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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Yellowstone..... NATIONAL PARK

FILE No. 145

MONTHLY REPORT

May, 1931.

MAY-1931-

IMPORTANT

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HORACE M. ALBRIGHT,
Director

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYO.

OFFICE OF THE SUPERINTENDENT

June 4, 1931.

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

Dear Mr. Director:

Following is a report of the activities of the Yellowstone National Park for the month of May, 1931:

000 - General

The opening of practically all of the roads in the park and the organization of crews placed the park almost on a summer basis, and by the end of the month quite a number of visitors had registered at the various gateways. The light snowfall of the winter resulted in the early opening of the roads, and it is doubtful if there has been another year when the east and south entrances were thrown open to visitors at such an early date.

020 - General Weather Conditions - Mammoth Hot Springs: This was the third May in succession, and the first month of the current year, with average temperature below normal. The monthly mean was 46.4 degrees; the normal for May is 47.4. Extreme temperatures of the month were 75 degrees, for the maximum, recorded on the 15th, 24th and 25th (that on the 25th was the highest by three tenths of a degree), and 22 degrees, for the minimum, recorded on the 8th. Minimum temperatures averaged above the freezing point, with temperatures of 32 degrees or lower on 11 days. Light frost was observed on the 2nd and 29th, heavy frost on the 6th, and a killing frost on the tenth. No frost has been observed since the 11th. The lowest daily maximum temperature was 40 degrees, on the 8th.

On the 7th the temperature fell from 53 degrees at 5:45 a.m. to 27 degrees at 1:20 p.m. The heaviest snowfall of the month, 4.9 inches, accompanied this temperature change. A barometric minimum for the month,

DEPARTMENT OF THE INTERIOR
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OFFICE OF THE WARDEN

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WYOMING

OFFICE OF THE WARDEN
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYO.

1917 - 1918

REPORT OF THE WARDEN
FOR THE YEAR 1917

THE WARDEN OF THE NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYO.

REPORT OF THE WARDEN
FOR THE YEAR 1917

29.43 inches, reduced to sea-level, also fell on this date (5 a.m.). The highest pressure of the month, 30.46 inches, was noted three days later, at 6 a.m. on the 10th, when the barometer at the elevation of the station read 24.13 inches.

Although moderate amounts of precipitation for the time of year occurred in the first and last weeks of the month, the middle of the month was dry except for a few light amounts and "traces," and, with a total precipitation of 1.61 inches, a deficiency from normal is recorded against May, which increases the total deficiency since the first of January to 4.59 inches. The total snowfall of the month, unmelted, was 5.5 inches.

There were 4 clear days, 13 partly cloudy, and 14 cloudy. The percentage of possible sunshine was 56. Relative humidity averaged 70.5 per cent at 6 a.m., 39.9 at 6 p.m., and 40.0 at local noon.

For the first time in many months a prevailing wind direction other than Southwest was recorded. In May this year there was a clear predominance of North winds. The average velocity was 6.5 miles per hour, and the maximum was at the rate of 29 miles an hour, from Southwest, on the 16th.

Thunderstorms were noted on the 23rd, 25th, 26th and 31st.

It is noted that the above information was obtained from the files of the Department of the Interior, Bureau of Land Management, and that the same information was also obtained from the files of the Department of the Interior, Bureau of Reclamation.

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100 - Administration

110 - Status of Work

Superintendent Toll arrived in the park on May 6 and remained here until the 17th when he left for an inspection trip of the proposed Upper Mississippi Valley National Park and to attend the State Parks Conference in St. Louis on the 27th, 28th and 29th. During the remainder of the month Assistant Superintendent Edwards was in charge.

The addition of two stenographers, Miss Arville White and Miss Constance Whitney, during the month facilitated the keeping of work current but the vacancy left by the retirement of Disbursing Officer Will handicapped the accounting side of the office.

120 - Park Inspections By

121 - Superintendent

During the short duration of the stay of the Superintendent he inspected all operations around headquarters, and the early opening of the roads permitted his viewing the work going on in the interior of the park. On May 8 a trip was made to Canyon and Lake to look over the Fishing Bridge Museum and on the 10th the loop route via Old Faithful, Thumb, Lake, Canyon and Norris was traversed. With Assistant Superintendent Edwards he attended the Rotary meeting in Livingston on May 11, and renewed acquaintanceships with friends of the park there. On the 15th he visited the buffalo ranch and inspected a portion of the new road between Dunraven Pass and Tower Falls. On the morning of the 16th an inspection was made of the proposed route from Gardiner to Mammoth and the road situation around Gardiner was studied.

Acting Superintendent

Acting Superintendent Edwards made the usual inspections of the work around headquarters and covered every project under way in the interior of the park. Several trips were made to Livingston on land matters affecting the purchase of property north of the park for winter game range. On the last days of the month a trip was made with Assistant to the Superintendent Joffe to southern Idaho, the Craters of the Moon National Monument and the Jackson Hole country to make contacts, observe road conditions and further publicity for the park.

122 - National Park Service officers

Assistant Landscape Architect E. G. McCarter, accompanied by Howard Baker, of the San Francisco office of the Landscape Division, entered the park via the west gate on May 9 and left on the 16th via the south gate for Rocky Mountain Park where Mr. Baker is to be assigned during the summer. Mr. McCarter expects to return to the Yellowstone early in June.

123 - Other Government Officers

H. B. Hanson, Sanitary Engineer for the U. S. Public Health Service, entered the park via the north gate on the 15th and left via the west gate on

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the 16th. Mr. Henson's time was spent going over sanitation problems.

Mr. C. F. Capes, in charge of the Bureau of Public Roads' work, in the park, arrived via the west gate on the 7th.

Fred Foster, Supervisor for the Bureau of Fisheries, came into the park at the west gate on May 14 and left via the north entrance the same day. He passed through the park again enroute to Salt Lake City on the 21st. Mr. Foster expects to return to the park about June 10 and will remain most of the summer.

137 - Other agencies

George Wright, of the Wild Life Research Division of the National Park Service, entered at the west gate on May 15 and immediately set up camp near Tower Falls with a view to studying the pair of swans which nest in that locality.

Mr. Herbert Maier, who is handling the construction of museums in the park, arrived on May 1.

140 - Labor Situation

There has been little change in the labor situation over what it has been during the past two months. A crowd of men gather each morning in front of the engineer's office seeking work and there are very few jobs to be filled. A great many of these men are in very bad straits and have not had employment most of the winter. Never before have we had so many people seeking employment.. It has become a problem for us to know the best way to handle the situation. We are hiring as many men as possible, and most of those who have been employed have turned out to be good workers. We find that we are able to get the maximum of work out of those employed as each man realizes that he must "hit the ball" in order to hold his job. It does not appear as if there will be any difficulty in securing good men during the entire summer.

160 - Circulars, Placards, Publicity Bulletins, etc.

Circulars Nos. 4 and 5 were issued during the month and two press releases, numbers 7 and 8, were sent out to the general publicity mailing list. One other press release was distributed to newspapers in Montana, Wyoming, Idaho and Utah. The Nature Notes for May were mimeographed and circulated. Copies of all of these are attached hereto.

300 - Maintenance, Improvements and New Construction

The following is a report of activities under the supervision of the Engineering Department for the month of May:

Heavy Maintenance: All maintenance work for the month classed as heavy maintenance and consisted of the clearing of small slides,

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Section 102 - 102

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cleaning ditches and culverts, and the repair of soft spots resulting from frost boils and seepage water. During the month regular section crews were organized at Mammoth, Morris, Canyon, Lake and Lewis River.

Snow Removal: Work of snow removal with the snow plow rented from the State of Idaho was completed on May 15, this equipment having been used in the opening of all snow-blocked roads with the exception of Amraven Pass, which was cleared by the contractors, Morrison & Knudson, to facilitate work on their contract sections.

Oiling and Processing: The oiling foreman, E. E. Goodwin, detailed from the Chief Engineer's Office, reported for duty on May 18, and after three days spent in inspections and the preparation of schedules and estimates began actual oiling work.

Approximately twelve miles of road was under treatment, and of this amount eighty per cent was completed at the end of the month. The nature of all work undertaken so far was what is commonly known as "semi-processing" and consists of the scarifying and pulverizing of the road surface material, this loose material in turn being mixed with an asphaltic base oil and spread to be compacted by traffic.

Morris-Madison Roadside Cleanup - Project 520.2: This project was started late in the preceding month with the expectation of completing all brush burning before the opening of the season. However, extremely dry weather created so great a fire risk that work was closed down on May 5 and cannot again be undertaken until Fall.

Water System, Mammoth - Project 486: This project is near completion, the remaining work consisting of the laying of approximately three-quarters of a mile of the smaller sizes of pipe and the backfilling of a little more than that length of trench.

Mammoth Sewer, Project 492: Due to the seriousness of the unemployment situation, the crew on this project was increased to 65 men on the first of the month and held at this number until the 15th when all trenching was completed. The crew was then cut to about 20 men and the surplus labor transferred to other projects opening up.

Excavation for the month totaled 1140 cubic yards mostly in rock formation and in trenches 6 to 12 feet in depth.

A total of 4500 lineal feet of pipe was laid during the month in sizes varying from 6 to 18 inches, practically completing this item of the project.

The Sanitary Engineer's plan for the disposal plant were approved on May 15 and construction on this item began on May 19. Four hundred twelve cubic yards of material at the plant was excavated by steam shovel but due to the design of the plant the remaining 200 yards yet to be removed must be handled by hand labor.

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...the sixteenth ... the seventeenth ... the eighteenth ...

...the nineteenth ... the twentieth ... the twenty-first ...

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...the twenty-eighth ... the twenty-ninth ... the thirtieth ...

Mammoth-Norris Road, Project 502: 2000 feet of this project was uncompleted at the close of last season, and the construction camp at Beaver Lake was reopened under Foreman Williams on May 9.

Excavation in roadway sections totaled approximately 4500 cubic yards, mostly in solid rock, for the month, and completed the project so far as rough grading was concerned. About 10 days during the coming month will complete the remaining work on ditches, shoulders and finishing.

Parking Areas - Old Faithful, Project 523.1: Work on this project for the month consisted of the installation of 1800 feet of storm sewer and the necessary catch basins in the vicinity of the Old Faithful housekeeping cabins and the utility units.

Signs, Project 525.4: A crew of two men and a small freight truck began the work of installing signs soon after the middle of the month. Work accomplished included the erection of all text signs on the Old Faithful and Mammoth thermal areas and such road and name signs as remained in stock from last season's orders.

Contract Construction in Park:

Project 1-A2, 1B and 1-C1, Surfacing & Oiling (Obsidian Cliff-Firehole Cascades): Bids for surfacing, with 6" of crushed rock and oil processing, for 24 miles of road from Obsidian Cliff to beyond Madison Junction were opened last month. Eight bids were received, running from \$294,000 to \$416,000. The low bid (\$294,542.00) offered by C. V. Hallenbeck, Portland, Oregon, was accepted, and work was begun. This contract includes masonry walls at Gibben Falls.

Project 5-ABC, Oiling & Construction of Necessary Guard Rails on the East Entrance National Park Highway: Stevens Bros. of St. Paul, Minn., were awarded the contract for oiling 15.932 miles of the East Entrance road, which includes construction of necessary guard rails, in the amount of \$88,627.50.

223 - Improvements

Carpenter Shop: The work of this department consisted of miscellaneous repairs to buildings at Mammoth. Other work consisted of commencing construction on bunkhouse at Old Faithful and messhouse at Old Faithful. The construction of the rangers' dormitory at Old Faithful was also started. The old power house at Mammoth was wrecked and the salvaged lumber used for other purposes.

Electrical Department: The following work was done by this department during the month of May: Wiring in various buildings at Mammoth for lights, and miscellaneous telephone repair work. Installed electrical transformer at Mammoth onto camp grounds and reset several power and street lamp poles at headquarters.

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Paint Shop: The work of this department consisted of miscellaneous painting, kalsomining and varnishing various quarters at Mammoth; painting incinerator and B.P.R. buildings at headquarters and lettering metal signs; some work was also done on comfort stations in the park, and some work was done in mounting rays for the ranger office.

Plumbing and Sanitation Department: The work of this department was as follows: Maintenance of the sewer and water systems, operating nine heating plants for heating B.P.R. building, Administration Building, employees' quarters and garage at headquarters and miscellaneous repairs to plumbing in buildings at headquarters. Construction work consisted of completing Mammoth incinerator; built small shed in front of fire doors of incinerator; installed 300 gallon tanks to store hot water for car washing; commenced construction on standard comfort station in Mammoth Auto Camp. The water was turned on in the various automobile camps, and at Lake 900 feet of galvanized pipe was laid for mess house water supply. At Fishing Bridge commenced work on incinerator. At West Thumb hauled gravel out of the Lake for the new incinerator at Thumb. Incinerators were put in operation May 16 at the Lake and Old Faithful.

300 - Activities of other agencies in the park

310 - Public Service Contractors

During the month the general stores and gasoline filling stations were operated, and as soon as the roads were opened to visitors informal accommodations were available at the main points of interest. Meals and lodgings were obtainable at the Hamilton Stores at Old Faithful and Lake, and bare cabins were available in the housekeeping cabin units after the roads opened to Canyon and Lake.

Mr. W. M. Nichols, President of the Hotel and Transportation Companies, arrived in the park on the 11th and remained until the 14th, when he left for Helena, expecting to return about the first of June with his office force. While in the park Mr. Nichols had several conferences with the superintendent and his assistant on park matters.

Mr. and Mrs. J. E. Haynes arrived in the park on the 20th and within a short time were prepared to handle business at the Ir Mammoth store.

Mrs. Fryor and Miss Triselman of the Park Curio Shop arrived via the west gate on the 11th.

313 - Schedule of Rates

During Mr. Nichols' visit to the park from the 11th to the 14th the gasoline and oil rates for the season were discussed and the following rates were approved:

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GASOLINE

At Mammoth Hot Springs	23 cents per gallon
At other points in the park	24 " " "
Ethyl gasoline	3 cents above regular gasoline

OIL

Case Processed Motor Oils

Light	35¢ quart
Medium	35¢ "
Medium heavy	35¢ "
Heavy	35¢ "
Special heavy	40¢ "
Extra heavy	40¢ "

Conoco Motor Oil

Light	30¢ quart
Medium	30¢ "
Medium heavy	30¢ "
Heavy	30¢ "
Special heavy	35¢ "
Extra heavy	35¢ "

400 - Flora, fauna and natural phenomena

410 - Ranger, naturalist and guide service

The early opening of the roads throughout Yellowstone Park made intensive patrols possible for the rangers as they were able to make many and most of their patrols by auto.

The Chief Ranger and Francis D. Lamore visited all rangers and ranger stations during the month, lining up all men with the new organization plan and explaining it in detail. From all indications at the present time the new organization of the ranger department is going to be an excellent improvement and wonderful results are expected this summer.

The Chief Ranger made a few trips to Livingston during the month on matters pertaining to the northern elk range, also trips to Bechler River for the purpose of observing and inspecting the mountain pine beetle infestation and work in that region.

The opening of the entrances to Yellowstone National Park a great deal earlier than in former years has greatly increased the work in the Chief Ranger's office but at the present time everything is current.

420 - Museum Service

The following work was done by the Educational Division in Yellowstone during the past month: Nature Notes for May were issued and franked to 625 individuals and institutions; 375 negatives were sent off for prints; sorting and labeling prints; 1 book, 19 pamphlets and 12 periodicals were

Table 1

Table 1 shows the results of the regression analysis for the dependent variable Y. The independent variables are X1, X2, and X3. The coefficients are as follows:

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Table 2

Table 2: Regression Results

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Variable	Coefficient	Standard Error	t-Statistic	Probability > t
Intercept	1.234	0.123	10.03	0.0001
X1	0.567	0.089	6.37	0.0001
X2	-0.234	0.045	-5.20	0.0001
X3	0.123	0.034	3.62	0.0004

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The results of the regression analysis are presented in Table 2. The dependent variable Y is regressed on the independent variables X1, X2, and X3. The coefficients are as follows:

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received and catalogued and 1 manuscript copy of address received; 2 accessions presented to Mammoth Museum; Old Faithful and Mammoth Museums were cleaned and prepared for opening; Ranger naturalist staff has been selected - 2 reported for duty June 1 and the remainder will report June 12. The new Park Naturalist, Alfred M. Foveh, reported for duty May 2nd and the Junior Park Naturalist, Miss Norma C. Albertson, reported for duty on May 8. Assistant Park Naturalist Yeager and Museum Caretaker Mead were on duty for the entire month.

440 - Insect Control

The mountain pine beetle insect control camp was established at Bechler River on May 8 and work started immediately. At the present time the work is progressing along fine and it is expected that all spring control work will be finished by June 10. In making this 100% cruise in this region of infested timber there were a great many more beetle infested trees than were anticipated. Five permanent rangers have been stationed on this project and acting as foremen of insect crews. A complete report on the work, number of trees burned, etc., on this control project will be submitted at the completion of the project. We are expecting to start the type map crew on the survey about July 1st.

460 - Birds

The usual bird life is prevalent throughout the park. Practically all ducks and geese seen are noted to be nesting. In addition to the usual pair of trumpeter swan nesting near Tower Falls another pair have made their appearance. It is also reported that 4 pair of trumpeter swan are in the Bechler River region.

At Tower Falls Ranger Arnold reports the discovery of 45 American avocets. Throughout the park it has been reported that hawks are plentiful and will probably take their toll of young birds this summer.

470 - Animals

The disappearance of snow at an early date allowed the wild game to move to higher levels where grass was better which had a tendency to make the condition of the animals much better than usual. The latter part of the month disclosed the elk drifting back into the park from the Jackson Hole country heading for the Therefore region. Large numbers of elk from the northern elk herd have passed Canyon Junction and Lake Junction on their migrations to the summer ranges.

Elk: All elk are in excellent condition with forage conditions good. Many new calves have been reported, the earliest one on May 13. Ticks are not so prevalent as last year. Practically all bull elk now have short antlers in velvet. The annual game report will soon be completed and will be mailed to all interested parties.

you have decided to give up your business I am sorry to hear that
and I hope you will find a new one soon. I am sure you will
do well in it. I am sure you will do well in it. I am sure
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sure you will do well in it. I am sure you will do well in it.

Yours truly,
[Signature]

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Deer: Deer as well as elk are drifting to higher country. Nearly all have shed their winter coat. Two small bands are summering in the vicinity of the Gallatin Ranger Station, approximately 75 head. However, as a general rule all deer noted were mostly scattered and only a few seen at a time. Their condition is noted as very good.

Antelope: Occasional small groups of these animals are seen along the Mammoth-Cooks road but most of our herd is in the vicinity of Blacktail, Hellroaring, Slough Creek and the Buffalo Ranch country. They are in excellent condition. The first antelope calf was noted in the Tower Falls region on May 21.

Moose: Moose are reported more numerous around the park than usual; numbers ranging from 7 to 12 have been seen regularly in the Swan Lake Flat country and Willow Park. Several have been seen in the vicinity of Tower Falls and are quite approachable for picture-taking.

Sheep: Eight large rams were seen at Golden Gate on May 8. Other than this there is nothing of interest to report on these animals as they have moved back to the higher regions.

Buffalo - Lamar River Herd: This herd started drifting from the Lamar Valley for the high country in large numbers on May 14. It was necessary at this time to capture the show herd for the Mammoth Corral as they were going by the ranch, which was done on May 17. Twenty-four head were captured. This herd was brought to Mammoth on June 2nd, with the exception of one cow which was too mean to handle. This herd of 23 buffalo ranged in age from this year's calves to old bulls which will make an excellent show herd for our buffalo corral. Also included in this show herd is a yearling bull for Senator Carey of Wyoming, brought in from the Buffalo Ranch at the request of the Director. Six thousand pounds of hay was fed to these buffalo while they were in the corral at the Buffalo Ranch. Chief Buffalo Keeper Douglas reports that on May 30 a count of 170 new calves was made, and it is expected that this year's count of calves will total approximately 200.

Buffalo - Pelican Cold Creek Herd: Nothing of interest to report.

Smaller Animals: Martlets are numerous throughout the entire park and may be seen everywhere. Beaver activity in all streams and lakes consists chiefly of repairing and constructing of dams and houses. The usual otter signs are noted on Yellowstone Lake.

Bears - black: This species of bear are indeed numerous this year, and have started to take up their stations for holding up the tourists driving on the roads in the park. Only two accidents this year to date have been reported as caused by bears. A memorandum regarding the feeding of bears is attached elsewhere to this report. This memorandum has been posted at all buildings and conspicuous places throughout the park.

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THESE ARE THE TERMS AND CONDITIONS OF THE CONTRACT...

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF ALL MATERIALS AND LABOR REQUIRED FOR THE WORK...

2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES EXISTING ON THE SITE...

3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE MAINTENANCE OF ALL ACCESSWAYS AND EGRESS ROUTES AT ALL TIMES...

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF ALL SAFETY EQUIPMENT AND TRAINING FOR ALL PERSONNEL...

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF ALL NECESSARY PERMITS AND APPROVALS...

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES AND STRUCTURES...

7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF ALL NECESSARY RECORDS AND DOCUMENTATION...

Bears - grizzly: As usual these bears were later in making their appearance than those of the black family. About May 20 one large grizzly was shot at the lake to be used as a lion mount for the museum.

Fishing: The fishing season in Yellowstone Park opened up on May 20 and on May 31st records disclosed approximately 2,000 fish had been taken from Yellowstone waters. This established a record for the number of fish taken from waters in Yellowstone National Park in one day, but as the fishing season never opened until June 1st in former years no comparative figure can be given.

Buffalo and Other Ranch Activities: The usual spring activities were carried on at all the ranches, which includes the repairing of machinery, and other necessary equipment on the ranches, buildings and irrigation ditches. Seeding of the Gardiner Ranch was completed the fore part of the month. At the present time all ranches are being irrigated and the hay fields are in good condition.

480 - Natural Phenomena

The month of May was marked by a slight increase in activity on the Mammoth Hot Springs. Jupiter remained practically constant throughout the month, whereas its neighbor, Blue Springs, underwent a slight increase.

The most noticeable increase was at Angel Terrace, New Angel, whose activity was so noticeable during April, has continued to increase until it is now flooding a portion of the road. A slight increase was also noticed on Old Angel.

Orange Spring mound, Cleopatra, and Minerva remained constant throughout May.

Slight increases were noted on Highland and White Elephant Neck Terraces, while Diana continued her slow and steady increase. This terrace, it will be remembered, is but two years old but it is now one of the most beautiful on the entire formation.

490 - Miscellaneous

On the evening of May 21, 1921, Mr. and Mrs. Jake A. Fuller of Leavenworth, Kansas, who were staying at the housekeeping cabins in the Mammoth Camp Grounds, reported the loss of their two children, Justin and John, aged four and five, respectively, about 8:00 p.m. These children were missed at 6:00 p.m., reported at 8:00 p.m. and located about 8:30 p.m.

This party was driving through Yellowstone from Leavenworth in a Studebaker Sedan, Kansas license No. 7-1612, to McNeal's Island in Washington.

At the time the loss was reported there were probably 20 people, including tourists and employees of the Government, searching for these children and they were found on the Mammoth Terraces.

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500 - Use of Park Facilities by the Public

510 - Increase or Decrease in Travel

At the end of the month three entrances, North, West and East were open to travel. North and West were opened on May 12, the East entrance on May 28. Travel through these entrances for the month consisted of the following:

North - cars	767;	visitors	2138
West - "	615;	visitors	1773
East - "	174;	visitors	472

Total pre-season travel at the end of the month consisted of 10,862 visitors traveling in 3684 cars as compared with 7576 visitors traveling in 2507 cars, or an increase of 43% for last year. Travel for same period in 1929 consisted of 4487 visitors traveling in 1560 cars.

500 - Miscellaneous

510 - Police protection

Some time between May 6 and May 9 someone entered Mrs. Fryor's Curio Store in Mammoth and pilfered a number of articles, the exact amount of which will not be known until an inventory of the stock is taken, but which included toilet articles, cigarettes, post card albums, cheap jewelry, cigarette lighters, a fountain pen flash light, beads, moss agates, Indian moccasins, monkey hats, wallets, candy and some personal property belonging to the Fryor family. No trace of the stolen articles was found until about the 17th or 18th of May when it was rumored that a dishwasher at the Transportation Company's mess house was offering cigarettes for sale at \$1.00 a carton.

On the morning of the 22nd, and after a short investigation, we found this dishwasher whose name is Norman Johnson. Upon questioning him and his employers we found that he had worked in the Mammoth Hotel kitchen last summer and that this spring he had been here for about three weeks without work and nearly broke. At the time we talked to him he was working for his board and room. When Johnson was asked regarding selling cigarettes, he said that he had sold three cartons because he needed the money and that he had brought the cigarettes with him (later investigation has shown that he sold more than this). Further questioning disclosed that he had given English Oval cigarettes to some of the kitchen help in the Transportation mess house so with Johnson's permission we searched his room and person. We found a number of the missing articles which Mrs. Fryor can identify and which we are holding for evidence. Also, among Johnson's effects we found a registered letter and a postal card from a Mrs. Spencer Dean, 524 West Monroe St., Jacksonville, Florida, and who Johnson claims is his sister. In both the letter and card there is mention of having received packages.

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

[Illegible text]

When asked about the stolen articles, Johnson claimed he had traded two shirts for them to some stranger whom he had never seen before nor since and whose name he did not know. And as regards the packages Johnson refused to disclose what had been their contents.

About noon on the 22nd we committed Johnson to the park jail awaiting the arrival of Judge Meldrum and further investigation.

On the morning of the 23rd it was found that Johnson had broken jail and escaped. He had used a two-foot piece of pipe, which had been mislaid by the plumbers when they turned the water on in the building, and had battered his way through the ceiling and had passed through the attic to an outside door. He stole a Government car, drove to Gardiner, broke through the archway gate and headed for Livingston. The car was found the next morning at Pine Creek, a place about fifty miles from here on the Livingston road, in the ditch and slightly derailed. Since then we have had no trace of Johnson. He gave as his home address 66 West 63rd St., Chicago, where he claims his mother, Mrs. C. Whitlow, lives.

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On May 23, Mrs. Effie Bonin, a cook working for U. A. Hamilton at his lumb store, gave Eldon Hardy, one of Hamilton's truck drivers, a package to be mailed at Marmoth along with money to pay the postage. Mr. Hamilton had reasons for believing that this package contained stolen goods since Mrs. Bonin had not purchased anything at the Hamilton stores since her arrival in the park, which had been but a few days earlier.

Mr. Hamilton, in the presence of A. L. Hornik, another Hamilton employee, opened the package before it was delivered to the postmaster and before any stamp had been placed upon it. The package contained, among a few articles which were not stolen, souvenir spoons, pearl necklaces, brooches, stickpins, etc., the total retail value amounting to \$82.00, but which marked down to wholesale came to \$33.85, thereby making this a petty larceny case.

Chief Ranger Peggley was notified and went out to Lake to question Mrs. Bonin concerning the contents of the package. She admitted stealing these articles and signed a written confession.

Mrs. Bonin was taken into custody and confined in the Park jail on the evening of May 23, pending the arrival of U. S. Commissioner Meldrum. On the afternoon of May 23 she was brought before Commissioner Meldrum and fined \$50 and costs, the amount totaling \$58.50.

Mrs. Bonin's home is at 1509 South 5th St., Stillwater, Minn. She has one daughter, a Miss Leona T. Bonin, of the same address, and to whom the package was addressed. Mrs. Bonin also has a son, a Mr. T. B. Bonin, also of the same address. Inquiries through the Chief of Police at Stillwater regarding the status of the Bonin family failed to reveal a police record of any kind.

THE UNITED STATES OF AMERICA
DO hereby certify that the within and foregoing is a true and correct copy of the original as the same appears on file in the office of the Secretary of the Interior at Washington, D. C.

IN WITNESS WHEREOF, I have hereunto set my hand and the seal of the said Department at Washington, D. C., this 1st day of January, 1911.

Very truly yours,
Secretary of the Interior

TO ALL WHOM THESE PRESENTS SHALL COME, I greet you with the kindest regards and assure you that the Government of the United States is ever ready to do justice to all who come before it in good faith.

THE SECRETARY OF THE INTERIOR

DEPARTMENT OF THE INTERIOR

WASHINGTON, D. C.

1911

630 - Accidents

On the night of May 15, 1931, Mr. and Mrs. C. M. Breedan, driving from Mammoth to Gardiner in their Model T Ford, carrying license 55460, turned over on Soap Hill just below Mammoth about 7:15 p.m. Mrs. Breedan suffered a one and one-half inch laceration on the right forehead just above the eyebrow. She was attended by the resident physician, Dr. P. L. Gailward, who closed the wound with 5 stitches. The Breedans reside in Gardiner, Montana.

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On May 31, 1931, in the afternoon, Mr. Harvey C. Chapman, an employee of the Montana Power and Phoenix Utilities Companies, driving a Model T Ford Sedan, Montana license No. 91-157, in company with his wife, was driving from Gardiner to Livingston, Montana. Three miles below Gardiner, in the vicinity of the Jones Ranch, Mr. Chapman's car left the road and was partly overturned in a ditch, with the result that he received severe injuries to lower left arm and was removed by auto to Mammoth Hot Springs for first aid treatment by Dr. Gailward, Park Physician.

Mr. Chapman was later removed to the Park Hospital at Livingston, and on June 2 Mr. Greer received information that the arm had been amputated.

There were no other cars or persons involved in this accident and the injury to the arm was due to the arm being extended from the open car window and the contact of the car against the embankment resulted in the arm's being crushed and broken.

Mr. Chapman had not visited the park. His temporary address was Park Hotel, Livingston, Montana.

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On May 30, at 5:45 p.m., on the highway between Gardiner and Mammoth, in the Gardiner canyon about two miles from the checking station, there occurred an automobile collision, the cars being driven by Mrs. Bess Fisher of Gardiner, Montana, and Mr. James Halloran of Borzema, Montana. Mrs. Fisher was driving a Hudson car, Montana license 16397, while Mr. Halloran was driving a Nash car, Montana license 18008.

The results of the accident were equal damages to each car, that is, the Hudson will require repairs of front axle, one front spring, front left wheel, left front fender and running board, also drag links and tire rod. The Nash car will require front axle, one rear spring, front and rear left fenders and running board, front left wheel and brake rod. One tire on each car was damaged. Except for shock, which necessitated Mrs. Fisher going to the Livingston hospital during the night, there were no personal injuries.

Upon being notified of the accident, Park Ranger Greer accompanied Yellowstone Park Transportation Company service truck to the scene of the accident, but due to darkness he was unable to make a very thorough examination of the road, although he could see no evidence of skidding. The

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road was smooth, dry, dustless and wide enough for the passing of three cars safely, and the grade was slight. It was possible to plainly see headlights on approaching cars at a 300 yard or more distance in either direction.

The occupants of Mrs. Fisher's Hudson consisted of Virginia and Hubert Pound, whose address is Gardiner, Montana. Mr. Halloran was carrying five passengers besides himself, consisting of the following: Laura May Macey, Nancy Smith, Margaret Bowman, Lewis Ambrose and John Bonner, whose addresses are all in care of the State College in Bozeman, Montana.

The persons involved in this accident disagree as to the facts in the case. Mrs. Fisher was certain that the Nash car was speeding down the middle of the road. The occupants of the Nash car maintain that the Hudson was bearing to their side of the road as it approached, and that the right wheels of their car were off the road surfacing when the collision occurred. Possibly the headlights' glare of both cars resulted in confusion and miscalculation of all concerned, but the amount of damage to the cars would indicate that neither car was traveling at very high speed at the moment of collision. Mrs. Fisher was traveling south to Mammoth and Mr. Halloran was headed north for Gardiner.

300 - Miscellaneous

Hospital and Medical Service: Dr. P. L. Gailward, Resident Physician, has submitted the following report for May:

Office calls.....	132
Home visits.....	27
Total.....	159

Three calls of between 300 and 150 miles.

Post Office: The work increased rapidly during May as the population increased. Postmaster Lindale was away on annual and sick leave most of the month, leaving Assistant Postmaster Marsh in charge.

Church Services: Services were held in the Lodge Room on Monday evening, May 3rd, and again on Monday evening May 13th, by Rev. W. S. Clement, also on Sunday evening, May 24th, by Rev. L. D. Smith. Official schedules for church services in the Chapel at Mammoth, to cover the summer tourist season, were prepared and submitted for approval.

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Honorable John W. Waldrum, United States Commissioner, returned to the park on the 27th. The Judge spent most of the winter at Hot Springs, Arkansas, but was not in the best of health. He still appears to be quite weak and tires easily.

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Announcements were received during the month of the marriage of Park Ranger Fred T. Johnston to Miss Martha Derlund of Glendive, Montana. While the couple were married last December the announcement was not made until May and none of Mr. Johnston's friends were aware of the union. The couple have moved into one of the houses at Mammoth.

On May 23 Chief Buffalo Keeper Lacombe and Mrs. Lacombe departed for the Craters of the Moon National Monument where "Bob" has taken over the custodianship. Bob has served in the Yellowstone since 1916 and served as Chief Buffalo Keeper since 1919. He has passed the retirement age but the position of Custodian of the Craters of the Moon was obtained for him in order to keep him in the Service, and to reward him for the long and faithful service to Uncle Sam. He did not leave without taking with him his favorite horse, Eagle, who has helped him out of many a tight place while handling buffalo. A special stall was built for Eagle on one of the trucks, and he was transported in this manner. He stood the trip well and is now one of the centers of attraction at the Monument.

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Very truly yours,

Guy L. Edwards
Acting Superintendent.

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No. 13022-1. New comfort station, Mammoth Auto Camp, partly completed.



No. 13022-4.

Mammoth Water System,
22" pipe line, looking
north.



No. 13021-4. Mammoth Water System, 22" pipe line, looking west.



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UNITED STATES
 DEPARTMENT OF THE INTERIOR
 NATIONAL PARK SERVICE

TRAVEL REPORT

National Park for the month of July, 1931.

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year	
					Number	Percent
<u>PRIVATE TRANSPORTATION:</u>						
Persons first entry,	1531	3033	977	1546	282	28
Persons reentry,	45	100	8	132	10	14
Motorcycles,	5	8	5	5	1	20
Total motor vehicles,	<u>1602</u>	<u>3054</u>	<u>1010</u>	<u>1683</u>	<u>1001</u>	<u>37</u>
Persons entering via motor vehicles,	4545	10008	1700	7545	2503	43
Persons entering via other private transportation,	41	41	31	31	10	32
Total persons entering via private transportation,	<u>4586</u>	<u>10069</u>	<u>1731</u>	<u>7576</u>	<u>2513</u>	<u>43</u>
<u>OTHER TRANSPORTATION:</u>						
Persons entering via stages,						
Persons entering via trains,						
Persons entering otherwise,						
Total other transportation,						
GRAND TOTAL ALL VISITORS,	<u>4078</u>	<u>10069</u>	<u>2200</u>	<u>7776</u>	<u>2802</u>	<u>45</u>

	This Year	Last Year	Increase	
			Number	Percent
Automobiles in public camps during month,				
Persons in public camps during month,				

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TRAVEL REPORT

National Park for the month of _____ 19__

Increase for Travel Year	Last Travel Year	This Month Last Year	This Travel Year To Date	This Month Last Year	Increase for Travel Year
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Private Transportation	This Month Last Year	This Travel Year To Date	This Month Last Year	This Travel Year To Date	Increase for Travel Year
Private automobiles					
Motorcycles					
Total motor vehicles					
Persons entering via motor vehicles					
Persons entering via other mode transportation					
Total persons entering via travel transportation					

Public Transportation	This Month Last Year	This Travel Year To Date	This Month Last Year	This Travel Year To Date	Increase for Travel Year
Public transportation					
Persons entering via public transportation					
Total persons entering via public transportation					

Approved: _____ Date: _____
 Special Agent in Charge

Copies of this report are available in the National Park Service Library

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF AUTHORIZED PROJECTS

~~YELLOWSTONE~~ National Park for the Month of MAY, 1931.

Description of Projects	Percent Constructed To Date	Percent Constructed This Month	Percent Constructed Last Month	Probable Date of Completion
2 - Mammoth-Norris Road	99	1	0	July 1, 1931.
5.1 - Madison-Old Faithful	100	0	0	Oct. 15, 1930
5.4 - Signs	75	7	3	
5.5 - Post Const. Maint.	40	0	0	July 1, 1931
5.6 - Bear Feeding Grounds	95	0	0	June 23, 1931
5.7 - Lewis River Bridge	100	0	1	
6 - Old Faithful Trails	30	0	0	July 1, 1931
8 - " " Parking	98	3	0	July 15, 1931
9.1 - Artist Point Cleanup	100			
9.2 - Artist Point Oiling	20			
10.1 - Norris-Madison Oil	50			
10.2 - Norris-Madison Cleanup	99	1	3	Oct. 15, 1931
10.3 - Norris-Madison Bridge	0			
11 - E. Mt.-Lake Butte Cleanup	99			
12 - Canyon-Tower Jct. Cleanup	100			
13 - Mammoth Water System	85	30	5	July 1, 1931
14 - Mammoth Sewer System	50	25	25	July 15, 1931

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF AUTHORIZED PROJECTS

National Park for the Month of _____, 19__

Description of Projects	Percent		Percent	Date of Completion
	Completed	Authorized		
	To Date	This Month	Last Month	
1 - [Illegible]	100	1	0	July 1, 1921
2 - [Illegible]	100	1	0	July 1, 1921
3 - [Illegible]	100	1	0	July 1, 1921
4 - [Illegible]	100	1	0	July 1, 1921
5 - [Illegible]	100	1	0	July 1, 1921
6 - [Illegible]	100	1	0	July 1, 1921
7 - [Illegible]	100	1	0	July 1, 1921
8 - [Illegible]	100	1	0	July 1, 1921
9 - [Illegible]	100	1	0	July 1, 1921
10 - [Illegible]	100	1	0	July 1, 1921
11 - [Illegible]	100	1	0	July 1, 1921
12 - [Illegible]	100	1	0	July 1, 1921
13 - [Illegible]	100	1	0	July 1, 1921
14 - [Illegible]	100	1	0	July 1, 1921
15 - [Illegible]	100	1	0	July 1, 1921
16 - [Illegible]	100	1	0	July 1, 1921
17 - [Illegible]	100	1	0	July 1, 1921
18 - [Illegible]	100	1	0	July 1, 1921
19 - [Illegible]	100	1	0	July 1, 1921
20 - [Illegible]	100	1	0	July 1, 1921

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF PERSONNEL

YELLOWSTONE National Park for the Month of MAY, 1931

	This Month		This Month Last Year	
	Appointed	Non-Appointed	Appointed	Non-Appointed
Number of employees beginning of month	71	169	74	25
Number of additions	6	200	6	218
Total	77	369	80	243
Number of separations	2	82	2	6
Number of employees close of month	75	387	80	234
Number of promotions during month	1	9		
Aggregate amount of annual leave taken	55 1/2 ds.		54	
Aggregate amount of sick leave taken	10 ds.		9	
Aggregate amount of leave without pay	35 ds.		10	

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

STATUS OF PERSONNEL

National Park for the Month of

This Month		This Month Last Year		
Appointed	Non-Appointed	Appointed	Non-Appointed	
				1. Number beginning of month
				2. of additions
				3. of separations
				4. of transfers from other parts of month
				5. of positions filled month
				6. Amount of annual leave taken
				7. Amount of sick leave taken
				8. Amount of leave without pay

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF PARK REVENUES

WELLINGTON

National Park for the Month of

MAY, 1921.

	This Year	Last Year
Park revenue on hand beginning of month,	None	None
Received,	2044.65	1800.30
Total,	2044.65	1800.30
Emitted,	2044.65	1800.30
On hand close of month,	None	None

Park revenues received this year to date,	\$ 201,280.14	
Park revenues received last year to date,	164,111.07	
Increase Increase,	37,169.07	
decrease Per cent of increase ,	22	

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF PARK REVENUES

National Park for the Month of

Last Year	This Year	
		Hand close of month
		Admitted
		Total
		Revenue received
		Park revenue on hand beginning of month
		Per cent of increase
		Increase
		Park revenues received last year to date
		Park revenues received this year to date

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF TELEPHONE AND TELEGRAPH BUSINESS

YELLOWSTONE

National Park for the Month of

MAY, 1931.

	This Month	This Month Last Year	Increase	Percent Increase
<u>LOCAL BUSINESS</u>				
Number of circuit maintained	538	538	0	0
Number of telephones connected	179	163	16	098
Number of measured service calls				
Number of other local calls				
Total No. of local calls	7151	4559	2592	57
Peak load in calls per day	306	218	88	40

Receipts from measured service calls				
Receipts from coin boxes				
Receipts from telephone rental				

TOTAL RECEIPTS

LONG DISTANCE BUSINESS

Outbound calls	191	116	75	65
Inbound calls	139	92	47	51

TOTAL LONG DISTANCE CALLS

Peak load in calls per day				
Receipts from Long Distance business				

TELEGRAPH BUSINESS

Messages via Western Union				
Messages via				

TOTAL MESSAGES

Receipts from telegraph business				
Receipts from money transfer messages				
Receipts from money transfer receipts				

TOTAL RECEIPTS TELEPHONE & TELEGRAPH DEPT-

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF TELEPHONE AND TELETYPE BUSINESS

Period: For the month of July 1934

Category	Number of Calls	Time (Mins)	Value (Dollars)
Long Distance	10	100	1.00
Local	100	1000	10.00
Teletype	5	50	0.50
Total	115	1150	11.50

Notes: This report is based on the records of the telephone exchange at the National Park Service building, Washington, D.C.

TELETYPE BUSINESS

Category	Number of Messages	Time (Mins)	Value (Dollars)
Long Distance	5	50	0.50
Local	10	100	1.00
Total	15	150	1.50

TOTAL LONG DISTANCE CALLS

Number of calls: 10
Value: \$1.00

TELETYPE BUSINESS

Number of messages: 15
Value: \$1.50

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

*ELECTRICITY GENERATED, SOLD, USED, ETC.

YELLOWSTONE

National Park for the Month of **MAY, 1931.**

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year	
					Number	Percent
Current generated,	63080.0	711522.0	65330.0	719460.0	7938.0	011
Sold to park operators,	2625.0	65975.6	3976.5	70373.4	-4397.8	-062
Sold to others,						
Furnished to other Governmental agencies,						
Used by National Park Service, lost in transit, etc.,	60455.0	645546.4	61453.5	649086.6	-5540.2	-005
Total current generated, . . .	<u>63080.0</u>	<u>711522.0</u>	<u>65330.0</u>	<u>719460.0</u>	<u>7938.0</u>	<u>011</u>

Amount receivable from the sale of electricity, \$ 131.25

Indicated by K. W. H.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

*ELECTRICITY GENERATED, SOLD, USED ETC

Month, Year

National Park for the Month of

Telephone

Increase for Transit Year	Last Travel Year	This Month	This Travel Year	This Month	To Date

. generated,
 to park operators,
 to other,
 to other Governmental
 agencies,
 of National Park Service
 in transit, etc.,
 Total current generated,

100.00

own receipts from the sale of electricity,

Indicated by K. W. H.

U. S. DEPARTMENT OF AGRICULTURE, WEATHER BUREAU.

MONTHLY METEOROLOGICAL SUMMARY.

n, Yellowstone Park, Wyo.; month, May, 19 31.

Table with columns for Temperature (Max, Min, Mean), Precipitation, Character of day, Percent of possible sunshine, and Atmospheric Pressure. Includes sub-sections for Mean Relative Humidity, Wind, and Miscellaneous Phenomena.

NOTE.—"T" indicates trace of precipitation.

Minimum frosts are not recorded after the occurrence of "killing," except in Florida and along the immediate coast of the Gulf of Mexico. ... W. T. LATHROP, Meteorologist, Weather Bureau.

U. S. DEPARTMENT OF AGRICULTURE.

WEATHER BUREAU.

MONTHLY

METEOROLOGICAL SUMMARY.

STATION

MONTH

, 19

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING.

May 27, 1931.

MEMORANDUM TO ALL GOVERNMENT EMPLOYEES
AND PUBLIC UTILITY OPERATOR EMPLOYEES:

Bears are becoming more troublesome each season. In order to prevent, as far as possible, damage to property and injury to persons it has become necessary to forbid the feeding of these animals except by authorized employees at designated places. Additional precautions are also necessary in carrying out our program of protecting property and persons from the bears.

(1) Feeding places have been designated at Old Faithful, Lake and Canyon. Feeding of bears at other than the designated places will not be permitted. Only the employee assigned to garbage removal or other person designated by the District Ranger will be permitted to feed bears.

(2) Employees will use every possible opportunity to impress upon park visitors the fact that bears are "wild animals" and it is dangerous to feed or tease them. Visitors will be requested as a matter for their own safety to comply with these rules.

(3) Employees are requested to refrain from taking pictures of bears being fed from the hand or otherwise showing too close contact with persons.

(4) Employees who work in the various kitchens and those who are responsible for the collection and storage of garbage are especially warned to keep all scraps, particles of foods, and garbage beyond reach of the bears. Bear-proof sheds or store-rooms for the garbage cans awaiting disposal at the incinerator will have to be provided wherever necessary.

(5) New park regulations promulgated by the Secretary of the Interior make it an offense punishable by fine to molest, tease or touch bears. These regulations are to be observed by all employees in Yellowstone National Park.

Roger W. Toll
Superintendent



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

May 22, 1931.

MEMORANDUM FOR ALL PARK RANGERS:

For your information there are inclosed Circular of General Information booklet and Motorist Guide for 1931 to be used in Yellowstone National Park this season. A number of changes have been made and you are requested to read and thoroughly familiarize yourself with the contents of the Circular of General Information booklet, especially regarding the following:

Rules and Regulations; Automobile and Motorcycle Regulations, pages 55 to 62.

Authorized Rates for Public Utilities, Season of 1931, pages 67 to 79.

Road distances on the map of Yellowstone National Park and Grand Teton National park, opposite page 38.

This year Motorist Guides only will be given out at the entrance stations. The booklets of General Information will be given out at the loop ranger stations and at the museums. We have on hand a few thousand 1930 Circulars of General Information and Motorist Guides which will be distributed before the new ones are issued to the stations.

Commencing June 1, auto camp checks will be made daily at the following places:

Mammoth	Norris
Old Faithful	Madison Junction
Fishing Bridge	West Yellowstone
West Thumb	Bridge Bay
Canyon	Lake

Tower Falls.

These checks will be made either in the morning or evening and records kept by state, make of car and license number. This data is to be kept on file at the respective ranger stations. The totals are to be telephoned to the Chief Ranger's office each morning.

Cars at the hotels, lodges and housekeeping cabins will be counted daily and the totals kept on record at the ranger stations. These totals shall not be added to the camp ground check nor telephoned to the office unless requested by this office.

George F. Bagley
Chief Ranger.

Inclosures.



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

May 20, 1931.

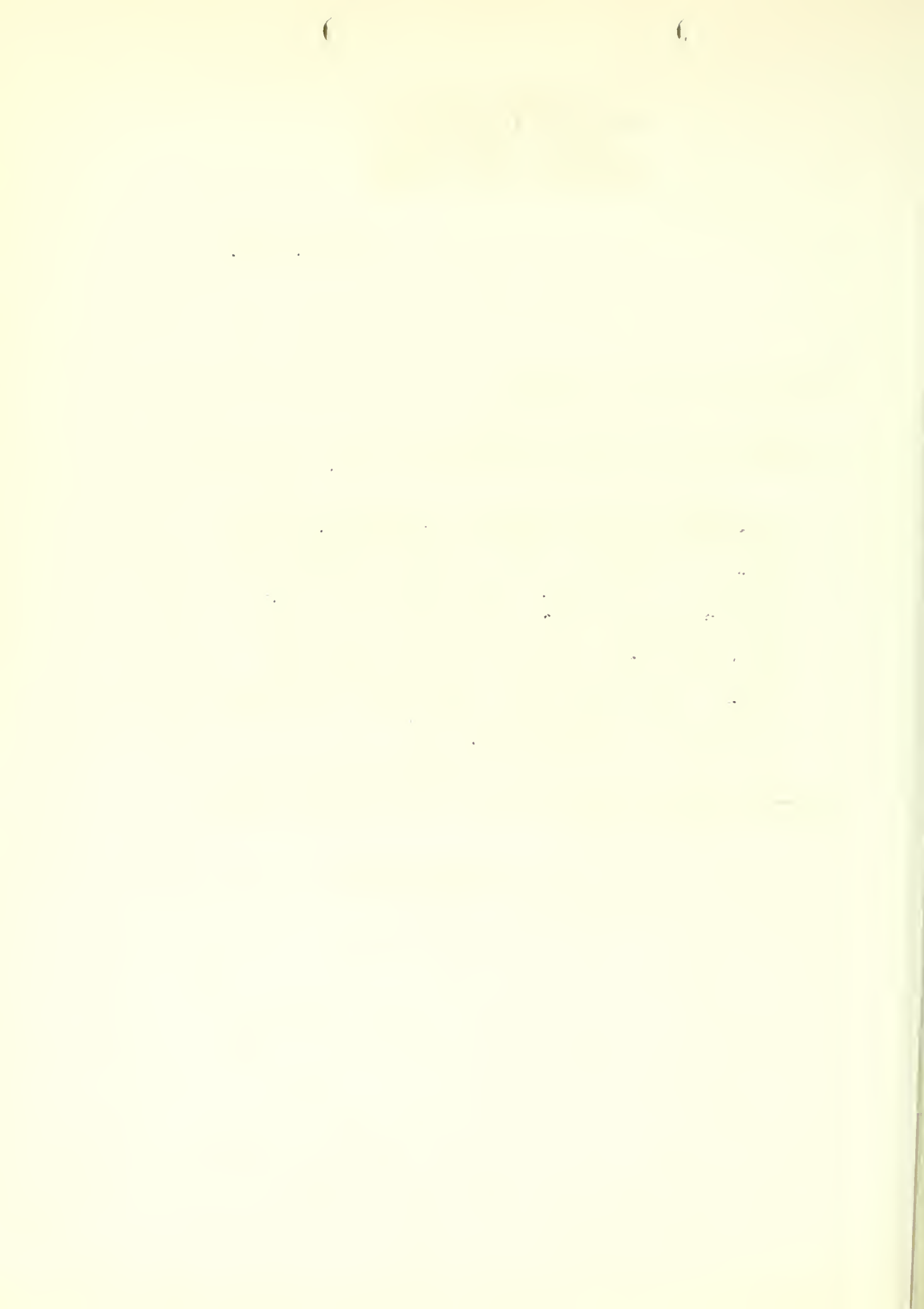
MEMORANDUM FOR ALL PARK RANGERS:

For your information the following news release, regarding accommodations in the Grand Teton National Park, is quoted:

"The Jenny Lake Inn at the south end of Jenny Lake, near the public automobile campground, in the Grand Teton National Park, will not be operated this year. An excellent public automobile campground is operated at Jenny Lake. No housekeeping cabins, however, are available. The nearest sleeping and eating accommodations to this camping area are at Moran, Wyoming, at the outlet of Jackson Lake, 11 miles north, and the town of Jackson, twenty miles south. There will be two stores operated just south of Jenny Lake on the public highway, which will carry a full line of luncheon goods."

All rangers will please post this memorandum on their bulletin boards for the information of the temporary rangers during the summer season.

George F. Bagley
Chief Ranger.



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

May 18, 1931.

MEMORANDUM FOR ALL PARK RANGERS:

Effective until further notice, the following prices will govern the sale of gasoline and oil in Yellowstone National Park during the tourist season of 1931:

GASOLINE

At Mammoth Hot Springs	23 cents per gallon
At other points in the park	24 cents per gallon
Ethyl gasoline	3 cents above regular gasoline.

OIL

<u>Germ processed motor oils</u>		<u>Conoco motor oil</u>	
Light	35¢ quart	Light	30¢ quart
Medium	35¢ "	Medium	30¢ "
Medium heavy	35¢ "	Medium heavy	30¢ "
Heavy	35¢ "	Heavy	30¢ "
Special heavy	40¢ "	Special heavy	35¢ "
Extra heavy	40¢ "	Extra heavy	35¢ "

The price to the National Park Service, for emergency purposes, will be 3¢ less per gallon for gasoline, and 5¢ less per quart for oils than the above prices.

Sincerely yours,

George F. Bagley
Chief Ranger.



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

May 18, 1931.

INSTRUCTIONS FOR CHECKING AND BOUNDARY STATIONS

In order to handle park travel uniformly, the following line of procedure will be used:

General Travel:- Duplicate permits are to be sent daily to the Chief Ranger's office. On each duplicate it will be necessary to stamp the date of issue. Statistical clerks will file them by name and compile all statistics and use the file for reference in looking up cars and people. The name of the permittee shall be written in ink in the upper left hand corner of each duplicate. It is very important that the names be written clearly, the last name appearing first.

The total number of cars, passengers, guns, dogs and fish are to be telephoned to the office each morning.

Re-entry Travel:- Re-entry cars will be handled in a similar manner; that is, all permit numbers should be taken, make of car, number of passengers, and gate at which issued. This data is to be kept on file at the checking stations and only the total number of re-entry cars and passengers will be telephoned in each morning.

All cars which are to be counted as re-entries shall be absent from the park for a period of three days or more. Thus week-end travel would be counted as re-entry travel. Cars which re-enter with a break of less than three days should not be included in re-enter travel but should be passed through the gate. Residents of Gardiner, Montana, and West Yellowstone, Montana, should be counted only once and not considered as re-entry travel on subsequent trips.

Exit Travel:- Exit cars are to be checked out as follows: The permit numbers shall be taken and kept on file at the checking station and only totals from each gate are to be telephoned in. However, it is necessary that a personal contact be made with every exit car. All guns should be inspected, and inquiries should be made for the total number of fish caught in the park and the date of exit stamped on the reverse side of the permit. Also, inquiry should be made of the visitors as to their comfort and enjoyment. If any practicable suggestions are made for improvement they should be forwarded to the Chief Ranger's office.

Miscellaneous Travel:- Miscellaneous travel will consist of hikers, passengers on bicycles, on horseback and horse-drawn vehicles. Also, Cooke stage travel should be included in miscellaneous travel.

Motorcycle Travel:- In handling motorcycle travel, dogs, guns and fish will be included with those in private automobiles and motorcycles. First entry, re-entry, and exit will be handled the same as automobile travel and the duplicate permits included with automobile permits and sent to the office daily.

Complimentary Permits:- Duplicates of complimentary permits are to be included with paid automobile permits and sent to the office. The auditor's coupon for complimentary permits should be included with the remittance for automobile permits.

Quoting circular No. 8 from the office of the Superintendent governing the issue of complimentary permits:

"All United States Senators, Congressmen, and Governors of States when entering the park in conveyances requiring the issuance of a permit will, upon being identified, be issued a complimentary permit without inquiry as to the purpose of their visit.

Except as above noted complimentary permits will be issued only upon request and upon the declaration that the applicant is traveling in an official capacity on official business.

Full data as to name, address, official position, make of car, state, license number, and number of passengers will be entered on the permit.

Members of the Forest Service, representatives of the U. S. Geological Survey, Bureau of Mines, Department of Justice, Public Health Service, and other Government agencies whose activities are related to the objects and purposes of the National Park Service are eligible for Complimentary Permits on the conditions above stated, also the State Officials of Montana, Wyoming and Idaho, and law enforcement officials of the Counties adjoining the park will be eligible for Complimentary permits subject to the conditions noted in paragraph three.

Complimentary Permits will not be issued to Officers of the Army and Navy or State Government Officials except as above indicated.

Applicants for Complimentary Permits may be sufficiently identified by letters of introduction, business letterheads, business cards, lodge receipts, railroad passes, or any official or unofficial paper that will indicate identity.

When in doubt as to whether or not an applicant is entitled to a permit under the conditions noted herein the Chief Ranger's Office should be consulted. The Superintendent will not concern himself with Complimentary Permits except when brought to his attention through the Chief Ranger's office."

Special transportation Permits:- The handling of special tour permits will be governed by the following office order and amendments:

Quoting Washington Office Order No. 143, dated April 7, 1928:

"Considerable time was given at the last superintendent's conference to a discussion of the problems affecting the entry of bus and motor coach tours into the national parks. The former may be divided, first, into such tours from regular points to nearby parks with such parks as definite objectives, and thereby probably in competition with our own established transportation operations, and secondly, such tours from distant points that would not be considered in competition with our own established transportation operations and where, because of such distance, the parks would not be the main objectives but merely scenic incidents in a general tour. For the past year or so the Service has been studying the development of such special tour business and has decided that busses and motor coaches falling under the second classification should be for the present, and without prejudice to future action, admitted under payment of certain road license fees.

One development of the touring industry has been the desire of schools, colleges and other institutions of learning to arrange for tours through one or more of the national parks as part of their educational work, and offering the trip to their students, members of the faculty and teaching corps. In order to stimulate as much as possible this way of learning about the national parks and monuments, the Service has in all cases where it has been proven that a responsible school, college, or other institution of learning has developed such tours and placed them in charge of responsible representatives of such institutions to exact only a nominal fee for entry into the parks, but in all other cases where the tour was a purely commercial one, using the park roads for profit, a reasonable fee be exacted for the use of the roads.

THEREFORE, for all such tours, which in the opinion of the Superintendent do not directly compete with the established transportation service in and into the park, superintendents may issue appropriate permits upon the arrival of such tours at park entrances, the following special permit fees to be charged in addition to the regular park automobile entrance fee in each case, and without prejudice to future action on the part of the Service:

Education tours from schools and other institutions of learning not primarily operated for profit -
\$1.00 per car per tour.

Commercial tours, operated for profit and whether educational in character or not - \$10.00 per car per tour.

Until further notice and until special forms have been devised and approved, the regular transportation permit Form No. 10-113 shall be used in such cases, and shall be issued in quadruplicate, one original signed copy to be furnished the permittee: one original signed copy to be forwarded to the Comptroller General: one copy to be transmitted to the Washington Office; and one copy to be retained for park files. Permits will be issued to cover a single trip through the park, only, and shall be indorsed upon entrance by the checking-in ranger with date of arrival at the park, and shall be surrendered by the permittee upon leaving the park, if practicable. Care must be taken to prevent the use of the same permit a second time.

The limitations as to size, weight, passenger-carrying capacity, etc., of motor busses, or coaches operating on such tours over the roads in the national parks shall be those prescribed for the regular operations of park operators.

In cases of cars operated on these tours arriving at the park without prior notice of the limitations, the superintendent shall have authority to waive said limitations provided he shall first satisfy himself that the car can be safely operated over the park roads."

Quoting supplement No. 1 to Office Order No. 143, dated February 12, 1929:

"The provisions of Office Order No. 143 dated April 7, 1928, with reference to the issuance of special transportation permits under the conditions therein stated for the admission of bus and motor coach tours into the national parks, contemplate that such special transportation permit privilege shall extend only to separate tours operated occasionally during the park season and which are termed "special" tours. It is for this reason that under the provisions of the above-mentioned order separate permits for each trip are required to be taken out by the operator at each park in order that this form be under the control of the Service. At no time was it contemplated that regular tour service operated into any particular park or parks, on fixed schedule during the entire park season would be authorized under the provisions of Office Order No. 143.

THEREFORE, in order to clarify the provisions of the above-mentioned Service Office Order it is hereby directed that the issuance of special tour transportation permits thereunder shall be limited in all cases to not more than five permits to any one operator during the same season for any one park or group of parks; also, that under such permits a total of not more than five cars during any one season shall be authorized to be operated by any one operator on special tours of the character described in Office Order No. 143 and under the provisions thereof."

Quoting supplement No. 2 to Office Order No. 143, dated April 10, 1929:

"Recent inquiries received from the field indicate that it is not clear to all as to whether the provisions of Service Order No. 143, dated April 7, 1928, as supplemented February 12, 1929, governing the issuance of special transportation permits for occasionally operated scenic bus and motor coach tours, are generally applicable to all the national parks or just those where automobile license fees are charged for the use of park roads.

THEREFORE, in order to further clarify the provisions of this order and supplement, it is hereby directed that the provisions thereof shall apply only in the following national parks: Yellowstone, Yosemite, Sequoia, General Grant, Mount Rainier, Crater Lake, Mesa Verde, Glacier, Rocky Mountain, Grand Canyon, Zion, Bryce Canyon.

In all other national parks, and in the national monuments, such tours shall be admitted without charge and without requiring the taking out of a permit when in the opinion of the officer in charge the operation is not in competition with established and authorized transportation service at the particular park or monument. Local tours not coming within the definition of "general scenic tours" but which have a particular national park or national monument as sole objective will not be admitted to any national park or national monument where established and authorized transportation service is maintained."

Quoting supplement No. 3 to Office Order No. 143, dated November 13, 1930:

"The matter of the charge of \$1.00 per car per tour, and per park, for special transportation permits issued for educational tours from colleges and other institutions of learning when not primarily operated for profit, under the provisions of Office Order No. 143, dated April 7, 1928, as amended, has been given careful consideration during the past season, and in view of the misunderstanding that many of the operators of these tours have as to this charge, namely, that it is a special tax on the educational use of the national parks, it has been decided to abolish this charge in the future and to issue special permits for this class of tours as provided in the former office order without charge, except the usual automobile license fee.

Another matter which has been given considerable study during the past season is the apparent impracticability of enforcing the restriction as to the size of busses seeking admission to the parks on these and other general tours, and it is believed that under present conditions of the park roads that the limitations heretofore placed on these busses as to passenger-carrying capacity should be removed and the requirement of admission modified. Therefore, hereafter all busses operated on outside tours authorized admission to the parks

under the provisions of Office Order No. 143, as amended, will be admitted without regard to the restrictions as to passenger-carrying capacity, but with the express understanding and upon the condition that the Superintendent may, in his discretion, prohibit the use of any roads in the park over which a particular bus in his judgment, can not be safely driven from the standpoint of general travel thereon as well as on account of the size of the particular bus."

Quoting from a letter from the Director dated January 22, 1930:

"Referring to Acting Superintendent Joffe's letter of January 15, in regard to our letter of December 18, to Hon. Fred C. Johnson, House of Representatives, relative to a proposed outing trip of a troop of boy scouts into Yellowstone National Park, it is not the purpose of Service Order 143 and supplements to require the taking out of any special permit in the case of machines carrying boy scouts, girl scouts, orphanage groups, etc., the facilities for which in most instances are furnished free of charge by public-spirited citizens or organizations and these trips should be regarded as exceptions to the policies laid down for outside tours. It is difficult to lay down any general rule with respect to trips of this kind, but it is believed the superintendents will have no difficulty in recognizing these cases which come within this category and for which no permits should be required other than the usual park license fee."

Quoting a letter, dated December 12, 1930, from the Director:

"Reference is made to your letter of the 1st, asking whether the special automobile permit fee for commercial tours, admitted to the national parks under Office Order No. 143, as supplemented, should be charged for trucks accompanying such tours and carrying baggage.

After consideration of this matter, it has been decided that the special permit fee should not be charged for trucks carrying baggage in connection with commercial tours, but that they should be admitted to the parks upon payment of the usual permit fee for trucks."

Grand Teton Park Travel:-- The travel to and from Grand Teton National Park will be checked at the South Entrance of Yellowstone National Park. It is necessary to prepare a weekly Teton travel report for the Washington office. Teton travel shall be checked in the following manner:

All cars traveling through the South Entrance, whether north or south bound, shall be asked if they have visited or plan to visit the Grand Teton National Park, and the records shall be kept in the following manner:

Records are to be kept of both cars and passengers. Travel from Yellowstone Park through Teton Park and travel from Teton Park to Yellowstone Park; travel from Yellowstone Park to Teton Park and return. This information shall be kept and a weekly report prepared in triplicate,

one copy of which shall be mailed to Superintendent A. T. Woodring of Teton National Park, one copy kept at the checking station and one copy mailed to the Chief Ranger's office.

Cooke Travel:- All Cooke travel shall not be included in the annual travel reports, but only persons who enter the park through Cooke will be included in this report. However, a careful check shall be kept of all travel through the Cooke Ranger Station so that we may be able to know just what travel is using our Cooke road. This information will be kept at the ranger station until the close of the season.

Bechler River Travel:- Travel through the Bechler River district shall be checked as usual and the number of fish caught shall be obtained whenever possible. All travel shall be reported for inclusion into the monthly travel reports.

Gallatin Gateway Travel:- Travel via the Gallatin Gateway shall be checked one day each week and two Sundays each month so as to arrive at the number of cars and passengers traveling over the Gallatin road. This check shall also show whether cars are north or south bound.

Pack and Saddle Horse Outfits:- Pack outfits traveling in Yellowstone National Park are required to have a permit from the superintendent before they enter the park. When park rangers come in contact with pack parties they shall inquire for their permit and the party's itinerary. If the party has no permit, the ranger shall secure the names of all people in the party and the itinerary for the balance of the trip in the park and mail or telephone the itinerary to the Chief Ranger's office at once so that an itinerary may be prepared and sent to all rangers who are interested.

It is planned to furnish an itinerary to all rangers for all pack outfits. A pack party which has no permit should not be discommoded in any way but should be advised that a permit is necessary for future trips.

Mount Washburn Travel:- Travel from Canyon to Tower Falls by way of Mt. Washburn and Dunraven Pass will be checked at Dunraven Pass; also travel from Canyon to the top of Mt. Washburn and return and this report shall be telephoned into the Chief Ranger's office every morning.



Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming

Office of the Superintendent

May 18, 1931

MEMORANDUM FOR HEADS OF DEPARTMENTS:

The following memorandum just received from the Director of the National Park Service is quoted for the information and compliance of Park Service employees:

"Now that the tourist season in the national parks and monuments is about to begin, there will be many important official parties, including the appropriations committee, visiting them. Confidentially, there is still a possibility of the President and his party visiting many of the parks.

"In this connection I want to call the attention of all superintendents and custodians to my orders that the uniform regulations must be strictly complied with from now on. Last year I noticed that many of the uniforms worn, including those of higher officials and even superintendents, were not in accordance with the regulations. In fact, instead of the forestry green cloth prescribed for the uniforms, I noticed breeches made of lighter colored material, and some of the footwear, leggings, shirts, ties, etc., were far from the prescribed type. It appeared to me that some of our men, instead of complying with our regulations were attempting to simulate the uniforms worn by officers of the United States Army.

"All the superintendents and custodians know that I am a firm believer in strict compliance with the regulations, no matter what they may be. This subject has repeatedly been brought up at superintendents' conferences, and superintendents and custodians cannot plead that they have been ignorant of this order. Superintendents and custodians are the representatives of the Service in seeing that the regulations are enforced, and when I notice that apparently any sort of deviation therefrom is permitted, I can only conclude that it is due to their indifference. The National Park Service uniform is nothing to be ashamed of; quite to the contrary, it is the official evidence of the wearer's official standing as a responsible representative of his Government and his Service in the position he happens to occupy. In fact, our uniform is recognized as especially interesting and distinguished. For a superintendent or custodian to permit deviations, except in exceptional cases where approval for cause has been given by the Director, can be taken as an index to general indifference or carelessness in other directions.

"Please see that each employee of your organization through the responsible officers is advised that henceforth all prescribed uniforms must be worn in accordance with the regulations, and I shall be greatly disappointed in our organization if breaches of the regulations come to my attention this summer."

Guy D. Edwards,
Acting Superintendent



United States
Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming

May 12, 1931.

CIRCULAR NO. 5.

This memorandum outlines a change that has been made in the system of organization of the Protection Department in Yellowstone National Park.

The park is divided into ten districts, eight of which are year around and two are summer districts. Maps showing these districts are to be mailed to each ranger within a day or two. Each district will be in charge of a district ranger. Rangers assigned to the various stations within this district are to work under and be responsible to the district ranger. The former system of supervisory territories is discontinued. There are to be two assistant chief rangers and a forest assistant. These assistants are assigned to work over the entire park. The duties of each are herewith briefly outlined:

General Assistant. The General Assistant shall have charge of the Chief Ranger's office. His duties are to prepare all reports and statistics, to handle all correspondence, coordination of field and office work and to act in the absence of the Chief Ranger.

Field Assistant. The Field Assistant shall supervise all the law enforcement work, coordination of temporary and permanent personnel in the field, organization of patrols of all kinds and other general field duty as directed by the Chief Ranger.

Forest Assistant. It will be the duty of the Forest Assistant to supervise all phases of the forestry work under the direction of the Chief Ranger, which will include timber operations of all kinds, timber surveys, forest entomology work, fire protection and other forestry work.

The assistants who are assigned to field duty are to assist the district rangers in performance of work in the various districts. All activities of the assistants in the field are to be under the direction of the Chief Ranger. In all instances the district ranger is to be the responsible official in his district and the assistants are to help him in outlining and directing the various activities in his district.

The full cooperation and support of all rangers is requested in making this system of organization effective. Constructive suggestions will be appreciated. It is hoped to issue a new Ranger Manual early this season based on the above organization.

The assignment list, which is attached hereto, gives the various summer assignments for all park rangers.



United States
Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming.

May 12, 1931.

MEMORANDUM TO ALL PARK RANGERS:

The following are the assignments for the permanent ranger force for the sum of 1931. All rangers will be transferred to these assignments as soon as possible. For the benefit of the Service it may be necessary to change some duty stations without notice.

George F. Baggle, Chief Ranger, will be in charge of all Protection Department activities.

George V. Miller, General Assistant, will be in charge of the Chief Ranger's office.

Francis D. Malone, Field Assistant. The Field Assistant will supervise all law enforcement, coordination of temporary and permanent personnel in the field, organization of patrols and general field duty.

Fred T. Johnston, Forest Assistant. The Forest Assistant will supervise all phases of forestry work.

SPECIAL ASSIGNMENTS

Guy E. McCarty, Park Ranger, will be assigned to fish culture work in cooperation with the Bureau of Fisheries with headquarters at Norris Ranger Station.

John W. Jay, Park Ranger, will be assigned as general utility man with headquarters at Mammoth.

Roy Brown, Park Ranger, will be in charge of pack trains.

MAMMOTH DISTRICT

Harry Trischman, District Ranger, Headquarters at Mammoth.

Julius L. Greer, Park Ranger, in charge of Gardiner Ranger Station.

E. R. Arnold, Park Ranger, in charge of Tower Falls Ranger Station.



John Bauman, Park Ranger, in charge of Norris Ranger Station.

James N. Dupuis, Park Ranger, in charge of Upper Slough Creek Ranger Station.

Clifford Anderson, Park Ranger, in charge of Buffalo Corral.

SODA BUTTE DISTRICT

William S. Chapman, District Ranger, with headquarters at Soda Butte Ranger Station.

Frank H. Anderson, Park Ranger, in charge of Cooke Ranger Station.

SYLVAN PASS DISTRICT

E. E. Ogston, District Ranger, with headquarters at Sylvan Pass Ranger Station.

THOROFARE DISTRICT

F. Sheldon Dart, District Ranger, with headquarters at Thorofare Ranger Station.

LAKE DISTRICT

Allyn F. Hanks, District Ranger, with headquarters at Lake Ranger Station.

George A. Walker, Park Ranger, in charge of West Thumb Ranger Station.

James L. Johnston, Temporary Park Ranger, in charge of Fishing Bridge Ranger Station.

A new man will be assigned to Frost Lake Fire Patrol.

SNAKE RIVER DISTRICT

Rudolf L. Grimm, District Ranger, with headquarters at Snake River Ranger Station.

John F. Aiton, Park Ranger, field work from Snake River Ranger Station.

BECHLER RIVER DISTRICT

Gerald P. Yetter, District Ranger, with headquarters at Bechler River Ranger Station.



Albert E. Elliott, Park Ranger, assigned to assist with forestry and general ranger work at Bechler River Ranger Station.

RIVERSIDE DISTRICT

Albert T. Bicknell, District Ranger, with headquarters at Riverside Ranger Station.

• Maynard Barrows, Park Ranger, in charge of West Yellowstone Checking Station.

Lee Coleman, Park Ranger, in charge of Gallatin Ranger Station.

CANYON DISTRICT

Curtis K. Skinner, District Ranger, with headquarters at Canyon Ranger Station.

OLD FAITHFUL DISTRICT

Frank W. Childs, District Ranger, with headquarters at Old Faithful Ranger Station.

Note: Rangers on duty at the Bechler River Insect Project will not be transferred until the project is completed unless it is found advantageous for the Service to do so.

Roger W. Toll
Superintendent.

United States
Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming

May 12, 1931.

CIRCULAR NO. 4:

Effective May 28, 1931, and until further notice all waters in Yellowstone National Park will be open to fishing with the following exceptions:

LAKES. Lost Lake near Tower Falls; Grebe Lake in Canyon District; Squaw Lake in the Lake District and Fish Lake near Soda Butte.

STREAMS. The Gibbon River from Wolf Lake to Virginia Cascades; the rapids of the Yellowstone River (about three and one-half miles below the Lake outlet); all tributaries of the Madison River which have their sources in Yellowstone National Park, which include Grayling, Campanula, Cougar, Maple, Duck and Gneiss Creeks; all streams which are trapped by the Bureau of Fisheries shall be closed between the trap and the mouth of the stream.

SPECIAL LIMITS. The five fish per day limit in Yellowstone Lake shall continue in effect and include the boat docks at West Thumb, Lake Hotel and Fishing Bridge. Parties taking boat trips to the remote parts of the lake will be allowed the limit of ten fish per person.

All closed waters will be posted by the district rangers with the exception of those streams being trapped by Bureau of Fisheries, and which will be posted by the Bureau while such traps are in operation.

FISHING REGULATION:

TEN FISH PER PERSON FISHING SHALL CONSTITUTE THE LIMIT FOR A DAY'S CATCH, EXCEPT IN ONE OR TWO POSTED WATERS WHERE FIVE FISH PER DAY IS THE LIMIT. NOT MORE THAN ONE DAY'S CATCH SHALL BE IN POSSESSION AT ANY ONE TIME.

Roger W. Toll
Superintendent

Postmasters: Please Post.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

May 12, 1931.

MEMORANDUM FOR ALL PARK RANGERS:

The following memorandum issued by Acting Superintendent Edwards under date of May 5, is being printed herewith for your information:

"The ruling with regard to the use of automobiles in the park will be enforced this year the same as in previous years. Therefore, you should advise all employees under your supervision who have cars that these cars must be removed from the park or tied up by May 15.

Only two or three exceptions are being made to this rule and these have been discussed with the heads of departments under whom the employees are engaged."

It would be a good idea for all of you to give this private car question your immediate attention and avoid a considerable amount of trouble at a later date.

Sincerely yours,

George F. Baggley
Chief Ranger

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming

Office of the Superintendent

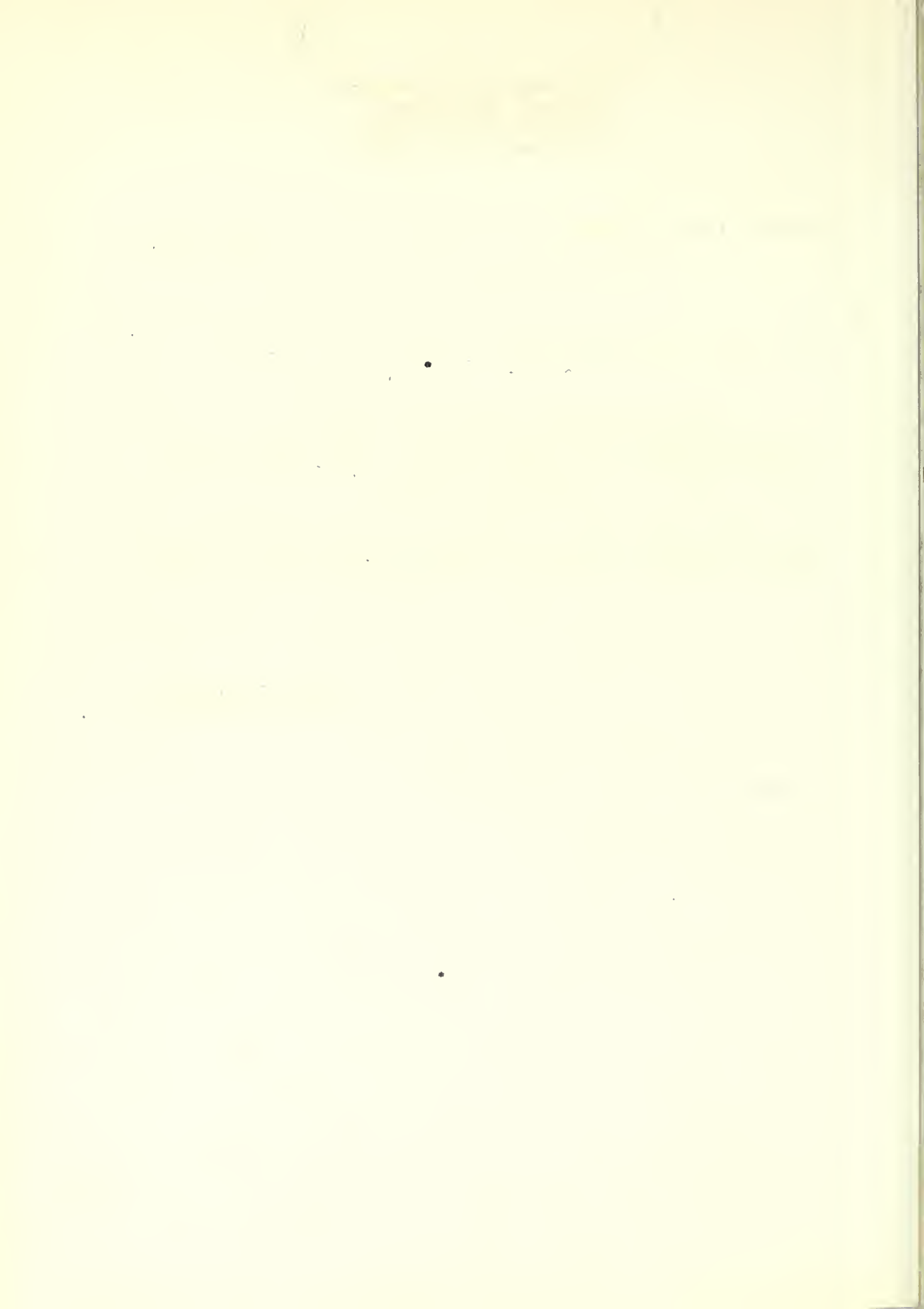
May 5, 1931

MEMORANDUM TO ALL EMPLOYEES:

This is to reaffirm the fact that absolutely no work will be done on private automobiles, trucks, or any other private equipment at all at the Mammoth garage. This applies also to private cars used on Government business.

Travel regulations allow gas and oil only for private cars or trucks used on Government business. Greasing and repairing are not permitted by Government regulations.

Guy D. Edwards
Acting Superintendent.



Department of the Interior
National Park Service
Yellowstone National Park

SPECIAL FOR MONTANA, WYOMING, IDAHO AND UTAH PAPERS
PLEASE ON RECEIPT

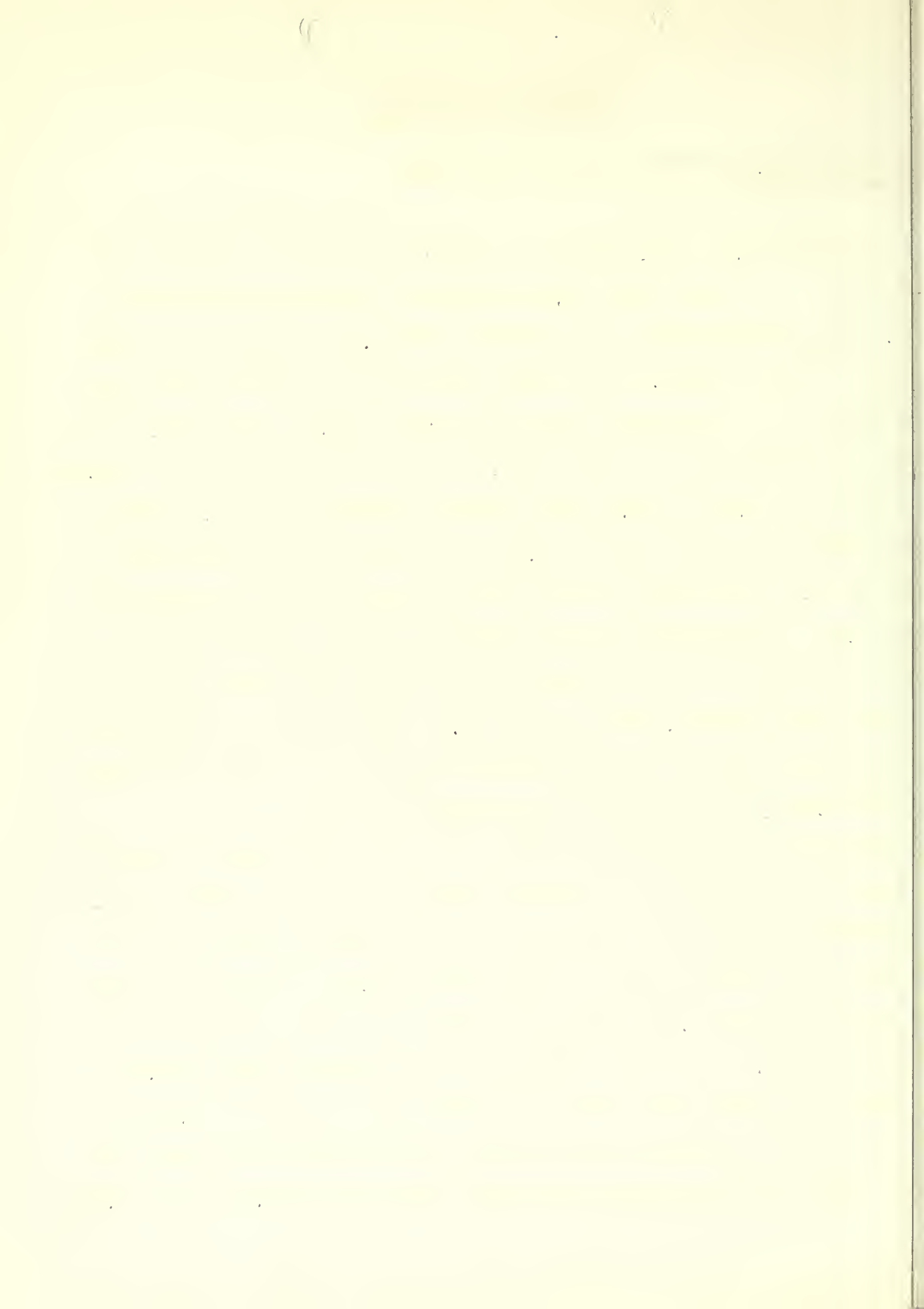
Yellowstone Park, Wyoming, May 23: A gigantic road building program is now under way in Yellowstone National Park, according to announcement just made by Roger W. Toll, Superintendent of the nation's wonderland. The roads in the park are being improved every year. The coming season will see more work done on the road system than in any preceding year of the park's history. New contracts, involving the expenditure of a million dollars, will be advertised and let this year.

On all new roads, the width, from shoulder to shoulder, is 24 feet, grades rarely exceed 5% and easy curves are used. Last fall, after the summer travel season was over, good progress was made on the contract work that was under way in the park. Morrison-Knudsen Company completed the grading contract between Morris Junction and Madison Junction; also the grading and surfacing of the two mile road from Chittenden Bridge to Artist Point. They completed the grading on the sixteen mile stretch of the east entrance road and laid a part of the crushed rock surfacing. That contract will be completed this season.

Work on the reconstruction of fifteen miles of road from Canyon to Tower Falls has begun last year and will be continued throughout this year and until completed.

Another contract will be advertised in the near future to extend this work from Tower Falls eleven and one half miles toward Mammoth. The road will be carried north of Crescent Hill, lowering the summit of the road some 600 feet below the present location. The total cost will be in the neighborhood of \$500,000.

Bids for surfacing, with 6 inches of crushed rock, and oil processing, for 14 miles of road from Obsidian Cliff to beyond Madison Junction were opened last month. Eight bids were received, running from \$294,000 to \$416,000. The low bid,



Sheet No. 2.

offered by C. V. Hallenbeck was accepted, and work will begin this month. This contract includes masonry retaining walls at Gibbon Falls.

A grading contract between Mammoth and Obsidian Cliff will be advertised and awarded this year. The cost of the work to be done is estimated at \$275,000.

The major road projects in the national parks are handled by the Bureau of Public Roads, for the National Park Service. Mr. Fred C. Capes, Senior Highway Engineer, is in charge of the work in the Yellowstone. A resident engineer is in charge of each contract job.

Surveys will be continued on work that is planned for construction within the next year or two.

The National Park Service will do some light surfacing and oiling work on the Gallatin road, the oiling of the new Artist Point road, also the construction of miscellaneous betterments, also oiling and semi-processing of other roads. This work will be in charge of Mr. Guy D. Edwards, Assistant Superintendent, and Mr. C. A. Lord, Engineer. The south entrance road will be oiled for dust prevention to the south boundary of the park. Oiling work will be handled this year, as was done last year, with a minimum of trouble and inconvenience to visitors.

There are over 300 miles of park roads to be maintained and improved. Fifteen road maintenance camps are operated for this purpose.

This season the first standard roads in the park will be completed. They will be surfaced with crushed rock and oil processed. More than 40 miles of road, some of which has been under construction for several years, will be completed this year.

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Department of the Interior
National Park Service
Yellowstone National Park

JJ-7

MEMORANDUM FOR THE PRESS:
Release ON RECEIPT

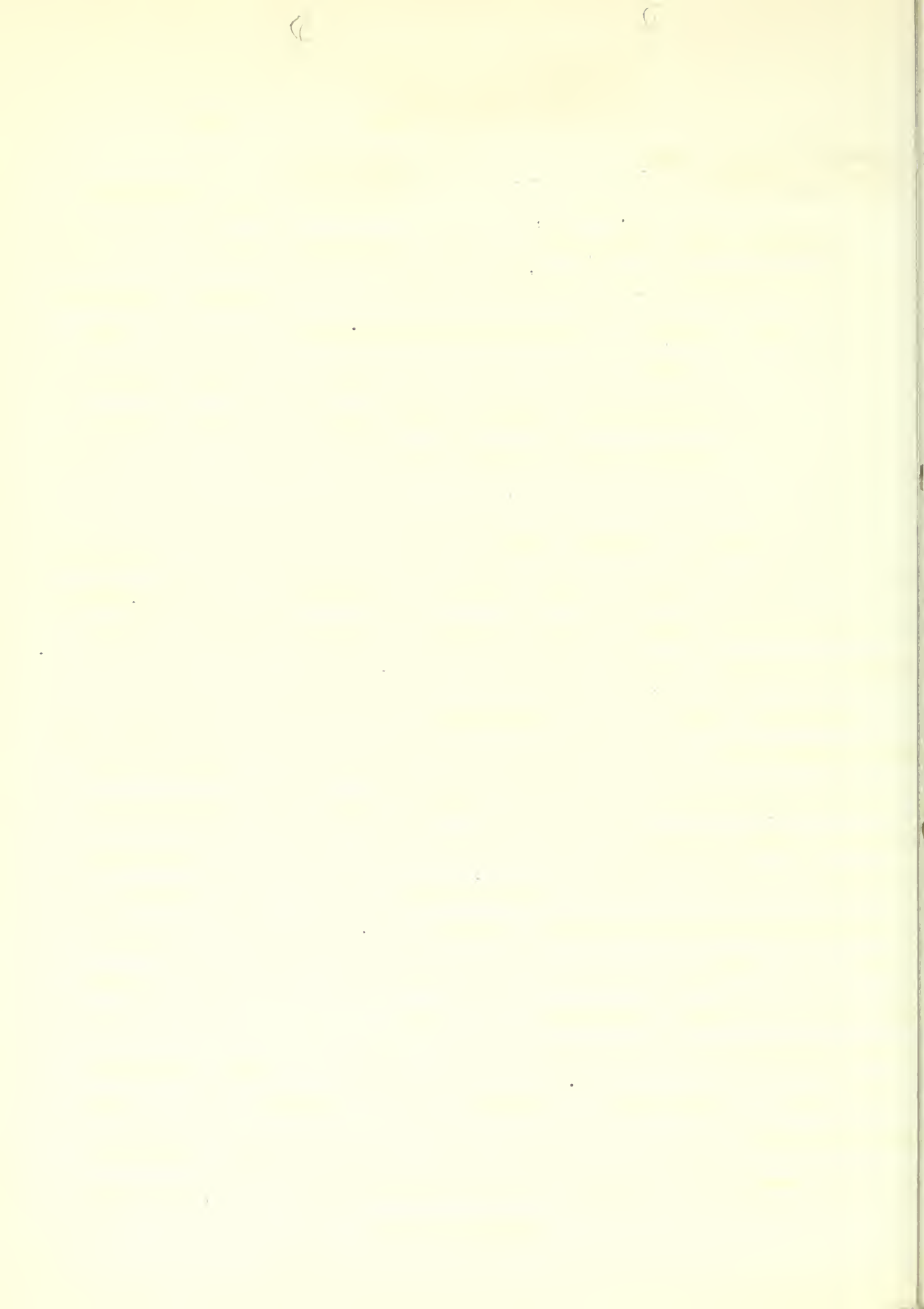
By: Joseph Joffe
Assistant to the Superintendent

Yellowstone Park, Wyoming, May 00: While pessimists are singing the refrain of their old favorite song "Hard Times", authorities in Yellowstone National Park are joining in the chorus of "Happy Days Are Here Again". The travel to the park during the 1930 season, for the first time since 1913, the last year of the World War, failed to establish a record but from inquiries received during the winter and those coming in now indications are that the park will enjoy another banner year.

The improvement of highways leading to the four park gateways and the betterment of the roads in the park itself will be an inducement for increased automobile travel and the various railroads serving the park are optimistic over the prospects for their rail travel during the coming summer.

According to Roger W. Toll, Superintendent of this great summer playground, the Yellowstone will not officially open until June 20 but the north and west entrances are expected to be open and the road to Old Faithful traversable to those using their own cars by May 15 or 20 and by the first of June early visitors should be able to reach the Lake and Canyon. It will probably be the middle of June before the east and south entrances are passable, due to heavy snow belts in these areas and the lack of good warm days during late April and early May. As soon as travel is permitted in the park the operators will provide informal accommodations and the gasoline filling stations and general stores will be open at all the main points of interest. Rail visitors will not come to the park until June 20 and at that time the large hotels and permanent lodges will be in full operation to take care of those seeking this type of accommodation.

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Department of the Interior
National Park Service
Yellowstone National Park

JJ-8

MEMORANDUM FOR THE PRESS:
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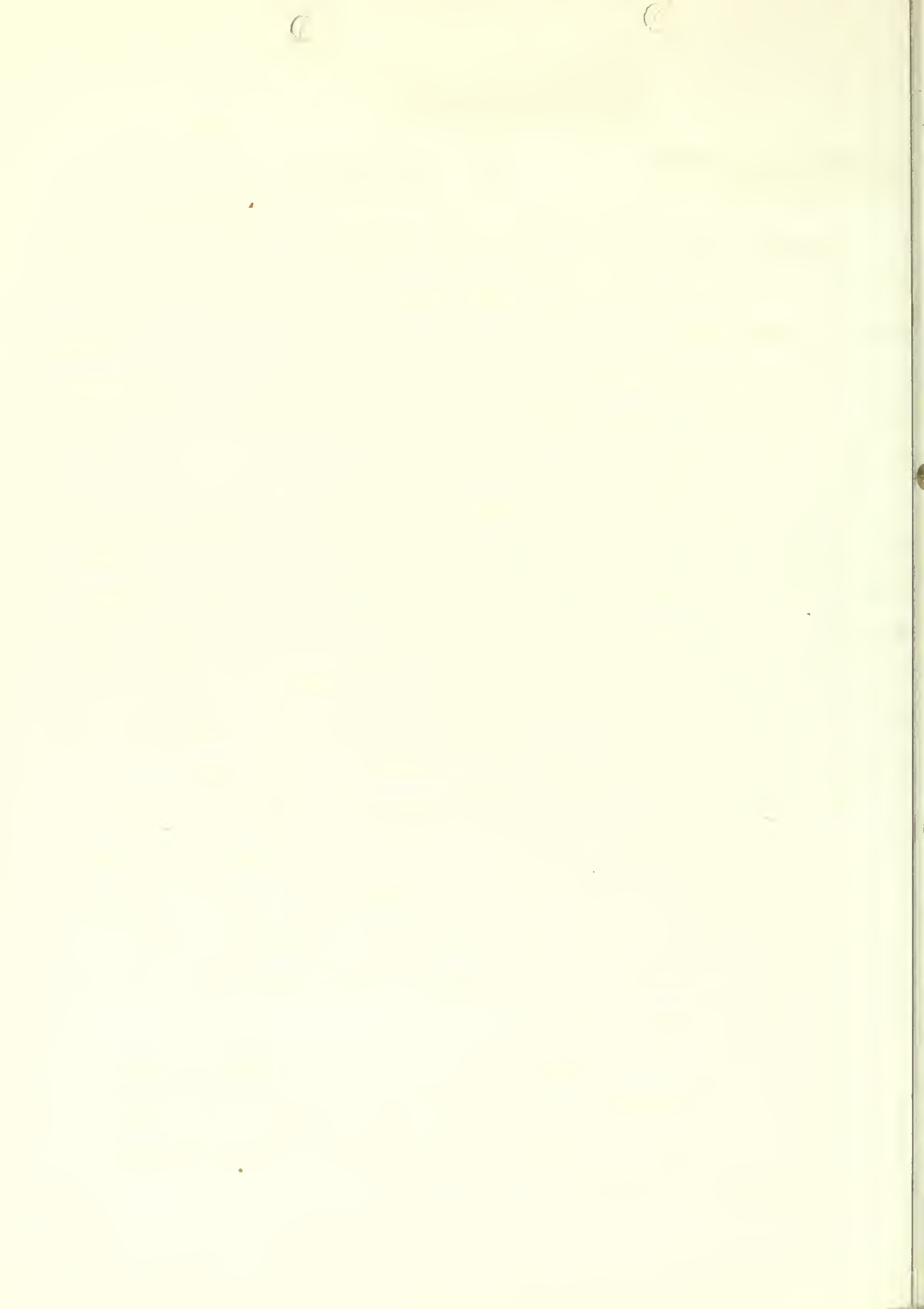
By: Joseph Joffe
Assistant to the Superintendent

Yellowstone Park, Wyoming, May 00: To be "taken for a ride" in Yellowstone National Park does not hold the same horrors that the term implies in gangland warfare. Jesse James and his tribe of hold-up bears have not yet done the damage in the park that Al Capone and his gang have in the big cities but nevertheless some of the bears have become destructive and a nuisance around headquarters and the rangers are on the war path.

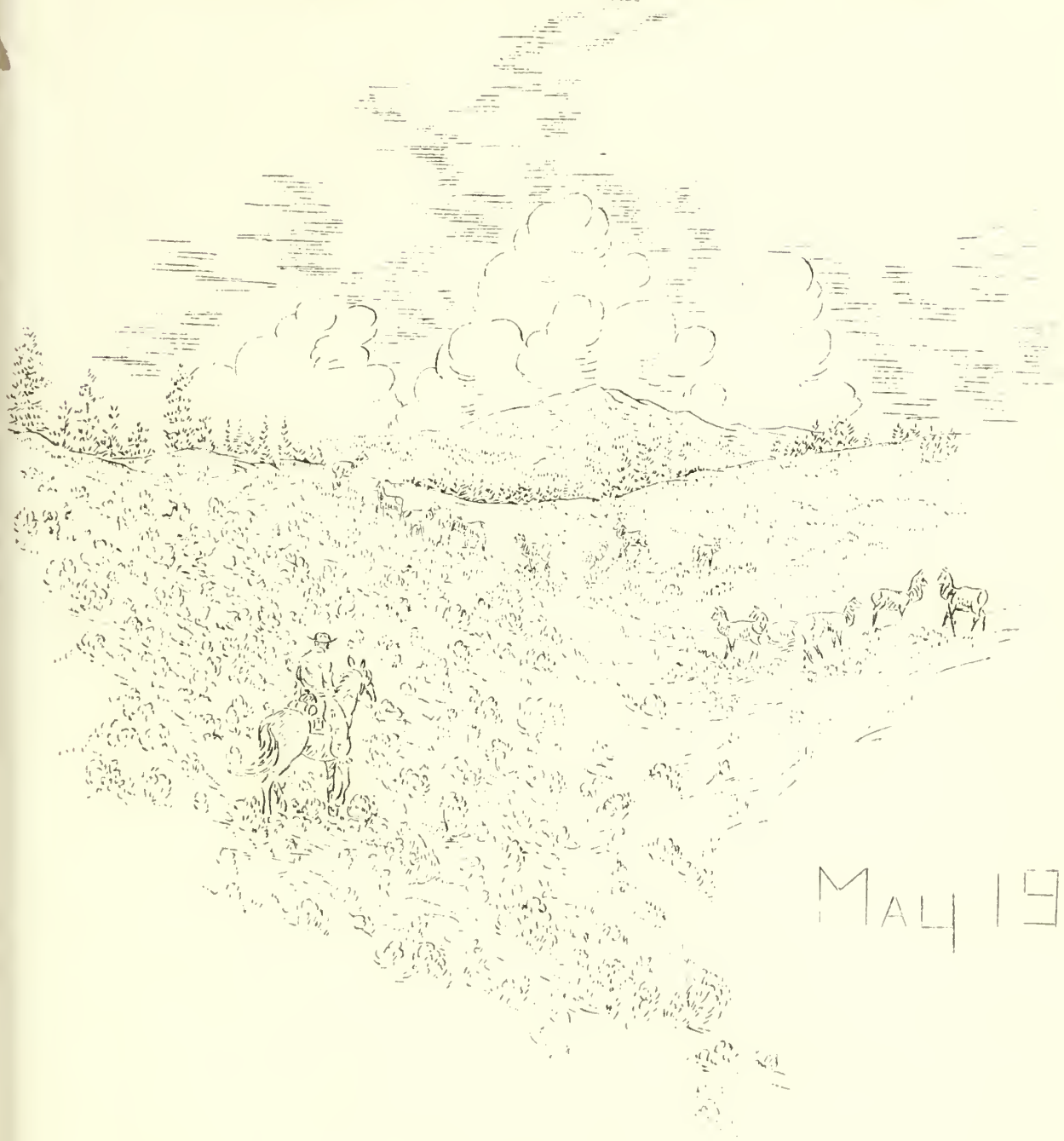
An iron cage has been set on a trailer frame with rubber-tired wheels and each evening the trap is set near a garbage can in the rear of one of the park residences. Almost every night sees a catch, although on one or two occasions Mr. Bear has been too smart and sensing something in the air has avoided a particular bacon rind which has come within reach of his nostrils. When a bear takes the bait he closes the door of his cage and makes himself a prisoner. In the morning the rangers perform their end of "taking him for a ride".

First, daubs of white paint are applied through the bars to the head, face and other parts of the anatomy. After this beauty parlor treatment the trailer is hooked onto a car and the bear taken ten or fifteen miles from headquarters to an unfrequented locality and released. The paint is intended to mark the culprit so that if he returns he will be known and more drastic action can be taken for second and third offenses.

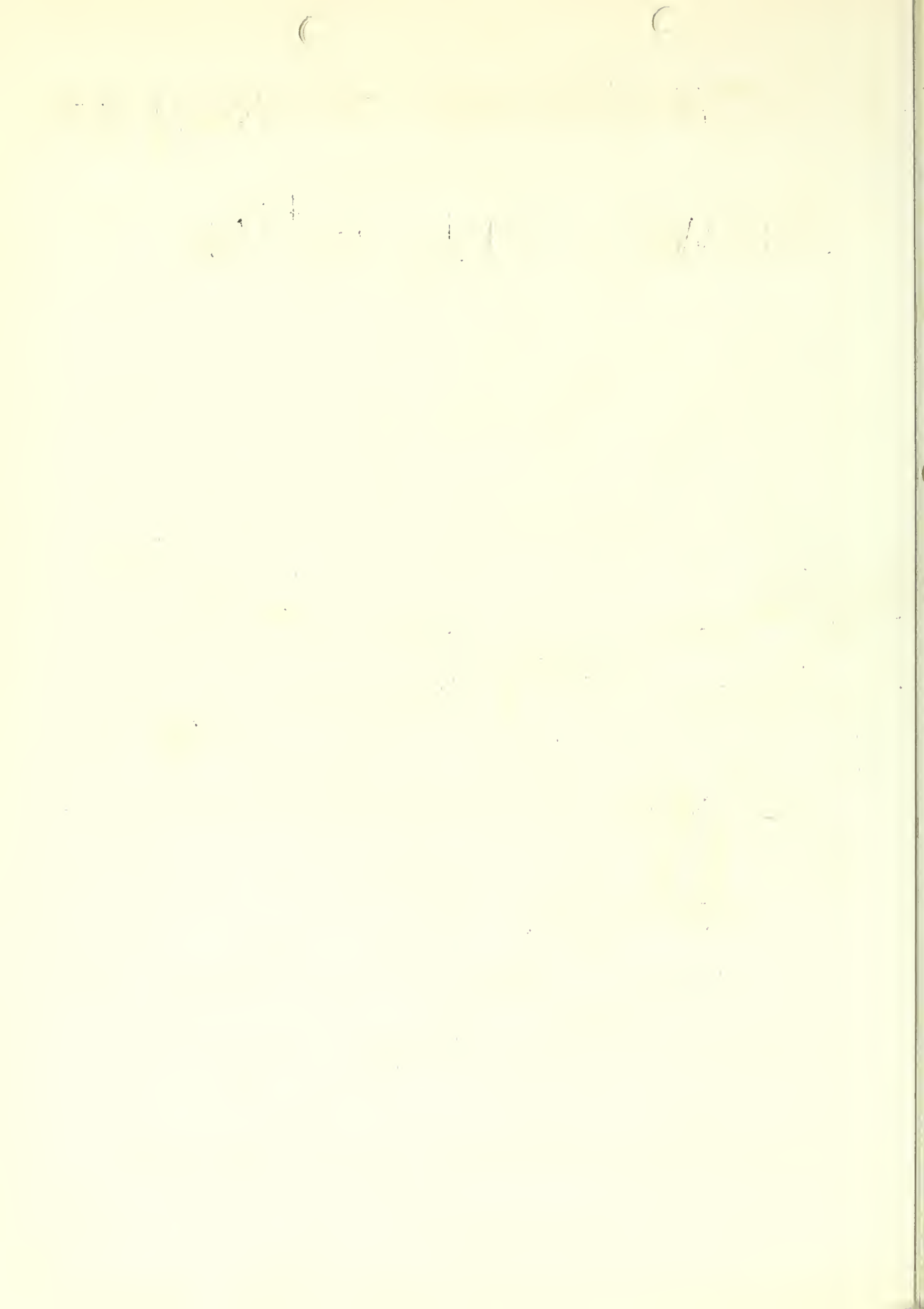
Sometimes a bear does come back. The other night one was caught, without any paint, but by other markings he was identified as a culprit with a police record who had been ordered to stay out of town. How was the paint removed? The rangers suspect an accomplice.



YELLOWSTONE RANGER NEWS BULLETIN



MAY 1931



UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
YELLOWSTONE NATIONAL PARK
YELLOWSTONE PARK, WYOMING

YELLOWSTONE RANGER NEWS BULLLTIN

May, 1931.

Vol. 1 No. 7.

Roger W. Toll, Superintendent

George F. Baggley, Chief Ranger

Superintendent Roger W. Toll arrived in the park on May 6 and left on May 17 to be gone until about June 15. He plans to return by way of Denver where his family will join him to return to Yellowstone for the summer.

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The Bechler River Insect Control Project is now in full swing. There are four crews in the field burning the standing bug infested trees. In cases where this treatment is not advisable, the trees are cut, ricked and burned.

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A new ranger manual will probably be published in June and we will be pleased to have the rangers submit to the office sketches or pictures which would be appropriate as a cover for the manual.

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The monthly game count was made on April 27 and 28, with the following results:

Elk	7,696
Deer	316
Antelope	363
Moose	30
Mt. sheep	77.

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Our annual game report will soon be completed, at which time copies will be mailed to all rangers.

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To date six bears have been captured in Mammoth and taken for rides to other points in the park. It was the second trip for one of the bears.

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The following information, regarding three of the national parks, may be of value to the rangers during the coming season:

The Great Smoky Mountains National Park. In the case of the Great Smoky Mountains National Park the States of Tennessee and North Carolina have already turned over to the United States over 15,000 acres, which under special provision by the Congress has been accepted for administration and protection. A superintendent and subordinate rangers have been installed to administer and protect the area so turned over, mainly to protect the wonderful forests from fire and vandalism.

The superintendent for the Great Smoky Mountains National Park is J. Ross Eakin, with temporary headquarters at Maryville, Tennessee. The park area can best be reached by train with the cities of Asheville, N. C., and Knoxville, Tenn., as objectives. From Asheville the visitor can proceed by train to Waynesville and Bryson City, the two towns nearest to the park boundaries in that State. From Knoxville the visitor may proceed by bus to Sevierville and Gatlinburg, the latter a small hamlet on the park boundary, or to the park headquarters at Maryville, or to Newport by bus. The best opportunities for accommodations and hiking and horse-back riding within the park area close at hand are at present those at Gatlinburg.

There is no road as yet enabling the motorist to circle the park, except by long roundabout routes, but both States are cooperating in putting new roads around the western end of the park via Maryville, Calderwood, and the Aluminum Company of America's dams to Bryson City, and from Newport, Tennessee, to Waynesville, North Carolina, on the eastern end of the park. Literature regarding how to reach the park by automobile can be obtained from the East Tennessee Automobile Club, Knoxville, Tennessee.

The Proposed Mammoth Cave National Park. This area can best be reached with Cave City, Kentucky, as the train or motor objective. This town is only about 15 miles from the Mammoth Cave, which can be reached over an excellent modern road. A modern up-to-date hotel, with good beds and food, is available at the Cave, and every facility is provided to view this wonderful Cave over a variety of routes. Descriptive material regarding this area can be obtained from the Mammoth Cave National Park Association, Martin Brown Building, Louisville, Kentucky.

The Proposed Shenandoah National Park. This park will lie on the heights of the Blue Ridge between Waynesboro, Virginia, on the south, and Front Royal, Virginia, on the north. Only the Skyland Hotel, reached out of Luray, Virginia, offers opportunity for accommodations and recreation within the park area. Luray can be reached by train or motor. From Luray it is about 3 miles to the foot of the mountain, where motor cars must be parked and the trip up the mountain undertaken either by buckboard, horses, or on foot. By horses or buckboard the time to reach Skyland is about one hour. Skyland lies at an elevation of over 3,000 feet, offering fine panoramas of neighboring valleys to the west. Excellent saddle horses are available at Skyland.

Members of the Yellowstone organization were greatly grieved when they learned of the death on the night of April 24 of Harry "Packy" McFarland. "Packy" had been failing in health for sometime and when he had a stroke on the afternoon of the 24th he was rushed to the hospital in Livingston, where he died that night, death being attributed to heart failure. "Packy" was one of the old timers of the park, having served some fifteen years here and he had more than 'thirty years' service with Uncle Sam to his credit. He was beloved by everyone and was a familiar figure around headquarters in the summer, riding on his "buck" horse a great deal of the time. He held the position of Foreman and was in charge of grounds, putting up ice, repairing tents, etc. Packy was buried in Livingston on April 29, and six of his old buddies--Bob Lacombe, Sam Woodring, Joe Douglas, Harry Trischman, Roy Brown and William Wiggins--all in uniform, acted as pall-bearers. He was laid to rest in his Park Service uniform and the flags at headquarters were flown at half mast on the day of the funeral. Many of the Park people attended the funeral and the floral tributes were beautiful. Packy's son, George, came to the park from his home in Des Moines, Iowa, to make arrangements for the burial and to settle up the estate, and every possible assistance and cooperation was extended to him by the park people.

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C. V. Hallenbeck, of the Hallenbeck Construction Company, of Pueblo, Colorado, was awarded the contract of surfacing and oiling the Obsidian Cliff-Firehole Cascade section of the grand loop road of Yellowstone National Park. The Hallenbeck camp is established just below Gibbon Falls.

* * * * *

Stevens Brothers of St. Paul, Minnesota, were the successful bidders for the oiling and the construction of necessary guard rails on the east entrance, or Sylvan Pass, road. Stevens Brothers have not as yet started work but are expected to do so in the very near future.

* * * * *

We are contemplating opening the east and south entrances to Yellowstone National Park about June 10, or possibly a few days earlier, providing weather conditions permit.

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During the past winter the coyotes destroyed numbered 98, in comparison with 134 for the previous winter. These hides were sold to the highest bidder, two sales being held, on February 20 at Mammoth and on April 13 at Livingston.

At the first sale Beckman Brothers of Great Falls, being the highest bidders, purchased 38 Government hides, on sealed bids, for \$9.47 each, and 31 private hides for \$10.64 each. Since the private hides were sold on open bids, they netted a higher price.

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At the second sale of coyote hides Don Strong of Livingston purchased the 6 Government hides for \$7.00 each and the six private hides for \$7.50 each.

The number of game killed by coyotes this winter was somewhat below the figure for other years.

* * * * *

Bob Lacombe is being transferred, effective May 22, from his present position as Chief Buffalo Keeper in Yellowstone National Park, to Custodian of the Craters of the Moon National Monument in Idaho. Bob has been in Yellowstone National Park for fifteen years and before this time spent eleven years in the Philippines. He has been buffalo keeper for twelve years, ten years of which his title has been Chief Buffalo Keeper.

We are sorry to see Bob leave Yellowstone and hope he will return to visit us often. All members of the Park Service in Yellowstone wish him great success and happiness in his new undertaking.

* * * * *

There has recently been invented by Barnett Harris of Illinois what is known as the "Mercy" Bullet to be used in capturing wild animals. This bullet is loaded with a chemical and is so made as to be noiseless when fired. The chemical takes effect in from 45 seconds to 3 minutes and after the animal falls he is unable to get up for from 30 minutes to 1 3/4 hours. The greatest advantage in this method of capture is the elimination of heart strain on the animal caused by ordinary methods of capture.

* * * * *

Feeding of the main herd of buffalo at the Buffalo Ranch was discontinued on April 17. On May 1 the calves were turned loose. After being fed a ration of hay and cottonseed cake, which was purchased last fall, the condition of the buffalo was found to be better than in previous years. Bob Lacombe stated that if he were to continue at the Buffalo Ranch he would want this cake fed to the buffalo every winter.

* * * * *

All the buffalo from the Lamar Valley have migrated to summer range and during this migration Bob Lacombe succeeded in capturing 29 for the show herd in the Mammoth Buffalo Corral.

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According to the usual spring custom of ransacking one of the snowshoe cabins, a bear entered and completely demolished the interior of the Crystal Springs snowshoe cabin.

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United States
Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyoming

May 12, 1931.

CIRCULAR NO. 4:

Effective May 28, 1931, and until further notice all waters in Yellowstone National Park will be open to fishing with the following exceptions:

LAKES. Lost Lake near Tower Falls; Grebe Lake in Canyon District; Squaw Lake in the Lake District and Fish Lake near Soda Butte.

STREAMS. The Gibbon River from Wolf Lake to Virginia Cascades; the rapids of the Yellowstone River (about three and one-half miles below the Lake outlet); all tributaries of the Madison River which have their sources in Yellowstone National Park, which include Grayling, Campanula, Cougar, Maple, Duck and Gneiss Creeks; all streams which are trapped by the Bureau of Fisheries shall be closed between the trap and the mouth of the stream.

SPECIAL LIMITS. The five fish per day limit in Yellowstone Lake shall continue in effect and include the boat docks at West Thumb, Lake Hotel and Fishing Bridge. Parties taking boat trips to the remote parts of the lake will be allowed the limit of ten fish per person.

All closed waters will be posted by the district rangers with the exception of those streams being trapped by Bureau of Fisheries, and which will be posted by the Bureau while such traps are in operation.

FISHING REGULATION:

TEN FISH PER PERSON FISHING SHALL CONSTITUTE THE LIMIT FOR A DAY'S CATCH, EXCEPT IN ONE OR TWO POSTED WATERS WHERE FIVE FISH PER DAY IS THE LIMIT. NOT MORE THAN ONE DAY'S CATCH SHALL BE IN POSSESSION AT ANY ONE TIME.

Roger W. Toll
Superintendent

Postmasters: Please Post.



