tickets and representation in all tariffs.

On the way down to Merced I met Mr. White, of the Yosemite Valley Railroad Company, and had an opportunity to discuss the situation with him alone. The reaction I got was that Mr. White at that time was not so much afraid of concurrence in existing diverse routes as of the effects that such concurrence would have in the establishment of a precedent that might be used against him in case, upon the completion of the El Portal Highway, the Railroad Commission approves a franchise for operating over that road between Merced and El Portal. By the way, I think he is going to write you on this subject to ascertain if possible what the attitude of the Service is likely to be when the time comes for the making of an application by someone, presumably the Yosemite National Park Company, for a franchise to operate over the El Portal Highway. He feels that if such a franchise were granted it would practically ruin the Yosemite Valley Railroad. While I doubt that this would be the case, nevertheless, without a doubt, for the first year or two the railroad would suffer very materially. With all stage lines operating from Fresno and from Merced, via Wawona, and from Stockton, I personally feel that if the Yosemite Valley Railroad shows an inclination to improve its service the Park

Service ought not encourage, for the present at least, an automobile stage line over this road in direct competition with the railroad. I am inclined to think that unless it could be shown that there was a grave lack of service on the Yosemite Valley Railroad and a real public demand for an auto service paralleling it the Railroad Commission would take the same stand, but it has been shown that the Railroad Commission can be influenced under pressure and there is no way of knowing just what stand it would take.

At any rate, before we got to Merced Mr. White assured me that he would be willing to concur in these diverse route arrangements under the condition that his action be not considered as establishing a precedent for the future.

The conference was held in Mr. White's office and there were present in addition to myself, Mr. White, Mr. Hunkins, Mr. Huffman, and Mr. Young, the latter accompanied by Mr. A. C. Oullahan, manager of the Stockton Chamber of Commerce.

I pointed out that it was your wish in the benefit of better service to the public that concurrence be established between all of the transportation interests involved in the carrying of passengers to and from Yosemite in the issuance of diverse route tickets that these rates and schedules be so tendered that prospective visitors to the park could go to ticket offices anywhere in the United States and receive full and complete information as to various ways in which it is possible to make a trip to and through the park.

Mr. Huffman, representing the Horseshoe Route expressed himself time and again as entirely willing to concur in any diverse route arrangement that may be agreed upon whether such arrangement involved the use of his line or not and he offered representation in his advertising literature to all lines involved. He was not, however, willing to enter into a joint ticket office arrangement for the sale of tickets here in California as was suggested by Mr. Hunkins, neither was this latter concurred in by Mr. White.

Mr. Hunkins, representing the Yosemite National Park Company, was not sympathetic to the idea of diverse route tickets where the Horseshoe Line was involved. He considers that the Horseshoe Route is a direct competitor of the Yosemite National Park Company between Yosemite, Glacier Point and the Mariposa Grove of Big Trees and does not want to consider any joint ticket arrangement with the Horseshoe people except on a basis of a readjustment of the division of fares, as he claims that any diverse route arrangement with the Horseshoe Line short hauls his line between El Portal and Yosemite, and that the only condition under which he would enter into any cooperative arrangement would be on the basis of a material increase in his share of the rate and the transfer of passengers at the Mariposa Grove of Big Trees instead of Yosemite Valley. In my opinion this latter proposition is impossible, uncalled for, and would only work to the ultimate exclusion of the Horseshoe Line from operation in the park, which what I have no doubt Mr. Hunkins desires.

Mr. White showed a willingness to concur in diverse route ticketing except in cases where his line was not involved and in these cases he made it quite clear that he could not concur. For example, he would be willing to concur in any case of diverse route arrangement by which passengers would come in or leave the park by the Yosemite Valley Railroad but not in one where his line was not used either way, as for example in the case of a passenger coming into the park by way of the Horseshoe and leaving by way of the Bret Harte line for Stockton.

Mr. Young said practically nothing and did not commit himself in any way. In talking to Mr. Oullahan later, however, he assured me that there was no question but that Mr. Young would like to see your idea put into effect but apparently Hunkins has him so tied up that Mr. Young hesitates to express himself lest he should incur the ill will of Mr. Hunkins thereby possibly stifling any chance he might have of building up his business, which has scarcely got a start.

I advised these men that I was not there to make a decision as to what should or should not be done but rather to discuss with them the general proposition in the hope that they could there arrive at a plan that would be mutually satisfactory. After three hours of discussion it developed that this was not possible and I left it to each representative to make a statement in writing, a copy of which should in each case go to the representatives of the other operators, advising whether they would or would not concur in these various diverse route arrangements or to state the conditions upon which they might concur.

To date I have received replies from Mr. Huffman and Mr. Hunkins and Mr. Young but not from Mr. White. Mr. Huffman repeats the statement made time and again at the conference to the effect that he is willing to enter into any sort of a joint ticket arrangement. Mr. Hunkin's reply is very much along the lines outlined above, while Mr. Young states in his reply that he is willing to enter into any joint arrangement "provided each participant pays his proportionate amount of expense." Just what he means by this I do not know but I have written him for further enlightenment.

Before the conference I drew up a list of the various combination routes that should be available to the public. Including reverse routes there are thirty of these possible diverse route trips, or an actual total of about fifteen not counting reverses. A number of combinations are possible in which only the Y.V.R.R. and the Y.T.S. are involved. A number of others in which the Y.V.R.R. and the Y.T.S. and the Horseshoe Route are involved. Others in which the Y.V.R.R. the Y.T.S. and the Bret Harte Line are involved. Others in which only the Y.T.S. and the Horseshoe Route are involved, and others which involved the Y.T.S. the Bret Harte Line and the Horseshoe Route, and still others in which only the Y.T.S. and the Bret Harte Line are involved. A copy of this list showing all of these possible routes was furnished to each of the representatives at the conference and I am enclosing a copy herewith for your information.

In my opinion representation of all of these various combinations should be had in ticket offices and tourist agencies throughout the country in the same way that representation is had regarding the various Yellowstone trips.

I anticipate it is going to be very difficult, if not impossible, to get the various operators to voluntarily agree upon a common joint arrangement in time at least to get representation in the railroad tariffs which, I understand are now about ready to go to press. As soon as I hear from Mr. White I will forward the complete correspondence to you for such action as you wish to take. In the meantime, as you will note from copy of my letter of January 29 to Mr. Huffman, both the Horseshoe Route and the Y.T.S. have been advised that inasmuch as transportation rates have not yet been approved by you it is not in order for them to submit them to the railroad for inclusion in their tariffs. I realize that delay in getting the rates in the tariffs may mean the issuing of supplemental tariffs and may cause some inconvenience to the railroads and the public but in view of the fact that your letter of January 7 states that you will insist that these two companies work out an arrangement for joint tickets, I felt that this was the proper thing to do.

Very truly yours,

W. B. LEWIS

Superintendent

The Director  
National Park Service  
Washington, D. C.

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Yosemite National Park  
February 5, 1924.