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DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

Yellowstone NATIONAL PARK

FILE NO. 143

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M O N T H L Y R E P O R T S

June, 1927.

JUNE 1927

Gilbert

July 3, 1927.

Dear Sir:

The following is my report on conditions in Yellowstone National Park and on the activities of the National Park Service for the month of June, 1927:

In our report for the month of May we described the unusual weather conditions which adversely affected our efforts to clear the roads of snow and get ready for the 1927 tourist season. The bad weather continued well into June and the month was considerably colder than the weather records show is normal for June. This continued cold weather kept the snow from melting as it should, and in the high passes early in the month there was freezing weather every night. During the first three weeks of the month all efforts of the park organization were concentrated on getting the roads open. As stated in our May report the road between Norris Junction and Canyon Junction was opened on May 27th On June 5th the first cars reached Lake Yellowstone from Canyon. With the two park engineers and my assistant, Mr. Joffe, I reached a point approximately two miles south of the West Thumb on June 1st. Our car was the first over the road between Lake and West Thumb. We also moved out on the Cody road a distance of approximately 6 miles. The road over the Continental Divide was opened on June 19 and while it was soft in places when the first buses were sent over it on June 20 it accommodated traffic right along with the exception of a few mornings when traffic was restricted in order to give the road crews a chance to regravel the soft sections. The eastern entrance road was cut through by the snow shoveling crews on June 16 and the first car went over the road immediately. It was opened to traffic on the morning of June 18th. This road also developed several soft places, particularly in the Cub Creek section, and a crew had to be maintained there to assist the traveling public. For several days traffic was sent through Sylvan Pass from the Lake in the morning and the west bound traffic was permitted through in the afternoon. This was on account of the fact that cars could not pass any snow drift. Dunraven Pass was opened on time and traffic began on June 19th, although it is believed that several cars went over on the 18th. The south entrance road presented the greatest difficulty. Five out of seven spans of the Lewis River bridge were torn out by high water and pressure of the snow loads. It was necessary

May 24, 1917.

Dear Mary

The following is my report on conditions in Kalamazoo business past and at the activities of the Christmas Work Service for the month of June, 1917:

In our report for the month of May we described the unusual weather conditions which adversely affected our efforts to raise the funds if some and yet kept busy for the 1917 Service season. The bad weather continued well into June and the month was considerably colder than the month's records show it normal for June. This continued cold weather kept the corn from making as it should, and in the plan passes early in the month there was frosting almost every night. During the first three weeks of the month all efforts of the work committee were concentrated on getting the crops ripe. As stated in our May report the real business district association and Oregon Department was going to May 27th to close its the first four months ended June 31st following the two part employers not by employers. Mr. Jeffs, I mentioned a point appropriately two miles north of the city limits on Kalamazoo Lake. Our one was the first year the road between Lake and Lake Geneva. We also moved out on the City road a distance of approximately 3 miles. The road was the Continental Hotels was opened on June 19 and while it was late in planes also the first boats were each over in on time so it accommodated traffic right along with the exception of a few morning when traffic was restricted in order to give the road crews a chance to remove the left positions. The western railroad was out running by the same arrangement on June 10 and the first car came over and road Lakeshore. It was equal to traffic on the morning of June 18th. This year also developed several new places, particularly in the Bay View section, and further the to be maintained serve to assist the travelling public. For several days traffic was most curious cyclists from Bay View in the morning and the west South Bicycle Club particularly remarkable in the afternoon. Only one or another of the four that were small set back by some trifle. Improved Lake was opened on the 1st and traffic began on June 15th, although it is believed that several cars went over on the 12th. The Lake Michigan road presented the greatest difficulty. Five out of seven miles of the lake drive other things were done out of high water and pleasure of the good health. It was necessary

to fix this bridge before the crews could move the snow which lay deep on the road for a distance of 5 miles toward the top of Pitchstone Plateau. The road was finally opened on June 29th when we took two buses through the snow with the aid of 10 horses. Cars traveled over the south entrance roads under their own power on July 1st. Regular service has now been established for the Yellowstone Park Transportation Company on this line. The road to Cooke City has been practically impassable during the month on account of deep ruts and mud. The road was badly cut up by trucks operating to and from Cooke City. It is still in extremely bad condition but we will endeavor to make it passable within a short time. The north and west entrances to the park were formally opened on June 1st but traffic was very light owing to the bad condition of roads in Montana. However, a considerable number of campers came in and availed themselves of such facilities as we had available. About June 15th the Camps Company got some of its housekeeping units available for campers but its delicatessen and lunch rooms were not available until the opening of the hotels and lodges on June 19th. This delay in opening the cafeterias and lunch rooms was due to necessity for completing new buildings and installing new equipment. The summer employees of the hotels and lodges were brought to the park by special trainson June 15, one train coming from Los Angeles to the western gateway and one from St. Paul and Minneapolis to the northern entrance.

All rangers reported on June 15th. They were immediately instructed in theirnduties and despatched to their stations. The ranger force is an exceptionally good one this year and is accomplishing excellent work. Drivers for the Transportation Company are being brought in in groups as they are needed.

The formal opening of the park took place at the Cody entrance on June 19th. The guests of honor and principal speakers were Hon. John Q. Tilson, Floor Leader of the U.S.House of Representatives, Congressman Charles E. Winter of Wyoming, Governor Frank C. Emerson of Wyoming and two Indians, White-Man-Runs-Him, last of General Custer's Crow Scouts, and Max Big Man, interpreter for the old scout. Arrangements for the opening were made by the C. B. & Q. R. R., the Cody Club, the Cody Lions' Club, and the National Park Service. The Forest Service cooperated also. A large crowd attended the opening ceremonies and there were so many cars at the eastern gateway that all efforts to register them according to regulations were unavailing. At one time the line of cars was 5 miles long.

On June 17th there were celebrations commemorating the opening of the Bozeman and Gallatin Gateway entrance to the park. On the morning of the 17th Northern Pacific officials, State officers and others participated in a celebration in Bozeman featuring the beginning of Northern Pacific service to Bozeman. These exercises were followed by a picnic at the park line, a great many people going up the Gallatin road in a motor caravan. In the meantime the C. M. & St. Paul R. R. threw open its new hotel at Gallatin Gateway and kept it open for inspection during the day. Many high officers of the Milwaukee system were there, including Mr. H. E. Byram, former president and now receiver. The Yellowstone Park Hotel orchestras were sent over by Mr. H. W. Child and a dance was a feature of the evening

entertainment. Congressman Tilson and Mrs. Albright and I attended the celebration as guests of Mr. Byram.

The park is exceptionally beautiful this year. The heavy snows of the winter and the late spring storms have saturated the ground with moisture and the growth of grasses and flowers is unusually luxuriant. I have never seen the park so generally beautiful and attractive. The wild flower gardens are as fine as could be found anywhere. The wild animals have stayed closer to the roads this year, probably as a result of weather conditions. Moose have been available along the road between Mammoth and Norris almost all the time. The elk herds are also close by and antelope are to be seen at the Gardiner entrance and along the road between Tower Falls and Mammoth. Deer and mountain sheep are also seen quite often. Bears are abundant and already as many as 17 grizzlies have appeared at the Canyon Hotel feeding grounds.

The service furnished by both the operators and the National Park Service is already on a satisfactory basis, and many compliments have been received. While the roads are rough in places they are unusually good as a whole. Many miles of the roads have been oiled, thus abating the dust nuisance. A general description of the oiling may be found under another heading.

Already a number of distinguished people have visited the park. Taking everything into consideration the 1927 season has started off most auspiciously and the prospects are that it will not only be a record season but one that will be satisfactory in every way. The traveling public on account of the better service and unusual beauty of the park and the opportunities afforded to see the wild life is unusually fortunate.

110 - Status of Work

All departments of the Yellowstone Park organization have their work practically up to date. There are so few cases of arrearage that they are hardly worthy of mention. The organization is functioning in a very efficient manner, and it is believed that work can be kept up to date throughout the summer.

120 - Park Inspections by Superintendent

I have been out in the park a great deal during the month. On June 1st I was at Grand Canyon. On the 5th I was with the engineers and my assistant, Mr. Joffe, on the first inspection of the roads between the Canyon, Lake Yellowstone and West Thumb; also part of the Cody road. On the 6th and 7th I was at Bozeman and Livingston, Mont., on business. During the following week I was at Old Faithful on general inspection. On the 12th and 13th I was at Yellowstone Lake, Grand Canyon, Old Faithful and as far across the Continental Divide as it was possible to get on account of snow conditions. On this trip of inspection I had with me Mr. Fred R. Williamson, Vice President of the Northern Pacific R. R., former President Arthur T. Hadley of Yale, also Mr. Walter White, President of the White Motor Company. On the 14th I was at Livingston on business and to meet Hon. John Q. Tilson. On the 15th, with Congressman Tilson, I inspected the Buffalo

Ranch, the roads lying between here and the ranch and the road above Tower Falls for 5 or 6 miles. On the 16th with Congressman Tilson I inspected the roads to Old Faithful and to the Continental Divide. On the 17th we went from headquarters to West Yellowstone, thence to Gallatin Gateway to the formal opening of that entrance. Returning on the 18th with Mr. Tilson we went through from West Yellowstone to Grand Canyon and Lake Yellowstone where we spent the night. On the 19th we inspected the Cody road and attended the opening celebration at the east entrance. On the 21st with Engineer Daum I inspected the roads between Lake Yellowstone and headquarters by way of Dunraven Pass and Tower Falls. On the 26th and 27th I made a complete inspection of the park roads and facilities. On the 29th and 30th I made the first trip from the south entrance to the Jackson Hole region, spending the night of the 29th at Bar B. C. Ranch and returning to headquarters on the 30th.

122 - Special Field Representatives of the National Park Service

Acting Chief Landscape Engineer Thomas C. Vint was here on the 1st of the month but left that day for the North Rim of the Grand Canyon. He returned on Friday, June 24th, and since that time has been active in all parts of the park in locating things to be erected by park operators and by the National Park Service and in marking trees for vista cutting, in making certain rearrangements of auto camps and in general planning and inspection. Mr. Vint expects to leave for Glacier Park in a few days. Assistant Landscape Engineer E. A. Davidson was here during the entire month except for the period June 23rd to June 30th when he was on duty in the Craters of the Moon National Monument by special assignment. Mr. Davidson was engaged in making plans for planting work to be done next year, in making a detailed study of the Fishing Bridge Auto Camp, in locating cabins in the housekeeping units of the Yellowstone Park Camps Company and other work, a report on which is given under 260.

On June 22nd Chief Naturalist Ansel F. Hall arrived from his Berkeley headquarters and has been engaged in helping organize the ranger-naturalist service for the summer. He has also been planning the development of the terrace trail at Mammoth and a new nature trail in this vicinity. He will be here for several weeks making plans for future developments along educational lines in Yellowstone Park.

123 - National Park Service officers

Mr. Wm. A. Blossom, Inspector from the Interior Department, Washington, D.C., arrived here on June 19th and left again on June 22nd. Mr. Blossom came again in order to further instruct our clerks in the new bookkeeping system which did not seem to be working satisfactorily. He was here earlier in the spring when the new system was installed.

124 - Other Interior Department officers

Mr. F. M. Veatch of the U. S. Geological Survey was here on June 9th for inspection of the water gaging stations in the park. All of the gaging stations were checked, inspected and repaired. They were all functioning before the period of high water. Mr. Veatch again returned to the park on July 1st.

125 - Other Government officers

Dr. H. E. Burke of the Bureau of Entomology arrived at West Yellowstone on June 20th to resume his work as Forest Entomologist in the park for the summer. He will have charge of spraying operations along the west approach road and will advise the administration of the park on all matters relating to insect control. This is Dr. Burke's third summer in Yellowstone Park. He is a very competent and valuable officer. Dr. W. D. Edmonston, also of the Bureau of Entomology, is here assisting Dr. Burke.

On June 19th, Mr. C. F. Capes of the Bureau of Public Roads arrived from the Denver office of the Bureau to arrange for road construction in the park during the summer. The north unit of the Gallatin project and the Cub Creek section of the east entrance road will be constructed this year under Mr. Capes' general supervision. He will be located at headquarters during the summer. He was followed by Senior Engineer H. E. Snyder, who will have charge of surveying work in the park during the summer. These engineers took the contractors over the Gallatin project, bids for which were opened on the 28th. On June 22nd Mr. A. H. Palen, Assistant to the District Engineer, Denver, arrived for general inspection and for conferences with the Superintendent in regard to road construction and surveys to be undertaken during the year. Mr. Palen is still here.

On May 27th the Bureau of Fisheries crew for the summer entered the park and on June 5th established summer headquarters in their buildings at Lake Yellowstone. I was greatly impressed with their operations during the month. On June 22nd Capt. C. F. Culler, District Supervisor of the Bureau of

On June 23rd Order Superviser Lynn A. Hall arrived from his foreign headquarters and has been engaged in helping organize the emergency service for the season. In the city have planning the development of the service until an Council and a few months until is this working. He will be here for several weeks making plans for future development plus educational plans in relationship.

1.1 - Salmond Park Service Officers

Mr. Mr. L. Tomsin, inspector from the Interior department, Indianapolis, U.S., arrived here on June 17th and left again on June 23rd. Mr. Tomsin came again in order to further investigate our duties in the conservation service which did not seem to be working satisfactorily. He was here earlier in the spring when his new system was installed.

1.2 - Other Interior Department Officers

Mr. L. C. Tomsin of the U. S. Geological Survey was here on June 6th for inspection of the water pumping stations in the park. All of the pumping stations were checked, inspected and repaired. They were all functioning before the period of dry water. Mr. Tomsin returned to the park on July 1st.

1.3 - Other Government Officers

Mr. L. L. Jones of the Bureau of Reclamation arrived on June 5th to review the work of Lynn Hall. Mr. Jones is in the park for the season. He will have charge of supervising operations along the west shoreline road and will advise the maintenance of the park on all matters relating to lands and water. This is Mr. Jones's third summer in Yellowstone Park. He is a very competent and valuable officer. Mr. L. L. Jones, also of the Bureau of Reclamation, is here assisting Mr. Jones.

On June 19th, Mr. R. F. Dugan of the Bureau of Public Roads arrived from the Denver office of the Bureau to arrange for road construction in the park during the season. The work only of the Public Roads and the forest service section of the east entrance road will be conducted this year under Mr. Dugan's general supervision. He will be located at Lewis Lake during the season. He was followed by Senior Engineer C. R. Dugan, who will have charge of surveying work in the park during the season. These engineers took the construction over the Yellowstone projects, also for which were opened on the 20th. On June 22nd Mr. R. R. Jones, located in the Medical Department, arrived, arrived for general inspection and for consultation with the department. Problems in regard to road construction and surveys is to be considered during the year. Mr. Jones is still here.

On July 1st the Bureau of Biological Survey for the season entered the park as in June 5th assistant game inspectors in Yellowstone National Park. I was greatly impressed with their operations during the month. On June 22nd Dept. R. F. Dalton, District Superviser of the Bureau of

Fisheries, who has charge of this station here, reached the north entrance to the park and took up his headquarters at Lake Yellowstone.

Mr. H. B. Hommon, Sanitary Engineer of the U.S.Public Health Service, San Francisco, Calif., arrived here on the 24th and has been here since that time laying plans for work to be undertaken along sanitation lines. He has made several tours of the park with Master Plumber Wiggins and reported to me this morning that all work for the summer has been planned and instructions given for carrying it out. Attention has also been given to plans for next year under the 1929 estimates. Mr. Hommon will leave tonight for Glacier Park.

126 - Congressional Committees or Sub-committees

Hon. John Q. Tilson, Floor Leader of the House of Representatives, was in the park from June 14th to 19th inclusive and made a complete inspection of as much of the park as was accessible. He took a keen interest in all activities of the park and was much impressed with the efficiency of the organization. He was the chief speaker at the opening celebration at the Cody gateway on June 19th. He also attended the opening of the Gallatin Gateway on June 17th.

127 - Other Agencies

Dr. E. T. Allen of the Geophysical Laboratory, Washington, D.C., arrived here on June 20th. Dr. Allen is here in connection with studies of the geyser action in Yellowstone.

Fisheries, who has charge of this aquatic farm, reports on the work accomplished by the park and lands of the Department of Game Conservation.

Mr. E. L. Thomas, Military Engineer of the U.S.Public Health Service, San Francisco, Calif., arrived here on the 11th and has been here since that time laying plans for work to be undertaken along sanitation lines. He has held several hours of the park with Master Fisheries Biologist and reported in the 11th morning that all work for the summer has been planned and instructions given for carrying it out. Instructions has also been given to plans for work year about the 1949 sanitary. Mr. Thomas will leave tonight for Glacier Park.

1?? - Commissioner Conservation or Sub-commission

Mr. John G. Tilson, Time Leader of the Bureau of Interior Motives, was in the park from June 1?th to 1?th inclusive and made a complete inspection of as much of the park as was accessible. He took a keen interest in all activities of the park and was much impressed with the efficiency of the organization. He was the main speaker at the opening ceremonies on the Good Friday, on June 1?th. He also attended the opening of the Glacier Museum on June 1?th.

1?? - Other Visitors

Dr. R. B. Allen of the Geographical Laboratory, Washington, D.C., arrived here on June 30th. Dr. Allen is here in connection with an study of the geyser action in Yellowstone.

130 - Finance and Accounts:

The status of the different allotments to Yellowstone National Park as of June 30th, is as follows:

APPROPRIATION 46433 YELLOWSTONE NATIONAL PARK, 1926.

	Allotments	Expended	Balance
Previously reported	353,083.00	352,903.85	179.15
Expended during June			
	353,083.00	352,903.85	179.15

APPROPRIATION 47433 YELLOWSTONE NATIONAL PARK, 1926-27

Previously reported	28,700.00	27,364.78	1,335.22
Expended during June		1,335.22	1,335.22
	28,700.00	28,700.00	000

APPROPRIATION 47433 YELLOWSTONE NATIONAL PARK, 1927

Previously reported	340,586.00	319,992.31	20,593.69
Expended during June	16,774.00	37,367.69	20,593.69
	357,360.00	357,360.00	000

APPROPRIATION 4x436 ROADS AND TRAILS, NATIONAL PARKS

Previously reported	137,876.37	112,022.93	25,853.44
Expended during June	237,000.00	237,000.00	
	123,900.00	42,811.84	81,099.06
	$498,776.37	391,834.87	106,942.50

APPROPRIATION 47433 YELLOWSTONE NATIONAL PARK, 1927-28

Previously reported	30,000.00	2,289.69	27,710.31
Expended during June		10,405.64	10,405.64
	30,000.00	12,695.33	17,304.67

APPROPRIATION 47406 INSECT INFESTATION, NAT'L PARKS, 1927

Previously reported	2,500.00	1,621.10	878.90
Expended during June		449.30	449.30
	2,500.00	2,070.40	429.60

The status of the different allocations to Tuticorin National Port as of June 30th, is as follows:

CONSOLIDATED STATE FINANCIAL AUDITOR PLAN, 1984.

	Allocation	Expenditure	Balance
Previously reported	322,000.00	322,000.00	1,173.13
Expended during June			
	322,000.00	322,000.00	1,173.13

CONSOLIDATED STATE FINANCIAL AUDITOR BUDGETED PLAN, 1984-85.

Previously reported	34,700.00	32,526.00	1,525.00
Expended during June		1,525.00	1,525.00
	34,700.00	34,051.00	000

CONSOLIDATED STATE FINANCIAL AUDITOR PLAN, 1985.

Previously reported	340,000.00	310,000.00	30,000.00
Expended during June	12,000.00	12,000.00	30,000.00
	352,000.00	322,000.00	000

CONSOLIDATED STATE FINANCIAL AUDITOR PLAN FOR THE YEAR 1985, BUDGETED PLAN

Previously reported	150,000.00	112,000.00	38,000.00
Expended during June	38,000.00	38,000.00	
	188,000.00	150,000.00	38,000.00

CONSOLIDATED STATE FINANCIAL AUDITOR PLAN, 1985-86

Previously reported	30,000.00	3,870.00	26,130.00
Expended during June		12,130.00	12,130.00
	30,000.00	15,000.00	14,000.00

CONSOLIDATED STATE FINANCIAL AUDITOR PLAN, 1985 PLAN, 1986.

Previously reported	5,000.00	1,000.10	4,000.00
Expended during June		000.10	000.10
	5,000.00	1,000.00	4,000.00

140 - Labor Situation

Although the labor situation has been good and there has been no difficulty in securing plenty of common labor, it has not been so easy to secure skilled men such as carpenters and plumbers. Building operations being carried on by the Yellowstone Park Hotel Company in the Old Faithful district has created a demand for skilled mechanics which has been hard to meet. However, all of the organizations are full at the present time.

150 - Equipment and Supplies

Employees of our transportation department were engaged during the month in moving road camps, hauling forage for all ranger stations and road camps and rations to all camps, and in hauling freight, gas and oil, also market supplies, from Gardiner to Mammoth. Employees of the commissary were engaged in receiving, storing and issuing supplies, rations, forage and equipment to camps and ranger stations. The quarters above the museum were furnished with beds and bedding and quarters cleaned each day by commissary employees. All cars of men working in the park during the tourist season only were stored for the summer. The bunkhouse was cleaned by commissary employees.

180 - Circulars, placards, publicity bulletins, etc.

Copies of publicity matter, circulars and travel tables are attached hereto.

200 - Maintenance, Improvements and New Construction

210 - Maintenance

The heavy maintenance crew consisting of two Holt 75 tractors, four graders, and two one-man graders continued on the work last month of cleaning out the ditches and reshaping the roadway. This work lasted the entire month and about 118 miles of the main loop was placed in shape for the season's travel. In addition these machines were used on the Old Faithful-West Thumb road to help traffic through when the roadbed gave way under the opening traffic and traffic mired down for about a mile on the second continental divide.

Great difficulty was experienced in opening the south entrance road to traffic due to the unusually heavy snowfall and the slow melting of the snows. All the available crews were sent to this work as soon as the seven span bridge across the Lewis River had been rebuilt and the work of opening the road under the direction of the Chief Ranger was completed June 30th.

The road through Sylvan Pass was cleared of snow the 16th but was not opened to traffic until the 18th. Subsequent rains made this road nearly impassable and it was necessary to regulate traffic on the road until the last of the month.

Dunraven Pass was opened to traffic the 19th and Mt. Washburn was opened July 1st. The opening of these roads necessitated the use of much larger crews than heretofore and required the use of more than two tons of powder in excess of that used in previous years.

1.40 - Labor situation

Although the labor situation has been good and there has been no difficulty in securing plenty of common labor, it has not been as easy to secure skilled men such as carpenters and plasterers. Building operations being carried on by the Saliaskoe Park Xmas Company in the old Palatial District has created a demand for skilled mechanics which has been hard to meet. However, all of the organizations are full at the present time.

1.50 - Equipment and Supplies

Employees of our transportation department were engaged during the month in moving road camps, hauling freight for all temporary stations and road camps and rolling to all camps, and in hauling freight, gas and oil, also manual supplies, from Dawson to Yukon. Employees of the mechanical were engaged in receiving, storing and issuing supplies, rations, forage and equipment to camps and repair stations. The quarters above the museum were furnished with beds and bedding and quarters cleaned each day by commissary employees. All part of men working in the past during the month's season only were absent for the summer. The washrooms were cleaned by commissary employees.

1.60 - Dynamite, placards, prohibitory notices, etc.

Copies of prohibitory notices, circulars and travel books are attached hereto.

1.70 - Maintenance, Improvements and New Construction

2.10 - Maintenance

The heavy maintenance work consisting of two 3-ton Pb tractors, four graders, and two one-man grubbers continued on the work last month of clearing out the ditches and rebuilding the roadway. This work lasted the entire month and about 110 miles of the main loop was placed in shape for the season's travel. In addition these machines were used on the old Palatial-Yukon road to help traffic through when the roadway was washed the opening traffic and traffic along here for about a mile on the Bayard municipal divide.

Great difficulty was experienced in opening the Jacob's Ladder road to traffic due to the unusually heavy snowfall and the slow melting of the snow. All the available crews were used to this work as soon as the heavy open bridge across the Lewis River had been rebuilt and the work of opening the road under the direction of the Chief Ranger was completed June 30th.

The road through Spring Pass was cleared of snow the 15th but was not opened to traffic until the 18th. Improvement cuts made this year nearly impassable and it was necessary to regulate traffic on the road until the last of the month.

Jackpine Pass was opened to traffic the 17th and it. Mahoney was opened daily 1st. The opening of these roads necessitated the use of much larger crews than heretofore and required the use of more than two teams of power in excess of that used in previous years.

On June 15th the remainder of the usual maintenance crews were sent out making a total of 17 crews in the park and three on the forest roads - six less than last year - which has been possible due to the use of motor equipment.

Road oiling for dust prevention and to replace water sprinkling was started June 10th with the use of six of our old water tank trucks for hauling the oil and the use of another one as a distributor of the oil. Some 75 miles of road was given a first application of oil with very good results, although not as effective as it should have been due to the small amount of oil in the application. The amount applied was made small so that we could cover as many miles as possible. Much of such work has lost its effect and we are touching it up with another light application to tide it over until the time we are able to put on a heavy one.

The crew in the south forest spent most of the month fighting High water near Moran and Elk Post Office. On the 25th they were moved to the south entrance to help with the opening of that road.

The east forest crews after getting the road in good condition for the opening of the park were kept busy controlling the Shoshone River which was higher than it has been for years. A special crew was placed near Pahaskie to repair a log revetment which the high water had taken out.

The Lamar River caused considerable damage to the Cooke City road and a crew was placed on that road above the Jackson grade, by interested users of the road, as we were unable to get our crew up that far so early in the season.

The Bunsen Peak road was opened to traffic June 19th. The bridge across Glen Creek was rebuilt and the many windfalls were removed, otherwise the road would have been passable two weeks earlier.

220 - Improvements - buildings

The carpenters completed the annex to the hospital and after doing minor building repairs were sent out into the park to start the construction of the road camp buildings at the Canyon. These buildings were framed this month.

Painting Department: The following work was done by this department during the month: Boards and birds for museum were dipped; placed all old signs about headquarters and vicinity; repainted mile posts to Madison Junction; kalsomined, varnished and painted new addition at hospital; made 96 new signs; miscellaneous work mixing paint and repairing glass in three sets of quarters.

Garage: Overhauled 1 5-ton Mack gravel truck, No. 530; assembled oil tanks on three oil tank trucks; assembled new White oil distributor and tank; made repairs on trucks and cars in operation.

Electrical Department: Employees of this department were engaged in putting in underground street light conduit for 4 street lamps, using 3/4" conduit; putting in an underground circuit from the ranger station to information sign at the road in front of the ranger station; lowering all street lights in automobile camp grounds and wiring two new comfort stations in automobile camp grounds, all at Old Faithful. At Mammoth: Put in conduit for wiring to electric hot water heat in rangers' quarters in barracks building. Three men worked practically the entire month in resetting telephone poles, pulling slack wires and taking fallen trees off Government telephone lines.

Plumbing Department: The following work was done by this department during the month: Six steam plants and four hot water plants were operated during the month; water connections were made on 4" main at headquarters to increase water supply for sprinkling lawns; installed three toilets, 200-gallon hot water tank, one bath tub and connected 12 wash basins in new rangers' quarters; installed one bath tub, a toilet, sink and wash basin in hospital in Dr. Windsor's quarters, and moved one bath tub in hospital; made general repairs to inside plumbing and heating plants at headquarters. At Mammoth Automobile Camp: Painted showers and laundry, also roofs of comfort station; built 48 tables; protected and planted trees. At Tower Falls Auto Camp: Built 20 tables; installed 100 feet 4" G.I. water pipe, 1,000 3" G.I.water pipe, 4,000 feet 2-1/2" G.I. water pipe, and 50 feet 3/4" G.I. water pipe; built 4 privies; constructed concrete dump 20 feet long with 10 feet wing walls at automobile camp.

230 - New Construction - roads:

Good progress has been made upon the Firehole road and the big cut at the end of the old road will be completed in another week. The wall work around the cliffs is well under way although there is one large wall yet to build. The rebuilding of the old road to a five per cent grade was started during the month and it remains for the steam shovel to complete that section. In fact the entire job is waiting upon the steamshovel work.

A crew was sent to Inspiration Point to complete the graveling of that road and about 500 feet of road was graveled. As the material for surfacing has to be hauled two miles the work does not go very fast with just three dump trucks hauling material.

Buildings: The road camp buildings at the Canyon road camp were framed this month by our carpenter crew. Two buildings are being constructed, a mess house and a bunk house, which will be used to house our regular maintenance crews, which are housed now in tents or an old log building.

Electrical Department: Employees of this department were engaged in putting in underground street light conduit for 4 street lamps, using 3\4" conduit; putting in an underground circuit from the repair station to intersection also on the road in front of the repair station; lowering all street lights in Kalamazoo camp grounds and wiring the new comfort stations in Kalamazoo camp grounds, all at Old Fairbank. At Ocean: Put in conduit for wiring to electric gas water heat in rangers' quarters in warehouse building. There was varied practically the entire month in repairing telephone poles, putting guys wires and tying telephone wires off Government telephone lines.

Plumbing Department: The following work was done by this department during the month: All stoves pipes and floor hot water plugs were repaired during the month; water connections were made on 4" main at Headquarters to increase water supply for sprinkling lawns; installed three toilets, big-pulling hot water tank, one water tank connected 12 years ago in the rangers' quarters; installed one bath tub, a toilet, sink and wash basin in employed in Dr. Blakney's quarters, and moved one bath tub in hospital; made general repairs to Indian plumbing and heating plants at headquarters. At Kaloomb: automatic water heater installed and laundry, also repair of complete sprinkling; installed 30 toilets; produced and planted trees. At Tower Falls - Ohio: Built 20 cabins; installed 100 feet 4" C.I. water pipe, 1,000 3" C.I. water pipe, 4,000 feet 2-1\2" C.I. water pipe, and 50 feet 3\4" C.I. water pipe; built 4 private shower-bath houses; dug 20 feet long with 10 feet wide walls at Wishon's camp.

EQ - The Conservation - Camps:

Good progress has been made upon the Pinnacle road and the big cut at the end of the old road will be completed in another week. The well work around the cliffs is well under way although there is one large well yet to build. The rewalling of the old road to a 12 m per cent grade was started during the month and it remains for the steam shovel to complete that operation. It has the entire job is waiting upon the steamshovel work.

A crew was sent to Lee Station Point to complete the grading of that road and some 3-3 feet of road was graveled. As the material for surfacing has to be hauled the entire job work does not go very fast with just three dump trucks hauling material.

Buildings: The road camp building at the Canyon road camp were repaired this month by our carpenter crew. Two buildings are being constructed, a cook house and a mess house, which will be used in house our regular helper crews, which are housed now in tents or an old log building.

240 - Improvement of approaches to park

There has been no change in the situation as regards approach roads since our May report, except that the State of Wyoming is to construct a temporary bridge over the Gros Ventre River on the site of the bridge that was lost in the flood of May 18th. Considerable maintenance work has been done on all of the approach roads but in spite of this work most of them have been rough owing to the continued storms and to the fact that the sub grade in most of these roads has been so thoroughly saturated with water that bad holes and ruts develop easily. The State of Montana entered into a great many contracts for road construction in different parts of the State during the month of June in order to obligate Federal aid money standing to her credit, and which might have been lost to other States had these contracts not been completed. Some of these contracts cover road improvements on approaches to the park but most of them affected roads at considerable distances from the park. A U. S. Bureau Public Roads surveying crew started work on the location of a road from Red Lodge to Cooke City under an allotment of $17,000 made by the Department of Agriculture. (See page 11-1a).

260 - Landscape Work

Assistant Landscape Engineer E. A. Davidson was in the park from the 1st of June until the twenty-third. From the 1st to the 8th he was engaged in supervising the actual landscape planting of some 150 trees and shrubs in the Mammoth automobile camp ground. He was with the crew the entire time, helping in selection, instruction in digging and transplanting the native materials used. From the 8th to the 11th was spent in similar work of planting about the Superintendent's house with the object of making a demonstration planting to help the local crews with future work of the kind. On the 13th he was at Gardiner in connection with proposed changes in entrance checking station to facilitate ranger work. From the 14th to the 18th he was in the office preparing plans for new road camp buildings and change in Gardiner entrance station. The 19th and 20th was spent in working over map of Mammoth, spotting landscape work to be incorporated in plan for future planting activities. The 21st and 22nd he was at Lake Station spotting sites for cabins being moved to Fishing Bridge Camp and in general future layout for this camp. From the 23rd to the 30th he was on special duty at Craters of the Moon National Monument, consisting of general inspection and future development program.

On June 24th Associate Landscape Engineer Vint arrived for inspection of work now in progress, location of proposed new buildings, road projects and office work and reports. The following projects were given attention by the Landscape Engineering Division during the month: Old Faithful Inn, Old Faithful Lodge, Old Faithful Auto Camp buildings; Gallatin road project; new fish hatchery at Lake; Canyon Camp auto ground layout; Canyon Lodge cabin locations; Fishing Bridge auto camp layout; Mammoth auto camp. The following are the projects in the Old Faithful Auto camp: Haynes', Brothers', Camps Company cabins and repair garage.

Since dictating the above in respect to approach roads to the park Mr. A. R. Falen, Assistant District Engineer of the Bureau of Public Roads, has been in the office conferring with me on the Yellowstone Park road program and has given me the following information in regard to work just completed and under way in the Denver district, which has jurisdiction of the approach roads east and south of the park:

Cody-Yellowstone approach to the Eastern Entrance:

There has just been completed one mile of new construction along the Shoshone Reservoir, most of which was heavy rock excavation and enlargement of several tunnels. This job cost $81,688.18. These funds are from National Forest highway appropriations. There has been allotted for surveying of this road and on the Cody approach between the National Forest boundary and the Shoshone Reservoir, a distance of 51 miles, $4500. It has not yet been determined what funds will be used in reconstructing this piece of road or when the work will be done.

South Approach from Lander and Twogwotee Pass:

On this approach from the Wind River country there is now being surfaced a section 6-1/2 miles in length from Rocky Mountain Inn to Brooks Lake. This job is being done by contract at a cost of $33,000. These funds are from National Forest highway appropriations.

Hoback Canyon approach to the South Entrance:

A contract has been let and work is under way on the construction of 4 miles of new road on the opposite side of the canyon from the old road. This job involves very heavy excavation and will cost approximately $89,000. These funds are from National Forest highway appropriations.

Jackson-Yellowstone Park main south approach which connects with the Hoback Canyon road and the Teton Pass road at Jackson: Thirteen miles of this road from Menors Ferry toward Moran has been completed at a cost of $70,000 -grading only. The bridge over the Snake River at Menors Ferry has just been completed at a cost of $52,000. Of this total sum of $122,000 for the 13 miles of grading and the new bridge across the river $20,000 was contributed by the State of Wyoming and the remainder was forest highway funds. This year there will be graded 6 miles on this same section of road which will bring the improvement to Moran. Advertisements for bids are already out and it is estimated that the 6 miles of grading will cost $45,000 of National Forest highway funds. It is proposed to continue consideration of this main south approach road and to that end surveys will be made this year for 15 miles north and east of Moran. This will bring the surveys and plans for further improvement eastward some 5 miles to Elk which is the present terminus of the new Buffalo Fork road on the Lander approach and northward some 10 miles toward Arizona Creek well up the east shore of Jackson Lake. There has been allotted for this $45,000 of forest highway funds. The beginning of these surveys shows it is the intention of the Forest Service and the State of Wyoming to build a new road to the south boundary and when this is completed of course we will be relieved of the responsibility for highway maintenance between Moran and the south boundary.

Teton Pass Road: from Victor, Idaho, to Jackson, Wyoming.

There has just been completed 4 miles of grading and a large bridge across Fish Creek between Wilson and the Snake River bridge. This contract involves a total of $30,000 of National Forest highway funds. This year there has been allotted $14,500 of National Forest funds for surfacing with crushed rock 4 miles of the Teton Pass road eastward from the Idaho-Wyoming boundary line. This project is being advertised at the present time.

300 - Activities of Other Agencies in the Park

310 - Public service contractors - improvements and new construction

YELLOWSTONE PARK HOTEL COMPANY: Mammoth - Painting Department: First floor hall, old building, painted and enameled woodwork; 1st floor rooms Nos. 117 to 141 inclusive, painted and enameled woodwork; 4 bathrooms painted and enameled, walls, ceiling and woodwork; 3 window panes blazed in new wing; 8 window panes glazed in old building; 1 section main hall, kalsomined; men's lavatory, main floor, painted and enameled, and floor oiled; lobby and hall, main floor, cleaned, waxed and polished; painted and enameled all baseboards in hall and lobby of hotel; relettered all first floor rooms of old building; Yellowstone Park Transportation Company bunkhouse exterior painted; storage garage exterior painted; mess hall exterior painted; 6 signs painted and lettered. Lake Hotel: Resurfacing, painting and varnishing two speed boats; cleaning, waxing, polishing, dining room and lobby floor; kalsomining and touching up hall of hotel; painting public toilets, third floor of hotel. Canyon Hotel: 20 bathrooms of hotel painted and enameled; 19 rooms of hotel kalsomined; 3 rooms papered; 1 floor stained; girls' dormitory outside painted and roof painted; boys' dormitory, outside painted and roof painted; winter keeper's house painted; 4 rooms kalsomined, painted, and floors stained and varnished in winter keeper's house; mess house, 4 rooms and hall and floors painted; mess house, dining room and kitchen painted and tinted, and floors painted; drivers' bunkhouse painted inside. The following painting work was done: kitchen, two coats; officers' dining room, three coats; pantry, one coat; 5 bathrooms, one coat; waxed floor dining room, one coat, and dining room annex, one coat; lobby, one coat stain, three coats wax; cleaned and waxed all rooms and hallways in annex; cleaned and waxed all hallways in old house; boys' dormitory, painted floors in 14 rooms with two coats; fireman's bunkhouse stained; greenhouse stained. Construction Department - Mammoth: Frame of laundry completed; excavation in pipe tunnel complete; transportation gas tank completed; transportation wash rack complete; repairs in hotel completed; addition to H. W. Child residence 90% complete. Norris: Hotel bunkhouse wrecked and lumber cleaned; hotel laundry wrecked and lumber cleaned; hotel 20% wrecked; cottage for winter keeper 40% complete. West Yellowstone: Water tank and repairs on mess house and bunkhouse completed. Old Faithful: Kitchen and dining room completed; fire place in lobby completed; repairs in hotel completed; tailor shop 50% complete; new drivers bunkhouse built; excavation for footings dug for addition to Old Faithful Inn. Lake: Boats completed; porch on back of hotel completed; addition to laundry 40% complete. Canyon: Mess house completed; transportation bathhouse completed; excavation for tunnel on west end of the hotel 40% complete; windows in hotel 60% complete. Tower Falls: Pit for gas tank completed and gas pump installed. Fountain Hotel: Completely torn down. Engineering Department: Put in and replaced all equipment in kitchen at Upper Basin Hotel; put in two new feed water regulators for Scotch Marine boilers at Lake Hotel; put in new bathroom in Mr. Child's house; finished new bathroom and other plumbing in Canyon mess house; finished plumbing in Canyon drivers' bunkhouse; put in one additional light in 75 rooms of old part of Old Faithful Inn; rebuilt water tank at West Yellowstone mess house; built new fire lines for outside protection Lake Hotel; put in salad refrigerating counters in kitchens at Mammoth and Old Faithful Hotels.

YELLOWSTONE PARK CAMPS COMPANY: The following work was done by the Camps Company during the month:

Old Faithful Camp: Moved approximately 35 tent lodges from the main camp to the Old Faithful public automobile camp; constructed 30 new lodges in the Old Faithful main camp, size 12 x 14 feet, inside measurement, for the installation of twin beds; constructed two other permanent lodges in the main camp; relocated a number of tent lodges temporarily to make room for the new recreation hall at Old Faithful Camp; completed the construction of the Old Faithful cafeteria building in the public automobile camp; installed 1-1/4" steam line from the Old Faithful camp boiler house to the Old Faithful cafeteria, approximate length 1,000 feet. Thumb: Completed the cafeteria building. Lake: Started construction of twenty 12 x 14 permanent lodges. Canyon: Started the construction of 30, size 12 x 14 permanent lodges. Installed new 78 horse power steam engine and 50 K.W.generator for boiler house. Camp Roosevelt: Installed 25 horse power gasoline and 12-1/2 K.W.generator for electric light. This plant was formerly at Canyon. The delicatessen at the Lake Fishing bridge has been converted into a cafeteria, which meant the installation of considerable new equipment.

311 - Character of service rendered to the public

The park operators did not get under way until June 19th but from the beginning of their operations service has been satisfactory and the prospects are that food and room service will be better this year than ever before. While breaking in new employees some isolated cases of bad service arose. For instance, on two or three occasions hotels were overheated and people could not sleep. In other cases cooking equipment failed to function properly and there were some complaints about food as a result. In general, however, service has been better than normal for this time of year. The organization of the National Park Service is particularly efficient and the ranger force is the best we have ever had. The ranger-naturalist service is very good indeed. The oiling of the roads is about the best thing that we have undertaken in recent years. It is creating a favorable impression on the public.

Old Faithful Camp: Novel experimentally 35 feet longer than the main camp to the old Faithful public automobile camp; constructed 30 new lodges in the Old Faithful main camp, also 12 x 14 feet, having basements, for the installation of wash water; enlarged two other permanent lodges in the main camp; relocated a number of lodges temporarily to make room for the new permanent hall at Old Faithful Camp; completed the construction of the Old Faithful sanitary building in the public auxiliary camp; installed 1-1/4" steam line from the Old Faithful camp boiler house to the old laundry building, approximately length 1,000 feet. Canyon: Completed the sanitary building, Lake. Started construction of twenty 12 x 14 permanent lodges. Canyon: Started the construction of 30, also 10 x 14 permanent lodges. Installed new 40 horse power steam engine and 30 k.w. generator for main boiler house. Camp Roosevelt: Installed 35 horse power gasoline and 1-1/2 k.w. generator for electric light. This plant was formerly at Canyon. The dollhouses at the same Fishing Bridge have been moved into a cottage, which means the installation of comfortable new equipment.

VII - Concessions of service rendered to the public

The park operators did not get under way until June 1st due to the building of their operations service has been satisfactory and the prospects are that food and room service will be better this year than ever before. While crowding in the employees some instances of bad service arose. For instance, on two or three occasions meals were overcooked and people had not sleep. In other cases unruly employees failed to treat property and there were some complaints about food as a result. In general, however, service has been better than normal for this time of year. The organization of the National Park Service is particularly efficient and the number force is the best we have ever had. The concession-operating service is very good indeed. The writing of the roads is about the best thing that we have otherwise is worst place, it is growing a favorable impression on the public.

400 - Flora, fauna and natural phenomena

410 - Ranger, naturalist and guide service

Ranger activities during the month have consisted of a wide range of duties including trail maintenance and repair, snowshoe cabin construction, emergency repairs to telephone lines, assisting with snow removal on the Thumb to Snake River road and the duties incident to tourist travel in the park, consisting in part of information service, lecture and guide service, traffic control, checking entrance and exit travel, preparation of travel statistics for record purposes, police duties, communication service, fire lookout, forest patrols, assisting and informing the traveling public in every possible way and safeguarding the wild life and natural features of the park.

Chief Ranger Woodring has been in charge of all ranger activities and personnel throughout the month; Assistant Chief Ranger Trischman has been directly in charge of trail maintenance and repair in the Northern Supervisory territory and snowshoe cabin construction; Assistant Chief Ranger Douglas has been supervising woodcutting operations throughout the park and on special details in connection with general cleanup and mosquito control; Assistant Chief Ranger Lick has been directing ranger activities in the Southern Supervisory territory and Assistant Chief Ranger Greer has been in charge of the detail work of the Chief Ranger's office. He acts for and in behalf of the Chief Park Ranger during his periods of absence from headquarters and performs police duties as special Deputy U. S. Marshal for Yellowstone Park.

The duty assignments of other rangers during the tourist season of 1927 are outlined in Circular #9, a copy of which is attached to this report.

Forest patrol rangers have been largely engaged in trail maintenance and repair this season to date. Heavy windfalls of timber and unusual late season snow depths have kept most of the trails in the upper park closed to early season travel but the trails are being cleared of obstructions as rapidly as conditions will permit and the regular summer season forest patrols will become effective in all station districts on or about July 1st. Traffic patrols have been made daily from and after June 16th on all park highways open to travel. There were 4 arrests and convictions for speeding and a few have been apprehended and warned but in general the speed regulations have been carefully observed.

Nature and formation guide service: Ranger guides conducted parties on regular schedules over the formations at Mammoth Hot Springs and Upper Geyser Basin. Nature study parties were also conducted by ranger naturalists in the Old Faithful, Yellowstone Lake, Tower Falls, and Mammoth Hot Springs Districts. The number of park visitors in attendance are reported as follows:

400 - Fires, fires and external phenomena

410 - Ranger, warrantly and guide service

Ranger activities during the month have consisted of a wide range of duties including trail maintenance and repair, campsite cabin construction, emergency repairs to telephone lines, obtaining with some removal on the Yaak to Bonner River road and the duties incident to heavy travel in the park, constituting in part of information service, lecture and guide service, traffic control, checking summons and auto travel, preparation of travel statistics for report purposes, police duties, communication service, fire lookout, forest patrols, assisting and informing the travelling public in every possible way and safeguarding the wild life and natural features of the park.

Chief Ranger Boulding has been in charge of all ranger activities and personnel throughout the month; assistant Chief Ranger Tricoshen has been directly in charge of trail maintenance and repair in the District supervisory territory and somewhat with additional assistant Chief Ranger Douglas has been supervising and directing operations throughout the park and on special details in connection with general clearing and regular control; Assistant Chief Ranger Lick has been directing ranger activities in the Bonner supervisory territory and Assistant Chief Ranger Grover has been in charge of the detail work of the Chief Ranger's office. He acts for and in behalf of the Chief Park Ranger during his periods of absence from headquarters and performs police duties as special deputy U. S. Marshal for Yellowstone Park.

The new assignments of other rangers during the tourist season of 1937 are outlined in Circular 37, a copy of which is attached to this report.

Forest patrol rangers have been heavily engaged in trail maintenance and regular duty season to date. Heavy windfalls of timber and unusual late season snow depths have kept most of the trails in the upper park closed to early season travel but the trails are being cleared of obstructions as rapidly as conditions will permit and the regular summer forest patrols will become effective in all station districts on or about July 1st. Traffic patrols have been made daily from and after June 15th on all park highways open to travel. Fire pots & arrests and convictions for speeding and a few have been apprehended and warned but in general the speed regulations have been carefully observed.

Lecture and information guide service: Ranger guides conduct the parties on regular schedules over the formations at Kootenai Bat Springs and Upper Geyser Basin. Nature study parties were also conducted by ranger naturalists in the Old Faithful, Yellowstone Lake, Lower Falls, and Kootenai Bat Springs districts. The number of park visitors in attendance are reported as follows:

Formation Guide Parties:

Old Faithful Hotel	1429		
Old Faithful Camp	2111	Total	3540
Mammoth Hotel	406		
Mammoth Camp	1090	Total	1496
Grand total, formation guide parties.....			5036

Nature Study Parties:

Old Faithful District	165	
Lake District	425	
Tower Falls District	48	
Mammoth District	84	
Grand total, nature study parties.....		722

Compare the above with the guide service report for June, 1926:

Formation Guide Parties:

Old Faithful Hotel	1272		
Old Faithful Camp	1765	Total	3037
Mammoth Hotel	416		
Mammoth Camp	518	Total	934
Grand total, formation guide parties.....			3971

Nature Study Parties:

Old Faithful District	000	
Lake District	656	
Tower Falls District	113	
Mammoth District	488	
Grand total, nature study parties.....		1257

There were two guide parties daily from the hotels and permanent camps at Mammoth Hot Springs and Old Faithful.

Lecture Service: Lectures have been delivered daily by ranger naturalists at Mammoth Hot Springs, Old Faithful, Yellowstone Lake, Canyon and Tower Falls. The subject matter of these discourses covers the history, geology, natural features, the forest, plant and wild animal life of the park, etc. The ranger guide and lecture service is under the immediate supervision of Mr. Gerald E. Marsh of Carleton College, Northfield, Minn. Many pleasing comments have been made on the excellence of this service. The approximate

Attendance during Parades:

Old Faithful Hotel	1,429		
Old Faithful Camp	211	Total	3,640
Mammoth Hotel	406		
Mammoth Camp	1,030	Total	1,436

Grand total, Commission guide parades.....3,076

Nature Study Parades:

Old Faithful District	164
Lake District	42
Upper Falls District	8
Mammoth District	64

Grand total, nature study parades.....278

Commission Guide Parades:

Old Faithful Hotel	1,279		
Old Faithful Camp	1,748	Total	3,027
Mammoth Hotel	416		
Mammoth Camp	318	Total	734

Grand total, Commission guide parades.....3,761

Nature Study Parades:

Old Faithful District	300
Lake District	66
Upper Falls District	115
Mammoth District	98

Grand total, nature study parades.....1,637

There were two guide parades daily from the hotels and permanent camps at Mammoth Hot Springs and Old Faithful.

Lecture Service: Lectures have been delivered daily by rangers naturalists at Mammoth Hot Springs, Old Faithful, Yellowstone Lake, Canyon and Upper Falls. The subject matter of these lectures covers the history, geology, natural features, the forest, plant and animal life of the park, etc. The ranger guide and lecture service is under the immediate supervision of Mr. Harris A. Baron of Karlstad Oslo, Norwegian, Minn. Many pleasing comments have been made on the usefulness of this service. The appreciative

number of park visitors attending the lectures prior to July 1st are indicated as follows:

Mammoth District:			
Hotel.....	1077		
Camp	1255		
Public auto camp.....	1150	Total	3482
Old Faithful District:			
Bear feeding ground.....	7400		
Public automobile camp..	4408		
Permanent camp.....	1581	Total	13389
Yellowstone Lake District.....	2535	Total	2535
Canyon District:			
Bear feeding ground.....	1185	Total	1185
Tower Falls District:			
Camp Roosevelt	60	Total	60

Grand total in attendance at lectures..... 17,169

Compare the above with the lecture service report for June 1926:

Mammoth	3947
Old Faithful	1457
Canyon	2946
Lake	2390
Tower Falls	50
Total	10790

420 - Museum Service

Reports on the number of visitors to the museum and information office at park headquarters show a substantial increase over last year as indicated by the following comparative figures: June 1927 - total 5500; June 1926 total 4267. Two hundred fifty free Government publications were distributed and 459 Government publications were sold together with 106 miscellaneous publications.

number of post training placement for graduates prior to only 1st and indicated on Project:

Business Activity:

Retail.....	1077	
Camp	1089	
Trucks and Compressors.....	1175	Total 3341

Gas Station Attendant:

Best Training ground.....	7[illegible]	
Public Relations Counts.....	4[illegible]	
Promotion Competence.....	3[illegible]	Total 1[illegible]

Telephone Line Utility..... 2[illegible] Total 8[illegible]

Engine Distributor:

Best Training ground.....	1[illegible]	Total 1[illegible]

Power Tools Distributor

Camp Jamboree	5[illegible]	Total 5[illegible]

Grand total in attendance at Jamboree..... 17,169

Comparing the merit of the Jamboree attendee figures for June 1969:

Business	3[illegible]
Gas Station	1[illegible]
Engine	4[illegible]
Line	2[illegible]
Power Tools	5[illegible]
Total	10[illegible]

4th - Summer Training

Reports on the number of visitors to the museum and information office as part this quarterly site : commercial literature over last year as indicated by the following comparative figures: June 1[illegible] - total 3[illegible] from 1969 total 4[illegible]. The greatest drop from in commercial publications was also attributed the 4[illegible] increase in publications were also responsible with the materialization problem here.

430 - Zoo at Buffalo Corral

The principal attraction at this point consists of 15 selected buffalo bulls from the Lamar River herd. These animals are unusually fine specimens and are regarded as our finest show herd of recent years. Other attractions consist of a yearling male buffalo (a pet and something of a nuisance but one of the most photographed animals in the park), the captive bear Juno, an antelope kid, a fawn and a calf elk. The captive bear Juno is the favorite of the lot as he is thoroughly domestic, gentle and harmless and appears to always be willing to be photographed. Approximately 3800 people have visited the animal exhibit at the buffalo corral this season to date, as compared with 4500 to July 1st last year.

470 - Animals

There is very little of special interest to report on wild animal and forage conditions at this time. Moisture has been abundant and sunlight and warmth sufficient to produce a heavier than normal forage growth. There is every indication of a good forage crop this year. Recent reports on young elk, deer, and antelope give assurance of a normal annual increase although there has been some losses of calf elk on account of flood water conditions, during the annual migration to their summer range.

Elk: Small bands of elk are frequently seen on the meadows along the loop road, particularly in the vicinities of Norris and Fountain Stations and at Hayden Valley. The larger bands have all moved back to remote points on the higher elevations where they are commonly seen by rangers on patrol.

Deer: Deer are numerous along the trails in the Mammoth, Hellroaring and Tower Falls Districts. They have largely disappeared from the immediate vicinity of the loop road although lone individuals and small bands are seen almost daily by tourists near Norris, Madison Junction, Thumb, Tower Falls and Mammoth Hot Springs. Does with fawns are commonly seen along the trails.

Antelope: It is pleasing to note that unusual numbers of park visitors have reported seeing antelopes during their tour of the north district of the park. They are naturally timid and fearful animals and their appearance along the loop road have been unusual in point of numbers and frequency this year.

Moose: Cows with calves are seen almost daily by rangers on patrol and their appearances at numerous points along the loop road are even more frequent than last year. Their appearances can be timed with reasonable certainty at numerous points in the upper park.

Buffalo-Lamar River Herd: The herd is now ranging principally on the slopes of Mt. Norris and along the meadows of the Upper Lamar River. There was a loss of one calf from accidental injuries during the month. The total calf count on July 1st was 104, which, together with 815 adults and yearlings, makes a herd total of 919 at this time. Forage and herd conditions are excellent.

There is nothing of interest to report concerning the Cold Creek-Pelican Creek herd at this time.

4JO - Ice at Buffalo Control

The principal attractions at this point consists of ice covered buffalo walls from the lower River Bend. These animals are seasonally fine specimens and are regarded as our finest show herd of recent years. Other attractions consist of a grazing male buffalo (a pet and something of a nuisance but one of the most photographed animals in the park), the captive bear dens, an antelope kid, a fine but a dull elk. The captive bear dens is the favorite of the lot as he is thoroughly amusing, gentle and tameable and appears to always be willing to be photographed. Approximately 5000 people have visited the animal exhibit at the buffalo corral and a season to date, as compared with 4JO to July 1st last year.

4JO - Animals

There is very little of special interest to report on wild animal and forage conditions at this time. Moisture has been adequate and seasonal and warmth sufficient to produce a heavier than normal forage growth. There is every indication of a good forage crop this year. Recent reports on young elk, deer, and antelope give assurance of a normal annual increase although there has been some losses of calf elk on account of flood water conditions, during the annual migration to their summer range.

Elk: Small herds of elk are frequently seen on the meadows along the loop road, particularly in the vicinities of Corral and Tourists Stations and at Elkton Valley. The larger herds will moved back to remote pastures on the higher elevations where they are commonly seen by rangers on patrol.

Deer: Deer are numerous along the trails in the canyons, Elkhorning and Upper Falls Laurelle. They have largely disappeared from the immediate vicinity of the loop road although some individuals and small herds are seen almost daily by tourists near Corral, Elkhorn Junction, Canyon, Upper Falls and Remote Hot Springs. Does with fawns are commonly seen along the trails.

Antelope: It is pleasing to note that numerous numbers of park visitors have reported seeing antelope during their tour of the north district of the park. They are naturally tame and fearful animals and their appearance along the loop road has been numerous on point of numbers and frequency this year.

Bears: Bears with cubs are seen almost daily by rangers on patrol and their appearance as numerous points along the loop road are even more frequent than last year. Their appearance can be timed with reasonable certainty at numerous points in the upper park.

Bighorn-Lower River Herd: The herd is now ranging principally on the slopes of Mt. Norris and along the meadows of the Upper Lamar River. There was a loss of one calf from accidental injuries during the month. The total calf count on July 1st was 104, which, together with 63 adults and yearlings, makes a herd total of 167 at this time. Forage and herd conditions are excellent.

There is nothing of interest to report concerning the Gallatin Range-Yellowstone Herd at this time.

Sheep: Sheep are now rarely seen along the highways; they are observed daily, however, in their usual numbers along the trails. There appears to be a normal increase this year.

Black and brown bears: The bears of this variety are now regularly seen at the feeding grounds in the vicinity of the various hotels and permanent camps. They also frequent many points along the loop road, where they are seen and photographed by passing tourists at almost any hour of the day. Ranger guards are on duty at the various feed grounds between the hours of 6 and 8 p.m. This duty includes a daily lecture at Old Faithful and Canyon on the bears and other wild life of the park. The lectures have been largely attended and many favorable comments have been heard.

Bears, grizzly: Grizzly bears are now observed daily at Old Faithful, Lake, Canyon and Thumb. They are seen in by far the greatest numbers at Canyon. The largest number reported at the Canyon feeding ground this year was 17 on the evening of June 23rd; this number included 9 small cubs. There was a total of 25, including blacks and browns, at the Canyon feed ground on the evening of the 23rd.

Small animals: Small animals are present in their usual numbers throughout the park, particularly woodchucks, pine squirrels and chipmunks. The feeding of woodchucks is a popular diversion in the vicinity of the various hotels and camps and affords much amusement for park visitors.

Predatory animals: There is nothing of interest to report concerning predatory animals at this time.

Fishing: Fishing has not been particularly good this season to date on account of flood water conditions in the streams. The lakes have also been considerably above their normal levels. The park was opened to private auto travel on June 1st and fishing has been permitted in all park waters since this date with the exception of Wolf, Grebe and Squaw Lakes, which have been closed by order of the Superintendent until the opening the tourist season of 1928. The total reported catch this season to date is 4671, as compared with 15,412 to July 1st last year, and 4363 to July 1st 1925. These figures do not include the catch by rail tourists or residents of the park.

Dogs: Dogs are excluded from the park at all times except during the tourist season when in order to facilitate the convenience of visitors they are admitted on special authority of the Superintendent, subject to the condition that they be kept on leash or crated at all times while within the park. A total of 245 have been admitted this season to date as compared with 500 to July 1st last year and 342 to July 1st, 1925.

Buffalo and Other Ranches: The activities at buffalo ranch have consisted principally of routine spring season work, including the care of the horses, repairs to fences and corrals, building stables and partitions in the new barn erected last fall, wrecking and removal of old log stables no longer required, repairs and maintenance of ditches and headgates, irrigating hay fields, temporary repairs to roads and culverts, and riding the buffalo herd. Hay harvesting will be in progress on or about July 15th and there is every

Herons: Herons are not really seen along the highways; they are observed daily, however, in their usual habitats along the creeks. There appears to be a normal increase this year.

Other and water birds: The number of this species has been regularly seen on the feeding grounds in the vicinity of the various bridges and gravel-mount areas. They also frequent many points along the loop road, where they are seen and photographed by passing motorists at almost any hour of the day. Larger groups are in July or the various feed grounds between the hours of 6 and 9 a.m. This date lists instances a daily feeding at all feeding and roosting on the beach and other with life of the park. The instances have been largely attended and only favorable weather have been noted.

Bears, grizzly: Grizzly bears are now observed daily at Old Faithful, Lake, Canyon and Tower. They are seen in by far the greatest numbers at Canyon. The largest number reported at the Canyon feeding ground this year was 17 on the evening of June 23rd; this evening included 7 small cubs. There was a total of 35, including cubs and yearlings, at the Canyon feed ground on the evening of the 23rd.

Small animals: Small animals are present in their usual numbers throughout the park, particularly woodchucks, pika squirrels and chipmunks. The feeding of woodchucks is a popular diversion in the vicinity of the various hotels and cause not efforts made concerning for park visitors.

Predatory animals: There is nothing of interest to report concerning predatory animals at this time.

Fishing: Fishing has not been particularly good this season in lakes on account of first water conditions in the streams. The lakes have also been unusually cloudy since their second inundation. The park was opened to private auto travel on June 1st and fishing has been permitted in all park waters since this date with the exception of Jenny, Lewis and Eleven Mile lakes which have been closed by order of the Superintendent until the opening the normal season of 1948. The total reported catch this season to date is 4,[illegible], as compared with 1,[illegible] to July 1st last year, and 4,[illegible] to July 1st 1947. These figures do not include the catch of rail fourlets or residents of the park.

Dogs: Dogs are excluded from the park as all times except during the winter season when it is safe to continue the convenience of visitors who are accompanied by some responsible adult member of the dogs owner. Dogs are not allowed on trails or in all times while visiting the park. A total of 347 have been admitted this season to date as compared with 500 to July 1st last year and 347 to July 1st 1947.

Birds and other wildlife: The activities of Bertha Frost Bird Sanctuary practically at visitors during season work, including the care of the birds, regular to those who observe nothing and to and positions in the near area crested last fall, erection and removal of old log shelter to longer required, repairs and maintenance of bird and sanctuary, replacing dog fields, repairing fences to roads and entrance, and sifting the sandy beach.

Dog harassing will be in progress as in about July 1st and there is very

indication of a heavy crop. There has been no work in progress at the other ranches except the irrigating of the hay fields and a few minor preparations for the haying season.

480 - Natural Phenomena

Upper Geyser Basin: Giant Geyser erupted on the morning of June 27th. The Grand, Castle, Riverside, Daisy, etc., are as active as last season. There was an eruption on the 30th of a small geyser next to the Grotto. It went up to a height of 50 feet. Black Sand Basin: All efforts to make the handkerchief pool work have been made except pumping it out.

Mammoth Hot Springs Terraces: During the month of June there has been a gradual increase in the activity of many of the hot springs. More and more water flows over Old Angel daily, and as this activity has been noted for about two weeks now, the algae will soon put in their appearance. The older part of Hymen Terrace has renewed operations and it bids fair to be the best of them all by the end of the season. Cleopatra and Mound hold about the same but the north end of Jupiter is now partially covered with water for the first time in about five years. This activity is just south of Pulpit Terrace. The springs on the upper levels continue dry with the exception of a slight increase in Orange Spring. Bats are seen daily in the Devil's Kitchen and a doe is often encountered by the hiking parties in that vicinity.

490 - Miscellaneous

Private auto travel was admitted at the north and west entrance stations on June 1st. The east entrance was opened to travel on June 19th and the south entrance on July 1st. The road from Norris to Canyon and Yellowstone Lake was opened to travel on June 7th, Dunraven Pass on June 19th and Continental Divide (Old Faithful to Thumb) on the 20th. The first tourist car went over Mt. Washburn this season on July 1st.

The Dunraven Pass road was open to travel on June 8th last year; the first travel over Mt. Washburn was on June 21st and all other roads in the park on or before June 1st.

500 - Use of Park Facilities by the Public

510 - Increase or decrease of travel

Travel has not been as great as last year due first to the fact that last year the park was open during the month of May to campers but this year it could not be opened until June 1st. Furthermore, the late spring made approach road conditions especially bad. It must be remembered also that cold weather has been prevalent in the East and there has been no stimulus to travel. While we were very sanguine some time ago that this season would be a record breaker we are not now so sure that this will be the case. The Mississippi flood, slow industrial and business conditions in other sections, cold weather and other factors appear to be detrimentally affecting travel and it may be that there will be less travel by rail this year than last although we do expect a considerable increase in number of campers.

The travel report of the Chief Ranger for June 1927 together with a table of comparative figures on the travel for June, 1927, and 1925, are attached hereto. The total travel this season to July 1st is 25,884 as compared with 30,661 to July 1st, 1926, and 21,576 to July 1st, 1925.

520 - General Weather Conditions

The following is quoted from the report of the Meteorologist of the U. S. Department of Agriculture, Weather Bureau, who is stationed here at headquarters:

TEMPERATURE: Monthly mean, 54.4°, is 1.6° below normal. Subnormal temperatures prevailed, except for a few days of moderately warm weather toward the end of the month. The highest was 85° on the 25th; lowest 30° on the 2nd.

PRECIPITATION: Total, 1.02 inches, is 0.62 inch below normal. Frequent, light showers occurred.

SNOWFALL: None.

WIND: Average hourly velocity 7.7 miles; normal 7.4 miles. The maximum velocity was 37 miles per hour from the south on the 8th.

SUNSHINE: Percentage of possible 58; normal 64. Number of days clear 6, partly cloudy 20, cloudy 4, with precipitation 15.

500 - Use of Park facilities by the Public

510 - Increase or decrease of travel

Travel has not been as great as last year the first in the last two years the parks are open during the month of May to compare but this year it would not be opened until June 1st. Furthermore, the late spring made approach road unmotorable impossible. It seems to reasonable also that cold weather has been prevalent in the East and there has been no incline to travel. Still we were very, anxious once the ice was gone that this season would be a record breaker we are not sure so sure that this will be the case. The Niagara flood, slow industrial and business conditions in other sections, cool weather and other factors appear to be detrimentally affecting travel and it may be that there will be less travel by rail this year than last although to do appear a remarkable increase in number of campers.

The travel reports of the Ontario Ranger for June 1927 together with a table of comparative figures on the travel for June, 1926, and 1925, are attached hereto. The total travel this season to July 1st is 25,[illegible] as compared with 30,[illegible] to July 1st, 1926, and 21,976 to July 1st, 1925.

520 - General Weather Conditions

The following is quoted from the report of the Meteorologist of the U. S. Department of Agriculture, Weather Bureau, who is stationed here at Sandpoint:

TEMPERATURE: Monthly mean, 74.4°, is 1.6° below normal. Extreme temperatures prevailing, except for a few days of exceptionally warm weather during the end of the month. The highest was 89° on the 25th; lowest 50° on the 2nd.

PRECIPITATION: Total, 1.02 inches, is 0.52 inch below normal. Frequent, light showers occurred.

SNOWFALL: None.

WIND: Average hourly velocity 7.7 miles; normal 7.4 miles. The maximum velocity was 37 miles per hour from the south on the 5th.

SKY: Average coverage or possible 50; normal 54. Number of days clear 6, partly cloudy 20, cloudy 4, with precipitation 15.

540 - Visitors

Dr. Victor G. Heiser, Associate Director, International Health Division, Rockefeller Foundation, 61 Broadway, New York, accompanied by Mr. and Mrs. O. K. Tyler, entered the park via Gardiner June 6th and left via the same gateway on June 8th.

Mr. James Higgs, St. Louis Globe-Democrat representative, St. Louis, Mo., arrived via Gardiner on June 8th and left via West Yellowstone on June 10th.

Mr. and Mrs. B. T. Bean, of San Francisco, Calif., came in via Gardiner on June 11th and left via Gardiner on the 14th. Mr. Bean is a public accountant.

Mr. Walter C. White, President of the White Company, Cleveland, Ohio, came in via Gardiner on June 12th and went out via Gardiner on the night of the 13th by special train. He was with Dr. A. T. Hadley, former president of Yale, and Mr. F. E. Williamson, Vice President of the Northern Pacific Railway.

Mr. W. F. Walker, Executive Engineer of the Indian Service of Engineers for United Province, India, arrived via Gardiner on June 6th and left via the same gateway on June 13th.

Mrs. Hallie Morse, sister of Congressman Will R. Wood of Indiana, accompanied by Mrs. Chancellor, another sister of Mr. Wood, and Miss Robertson, his niece, arrived at Gardiner on June 13th. They left via the same gateway on June 15th.

Mr. George B. Haynes, P.T.M. of C. M. & St. Paul Ry., Chicago, Ill., Mr. W. B. Dixon, G.P.A., C. M. & St. Paul Ry., Chicago, Ill., and Hon. H. B. Earling, Gen. Mgr., C. M. & St. Paul Ry., Seattle, Wash., with their wives, attended the ceremonies at Gallatin Gateway on the night of June 17th. They entered the Gallatin Gateway on June 18th and left via the same gateway on June 19th.

Mr. H. E. Byram, Presidentof the C. M. & St. Paul Ry., Chicago, Ill., and Mrs. Byram, attended the ceremonies at Gallatin Gateway on June 17th. On the 18th they entered the park at Gallatin Gateway and made the trip to Old Faithful and Canyon, returning on the 19th and leaving via Gallatin Gateway.

Mr. Sam C. Beane, Secretary, Stockton Rotary, Stockton, Calif., accompanied by his wife and Mrs. and Mr. James L. Tandrow, of Stockton, entered via West Yellowstone on June 19th and left via Gardiner on the 23rd.

Associate Justice James J. Banks of the Supreme Court of Honolulu, arrived via West Yellowstone on June 19th and left via Gardiner on the 23rd.

Mr. E. Wiehl, First Secretary of the German Embassy, accompanied by Melchior von der Decken, and Leon Alexandre Girardet, In Charge of Swiss Affairs, all of Washington, D. C., came in via Cody on June 19th and left via Gardiner on June 21st.

Mr. Victor G. Baker, Executive Director, International Health Division, Rockefeller Foundation, 61 Broadway, New York, accompanied by Mr. and Mrs. G. A. Ziler, entered the park via Gardiner Gate 5th and left via the same gateway on June 5th.

Mr. Amos Ringe, Mr. Louis Dodge-Bennett representative, Mr. Lewis, Mr., arrived via Gardiner on June 5th and left via West Yellowstone on June 12th.

Mr. and Mrs. A. T. Ham, of San Francisco, Calif., came in via Gardiner on June 11th and left via Gardiner on the 14th. Mr. Ham is a public accountant.

Mr. Walter L. Ellis, President of the Ellis Company, Cleveland, Ohio, came in via Gardiner on June 12th and went out via Gardiner on the night of the 13th by special train. He was with Mr. A. E. Dadley, former president of Yale, and Mr. F. A. Williamson, Vice President of the Northern Pacific Railway.

Mr. E. A. Walker, Executive Engineer of the Indian Service of Engineers for United Provinces, India, arrived via Gardiner on June 6th and left via the same gateway on June 15th.

Mrs. Emile Moreo, sister of Commissioner Will S. Cook of Indiana, accompanied by Mrs. Commissioner, and their sister of Mr. Cook, and Miss Hoover-son, Miss Moco, arrived at Gardiner on June 15th. They left via the same gateway on June 15th.

Mr. Andrew S. Kuyens, P.E.E. of C. M. & St. Paul Ry., Chicago, Ill., Mr. A. Nixon, C.P.A., C. M. & St. Paul Ry., Chicago, Ill., and Mrs. G.A. Darling, Mrs. Mgr., C. M. & St. Paul Ry., Seattle, Wash., with their wives, attended the ceremonies at Gallatin Gateway on the night of June 17th. They entered the Gallatin Gateway on June 16th and left via the same gateway on June 19th.

Mr. M. A. Byrne, President of the C. M. & St. Paul Ry., Chicago, Ill., and Mrs. Byrne, attended the ceremonies at Gallatin Gateway on June 17th. In the 24th they entered the park at Gallatin Gateway and made the trip to Old Faithful and Canyon, returning on the 19th and leaving via Gallatin Gateway.

Mr. Edward G. Adams, secretary, Oregon Railway, Portland, Oregon, accompanied by his wife and Mr. and Mrs. James E. Barlow, of Spokane, entered via West Yellowstone on June 19th and left via Gardiner on the 23rd.

Assessing Justice James J. Davis of the Supreme Court of Kentucky, arrived via West Yellowstone on June 19th and left via Gardiner on the 23rd.

Mr. E. Vissi, first secretary of the German Embassy, accompanied by Baronin von der Decken, and Baron Alexandre Gierster, in charge of Indian Affairs, all of Washington, D. C., came in via Cody on June 19th and left via Gardiner on June 21st.

Hon. John Q. Wilson, Floor Leader, House of Representatives, Washington, D.C., arrived via Gardiner the evening of June 14th and he left via Cody on June 19th. He came in to take part in the opening ceremonies at the east entrance.

Hon. Frank C. Emerson, Governor of Wyoming, accompanied by Mrs. Emerson and son David, came in for the opening ceremonies at the East Entrance on June 19th but did not tour the park. They left for Cody after the ceremonies.

Hon. Charles E. Winter, Congressman from Wyoming, came in for the opening ceremonies at the East Entrance on June 19th but did not tour the park. He was accompanied by Mrs. Winter.

Mr. Struthers Burt, writer, of Bar B. C Ranch, Teton, Wyoming, and Southern Pines, N.C., with his wife and two children, arrived via Gardiner on June 20th. They left via the south entrance on June 29th.

Mr. Arthur H. Merritt, of Franklin P. Shumway Co., 453 Washington St., Boston, Mass., came in via West Yellowstone June 21st and left via the same gateway on June 25th. Mr. Merritt and his wife have been interested in outdoor life for 25 years, having made some 2500 miles by canoe, and he has given lectures, free, with the hope of interesting people more in outdoor life. This was their first trip to Yellowstone.

Mr. Charles K. Webster, Dept. of International Politics, University College of Wales, Aberystwyth, Wales, came in via West Yellowstone on June 21st and left via the same gateway on June 25th.

Mr. Frank J. Taylor of San Francisco, Calif., came in via Gardiner on June 24th and left via Gardiner June 26th.

Mr. Arthur Neale, General Manager of Mines, Pittsburgh Coal Co., Pittsburgh, Pa., accompanied by his wife, arrived via Cody on June 25th and left via Cody on June 30th.

Sir James Owen and Lady Owen of Exeter, England, entered the park at West Yellowstone on June 25th and left via Gardiner on June 29th. They were tremendously impressed with the park. Sir Owen was interested in getting lantern slides for lecture use in England this winter.

Col. W. J. Archer and family arrived via Cody on June 26th. They left via West Yellowstone on July 1st. Colonel Archer is a distinguished soldier and world traveler and is associated with Colonel Russell G. Crevistón of Minneapolis in the plumbing and heating business.

Mr. George S. Rice, Chief Mining Engineer, Bureau of Mines, Washington, D.C., accompanied by Dr. Francis of Sheffield, England, came into the park via Gardiner on June 26th and left via Cody on June 27th.

Mr. Lawrence Mariger, President, Salt Lake Transportation Company, Salt Lake City, Utah, entered via West Yellowstone June 27th and left via the same gateway on June 28th.

Gen. John L. Hines, Chief Legislative Liaison, Office of Representatives, Washington, D.C., arrived via Pennsylvania the evening of June 11th and left via Indy on June 12th. He came in to take part in the opening ceremonies at the east entrance.

Gen. Frank O. Lowden, Governor of Illinois, accompanied by Mrs. Lowden and one child, came in for the opening ceremonies at the East entrance on June 12th but did not tour the park. They left for Indy after the ceremonies.

Gen. Charles G. Dawes, Congressman from Illinois, came in for the opening ceremonies at the east entrance on June 12th but did not tour the park. He was accompanied by Mrs. Dawes.

Mr. Frederick Burr, author, of Mr. & Mrs. Burr, Dwight, and Jonathan Flint, D.C., with his wife and two children, arrived via Pennsylvania on June 20th. They left via the south entrance on June 23rd.

Mr. Arthur H. Barrett, of Franklin & Somerby Co., 453 Washington St., Boston, Mass., came in via New Haven Line and left via the same railway on June 25th. Mr. Barrett has his wife been interested in outdoor life for 25 years, having made some 500 miles by canoe, and he has given lectures, too, with the hope of interesting people more in outdoor life. This was their first trip to Indianapolis.

Mr. Maurice L. Foster, Dept. of International Relations, University College of Wales, Aberystwyth, Wales, came in via Pennsylvania on June 27th and left via the same railway on June 30th.

Mr. Frank A. Taylor of San Francisco, Calif., came in via Pennsylvania on June 30th and left via Pennsylvania June 30th.

Mr. Arthur Davis, General Manager of Mines, Pittsburgh Coal Co., Pittsburgh, Pa., accompanied by his wife, arrived via Indy on June 27th and left via Indy on June 30th.

Mr. Frank Owen and Indy Owen of Exeter, England, entered the park at West Michigan on June 27th and left via Pennsylvania on June 29th. They were considerably impressed with the park. Mr. Owen was interested in getting lantern slides for lectures and in taking his wife.

Mr. E. A. Arnold and family arrived via Indy on June 28th. They left via East Michigan on Indy 1st. National Arbor is a distinguished author and world traveler and is associated with National Council of Diversions of Minneapolis in the planning and building [illegible].

Mr. George D. Cox, Chief Mining Engineer, Bureau of Mines, Washington, D.C., accompanied by Mr. Francis of Chicago, engineer, came into the park via Pennsylvania on June 30th and left via Indy on June 31st.

Mr. Lawrence Wallace, President, Gulf Line Transportation Company, Gulf Line Ship, Texas, entered via East Michigan June 27th and left via the same railway on June 30th.

Hon. Honorio Pueyrredon, Ambassador Extraordinary and Plenipotentiary of Argentina, and family, making a party of 7, entered via West Yellowstone on June 21st and left via Gardiner on the 24th. They were traveling in two Packard cars.

Mr. and Mrs. Martin A. Fountain of the Conklin Pen Mfg. Co., of Toledo, Ohio, arrived via Cody on June 27th. They left via West Yellowstone July 1st.

Mr. E. Studebaker Riley, of Independence, Kansas, accompanied by Mrs. Riley and their two children, arrived in the park via West Yellowstone on June 27th and left via the same gateway on July 2nd. Mr. Studebaker is a grandson of the Studebaker automobile people of South Bend, Indiana.

600 - Protection

610 - Police protection

Name & Address	Offense	Disposition		
		Fined	Dismissed	Pending
Henry Anderson, Gardiner, Mont.	Trespassing and possession of unsealed firearm.	$50 & costs		
J.E.Schneiter, Taylorville, Ill.	Speeding	$20 & costs		
G.W. Foote, Winnepeg, Manitoba.	Speeding	$25 & costs		
E. A. Ellenson,	Speeding	$10 & costs		

Total arrests 4.

Several minor infractions of park regulations have been reprimanded or cautioned as determined by the merits of the particular case.

620 - Fire protection

There have been no forest fires of importance this season to date. The only fire that has occurred was caused by lightning. It was first observed from the Mt. Washburn lookout on the morning of June 27th and pursuant to instructions from the Chief Ranger's office rangers on patrol in the Slough Creek district promptly located and extinguished the fire. Eight trees were struck by lightning within an area of about 30 acres during the storm which caused this fire.

630 - Accidents

Mr. J. Bishop of 1071 Market St., San Francisco, Calif., in collision with Government truck #536, resulting in minor damages to Mr. Bishop's car. He attempted to pass the truck on wrong side of road on heavy grade between Mammoth and Golden Gate. The incident is regarded as closed as the complainant admitted the facts as stated herein.

Mr. Joseph Jagiewicz, Jr., Director Intervoluntary and Transportation of Aliens, and Kelly, during a party of 7, arrived via Pan Illinois on July 2nd and left via Montreal on the 27th. They were travelling in the Pacific area.

Mr. and Mrs. Martin S. Dawson of the Queen's Own Rifles, Toronto, Ontario, arrived via Cuba on June 27th. They left via Pan Illinois July 1st.

Mr. S. Krzyszowski Kilty, of Independence, Kansas, accompanied by Mrs. Kilty and Miss Mary Ann Kilty, arrived in Lima with Pan Illinois on June 27th and left via the same company on July 2nd. Mr. Krzyszowski is a graduate of the University Jagiellonian Jagiello at Krakow, Poland.

600 - Freighting

610 - Fully prepaid

Area - Agency	Steamer	Sailings	
		Usual	Unusual Trading
Long Island, Hawkins, Mr.	Transatlantic Bay Freighting Co.		
	Pan-Illinois of Re-ville Director.	Up 6 weeks	
Baltimore, Jerjorvile, Ill.	Freighting	Dec 6 weeks	
U.S. Ports, Flusser, Louisiana.	Freighting	Dec 6 weeks	
U. S. Atlantic.	Freighting	Dec 6 weeks	

Total activity 9.

Several minor interviews of port representatives have been implemented or provided as determined by the merits of the particular case.

620 - Fire prevention

There have been no serious fires or improper fire hazards to date. The only fire that the company was caught by lightning. It was first observed from the 12. Washington Inspect on the morning of June 27th and proceeded to be extinguished from the Chief Ranger's office. Damage on point is the Jungle area slightly damaged leaves and scaling the fire. Light brown were stark by lightning which we were of doubt to water during the storm which caused this fire.

630 - Janitors

Mr. A. Kiddy or Lily Dawson in.. Jan Freedman, Quito.. in utilities with Government Area 6931, working in other Jungle in Mr. Kiddy's car. It intended to make the Amazon on cross-city of road on heavy grade between Quito to Quito Oro. Mr Lockhart is expected to travel on the complainant working the fully as PLANE Quito.

Mr. Carl Gustasson, driving Star car, Minnesota license #150424 in collision with Government truck #551, Paul Hinamon, driver. The truck driver admitted responsibility for the damage and made cash settlement in the agreed amount.

Mr. I. A. Owen, auto tourist, traveling in Chevrolet car, Arizona license #9-925, suffered a first degree burn by placing his hand in a hot pool at Old Faithful geyser on June 22nd. First aid was administered by the nurse at Old Faithful permanent camp.

Mrs. B. A. Sutton of 2706 Mt. St. Helens Place, Seattle, Wash. Personal injuries caused by tree falling across automobile and tent at Old Faithful public auto camp ground about 2:30 a.m. on June 27th. The incident was caused by heavy wind storm which felled large numbers of trees at several points in the park. Her injury consisted of a fracture of the skull. First aid was administered by the nurse at Old Faithful permanent camp and the patient was afterwards removed to the Yellowstone Park hospital. The physician in charge of the hospital reports her condition as materially improved with good indications of speedy and complete recovery.

Mrs. J. H. Brayton, Yellow Bus Tourist, of Sequin, Wash., fractured ankle on bottom step leading to observation platform at the Upper Falls of the Yellowstone River. The incident occurred at 8:45 p.m. on June 26th. First aid was administered by the nurse at Old Faithful permanent camp and the patient was afterwards removed to the Yellowstone Park Hospital for medical and surgical care and treatment.

Taylor Ship of Spokane, Wash., member of Spokane Chronicle Boys' party. Personal injury consisting of first degree burn on lower part of face caused by carelessly looking into crater of Old Faithful geyser immediately following an eruption. The burn was caused by escaping steam. First aid was administered by the nurse at Old Faithful permanent camp and the patient was afterwards removed to the Yellowstone Park hospital.

Special Incidents:

Ralph Phillips, auto mechanic, employed by the Yellowstone Park Transportation Company, was apprehended and questioned by the Chief Park Ranger on May 26th on a charge of transporting liquor into the park. The evidence was not deemed sufficient to warrant prosecution although there was a clear abuse of his privilege of operating his car in the park. He was discharged from his employment and his permit recalled and cancelled.

William Wilson, an employee of the Yellowstone Park Hotel Company, was apprehended on June 30th at the West Yellowstone checking station and questioned concerning the alleged theft of 4 bed blankets from the Mammoth Hot Springs Hotel. The theft of 6 blankets was admitted and the property recovered. The complainant was reluctant to prosecute so the punishment for the offense consisted of requiring the offender to return the stolen property to the

manager at Mammoth Hotel. He was accompanied on the return trip by motorcycle escort. His motorcycle permit was recalled and cancelled and he left the park promptly, as directed, via the north gate.

900 - Miscellaneous

Hospital and Medical Service: The following is a report on the number of professional calls made in the park, patients admitted to the hospital, etc. for the month beginning with the 17th:

Total number of patients in the hospital..... 28
divided as follows:
3 Surgical, 2 minor, 1 major.
1 Mental
12 Sick
7 Accidents, 5 minor, 2 major.
5 Contagious - 1 smallpox, 3 scarlet fever, 1 mumps.
Number of miles traveled by physician.....2225
Number of professional calls made in park..... 9
(majority employees)
Number of complete tours of park, checking dispensaries, looking after guests and employees, etc.....4
Number of minor operations, dressings, etc. coming to the hospital..... 65
Number of calls upon nurses throughout the dispensaries of the park, by employees and guests....450

Post Office: The postoffice was moved to summer quarters on June 5th (Sunday) without interruption of service. Receipts for June indicate a slight decrease in business over June of last year.

Church Services: Preseason services: June 7th, English Lutheran, by Rev. Webster H. Clement, assisted by Rev. E. E. Huff of the American Lutheran Church of Livingston; Episcopal, by Rev. John F. Como, evening of June 1st, and morning of June 12th; Methodist services were held in the lodge room by Rev. Otto G. Ponath on Wednesday evening, June 15th. After the opening of the tourist season, the services held under the regular schedule were as follows: Episcopal, Sunday morning, June 19th; Baptist, Sunday evening June 19th; Methodist, both morning and evening of June 26th.

Gros Ventre flood: A detailed description of this flood has been furnished by Mr. J. H. Jones of Jackson Hole and copies are attached hereto.

Very truly yours,

Superintendent.

The Director,
Washington, D. C.
Inclosures.
AMG

manager at Kamloops Hotel, he was accompanied on his return trip by motorcycle escort. His motorcycle escort was recalled and cancelled and he left the park peacefully, as directed, via the north gate.

500 - Miscellaneous

Hospital and Medical Service: The following is a report on the number of professional calls made in the park, patients admitted to the hospital, etc. for the month ending with the 17th:

Total number of patients in the hospital..... 65
divided as follows:
5 surgical, 2 minor, 1 major.
1 dental
12 other
7 accidents, 5 minor, 2 major.
5 diseases - 1 medical, 4 surgical
Cases, 1 maternity.
Number of calls received by physicians.....255
Number of professional calls made in park..... 5
(including employees)
Number of complete terms of park, including dispensaries, hospital after grants and employees, etc.....4
Number of minor operations, dressings, etc. making
in the hospital..... 65
Number of calls upon nurses throughout the dis-
patcries of the park, by employees and guests....450

Post Office: The post office was served by motor carriers on June 5th (Monday) without interruption of service. Receipts for June indicate a slight decrease in business over June of last year.

Church Services: Presbyterian services: June 7th, Rollin Ostrom, by Rev. Hooster G. Clement, assisted by Rev. R. E. Hart of the Western Canada Church of Living Christ; Episcopal, by Rev. John F. Cook, evening of June 1st, and morning of June 11th; Catholic services were held in the lodge room by Rev. Otto G. Pocsch on Thursday morning, June 19th. After the opening of the tourist season, the services held under the regular schedule were as follows: Episcopal, Sunday morning, June 13th; hospital, Sunday evening June 13th; Methodist, both morning and evening of June 20th.

Cross Country Flight: A detailed description of this flight has been furnished by Mr. G. H. Jones of Jasper. Six cadets were attached thereto.

Very truly yours,

The Director,
Banff-Jasper, B. C.
Canadian
and

Superintendent.

10-159

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

STATUS OF PERSONNEL

YELLOWSTONE National Park for the Month of June 1927

	This Month	This Month Last Year
Number of employees beginning of month,	66	64
Number of additions, ...	52	54
Total, ...	118	118
Number of separations, ...	--	0
Number of employees close of month, . . .	118	118
Number of promotions during month	0	
Aggregate amount of annual leave taken,	15-1/2	26
Aggregate amount of sick leave taken,	0	0
Aggregate amount of leave without pay,	1	0

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

STATUS OF PERSONNEL

Yellowstone National Park for the month of June 1937

	This Month	This Month Last Year
Number of employees beginning of month,	66	61
Number of additions, ...	52	54
Total, ...	118	115
Number of separations, ...	--	--
Number of employees close of month, ...	118	115
Number of promotions during month	9	
Aggregate amount of annual leave taken	15-1/2	6
Aggregate amount of sick leave taken	6	0
Aggregate amount of leave without pay,	1	0

0-157

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TRAVEL REPORT

YELLOWSTONE National Park for the Month of JUNE 1927

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year Number	Increase for Travel Year Percent
RIVATE TRANSPORTATION:						
ars first entry	6255	6875	6660	7686	-811	-10
ars reentry	153	153	255	259	-106	-41
otorcycles	39	39	28	30	9	30
Total motor vehicles	6447	7067	6943	7975	-908	-11
ersons entering via motor vehicles	19223	20947	21369	24422	-3475	-10
ersons entering via other private transportation	19	19	133	166	- 147	-88
Total persons entering via private transportation	19242	20966	21502	24588	-3622	-11
THER TRANSPORTATION:						
ersons entering via stages	4918	4918	6073	6073	-1155	-17
ersons entering via trains						
ersons entering otherwise						
Total other transportation						
GRAND TOTAL ALL VISITORS	24160	25884	27575	30661	-4777	-12

	This Year	Last Year	Increase Number	Increase Percent
utomobiles in public camps during month	8635			
ampers in public camps during month	28084			

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

TRAVEL REPORT

Yellowstone National Park for the Month of June 1947

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year: Number	Increase for Travel Year: Percent
PRIVATE CONSERVATION:						
Camps Civilian Army	6295	6875	5500	7686	-811	-10
Camps Family	151	451	95	93	-106	-42
Motorcycles	35	33	46	34	9	20
Total Motor Vehicles	6447	7067	5541	7813	-746	-11
Persons entering via motor vehicles	18223	20340	21969	24122	-3775	-10
Persons entering via other private transportation	19	19	171	165	-147	-88
Other persons entering via public transportation	4345	5655	5205	6868	-1213	-17
PUBLIC TRANSPORTATION.						
Persons entering via stages	4316	4224	6073	5375	-1151	-17
Persons entering via trains						
Persons entering otherwise						
Total other transportation						
GRAND TOTAL ALL VISITORS	4345	5655	5205	6868	-1213	-18

	This Year	Last Year	Increase: Number	Increase: Percent
Registered in public camps during month	5655			
Guests in public camps during month	4345			

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF PARK REVENUES

Yellowstone National Park for the Month of June, 1927.

	This Year	Last Year
rk revenue on hand beginning of month	000	000
ceived	$14,496.95	15,115.37
Total	$14,496.95	15,115.37
mitted	$14,496.95	15,115.37
hand close of month	000	000

rk revenues received this year to date	$230,871.69
rk revenues received last year to date	358,295.19
~~Increase~~ Decrease	127,423.50
Percent of de~~in~~crease	35

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF PARK REVENUES

Yellowstone National Park for the Month of [illegible]

	This Year	Last Year
Balance previous or Land beginning of month	000	000
Received	[illegible]	[illegible]
Total	[illegible]	[illegible]
Expended	[illegible]	[illegible]
Land sales of month	000	000

Total revenues received this year to date. [illegible]

Total revenues received last year to date. [illegible]

Increase. [illegible]

Percent of increase [illegible]

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

STATUS OF AUTHORIZED PROJECTS

YELLOWSTONE National Park for the Month of JUNE, 1927.

Description of Projects	Percent Constructed To Date	Percent Constructed This Month	Percent Constructed Last Month	Probable Date of Completion
Project #1 - Firehole Cutoff				
New construction, 1-1/4 miles	75	5	0	
Widening, 1-1/4 miles	35	15	0	Aug.15,1927
Project #3 - Lake Shore Road				
Reconstruction, 12.4 miles	100			
Project #9 - Unit No. 1 - Tower Falls-Mammoth Road				
Reconstruction and surfacing, 2-1/4 miles	100			
Project #9 - Unit No. 2				
Reconstruction, 3/4 miles	100			
Project #10 - Sylvan Lake-Cub Creek East Entrance Road				
Reconstruction, 7 miles	12	0	0	
Project #11 - Inspiration Point Road -				
Reconstruction - 2miles	100	0	0	Completed Aug. 25,1926, except surfacing.
Surfacing 2 miles.	60	15	0	
Project #12 - Soda Butte Road				
Reconstruction, 1-1/2 miles	100	0	0	Oct. 20, 1926.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

STATUS OF AUTHORIZED PROJECTS

Yellowstone National Park for the Month of [illegible], 1927.

Description of Projects	Percent Constructed To Date	Percent Constructed This Month	Percent Constructed Last Month	Probable Date of Completion
Project #1 - Firehole Canyon Road reconstruction, 1-1/4 miles surfacing, 1-1/4 miles	75 35	0 15	0 0	Aug.15,1927
Project #5 - Lake Shore Road reconstruction, 12.4 miles	100			
Project #7 - Unit No. 1 - Upper Falls-Midway road reconstruction and surfacing, 1-1/4 miles	100			
Project #9 - Unit No. 2 reconstruction, 3/4 miles	100			
Project #10 - Yellow Lake-Old Faithful road reconstruction, 7 miles	12	0	0	
Project #11 - Inspiration Point road - reconstruction - Dunks - Surfacing 2 miles.	100 50	0 15	0 0	Completed Aug. 27,1926, except surfacing.
Project #12 - Lake South road reconstruction, 1-1/2 miles	100	0	0	Oct. 30, 1926.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF SALES OF PUBLICATIONS

	Number	Value
VERNMENT PUBLICATIONS:		
hand beginning of month		
ceived during month	555	124.50
Total	555	124.50
ld during month.	459	103.60
On hand at close of month	96	20.90
N-GOVERNMENT PUBLICATIONS:		
hand beginning of month		
ceived during month.	177	186.25
Total	177	186.25
ld during month.	106	106.35
On hand at close of month	71	79.90
sh on hand beginning of month.		
les during month		209.95
Total		209.95
mitted during month.		165.00
Balance		44.95

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF SALES OF PUBLICATIONS

	Books	Value
GOVERNMENT PUBLICATIONS:		
Stock beginning of month		
Received during month	595	124.50
Total	595	124.50
Sold during month.	559	115.50
Stock on hand at close of month	36	9.00
NON-GOVERNMENT PUBLICATIONS:		
Stock beginning of month		
Received during month.	177	186.35
Total	177	186.35
Sold during month.	166	174.35
Stock on hand at close of month . . .	11	12.00
Stock on hand beginning of month.		
Received during month		807.35
Total		807.35
Sold and paid during month.		785.00
Balance		22.35

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

*ELECTRICITY GENERATED, SOLD, USED, ETC.

YELLOWSTONE National Park for the Month of JUNE

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year Number	Increase for Travel Year Percent
ırrent generated, ...	61810.	702672.	64330.	676580.	26092.	.03
ıld to park operators, . . .	12850.4	96255.7	15136	93325.4	2930.3	.03
ıld to others, ...						
ırnished to other Governmental agencies, ...						
ıed by National Park Service, lost in transit, etc., . . .	48959.6	606416.3	50144.	583254.6	23161.7	.03
Total current generated, . .	61810.0	702672.0	65330.	676580.0	26092.0	.03

ɔount receivable from the sale of electricity, ... $ 642.52

Indicated by K. W. H.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

*ELECTRICITY GENERATED, SOLD, USED, ETC.

[illegible] ... National Park for the Month of [illegible]

	This Month	This Travel Year To Date	This Month Last Year	Last Travel Year To Date	Increase for Travel Year Number	Increase for Travel Year Percent
[illegible]rent generated, ...	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] to park operators, . . .	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] to others, ...						
[illegible]ished to other Governmental [illegible]gencies, ...						
[illegible] by National Park Service, [illegible]t in transit etc., . . .	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]tal current generated, . .	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

[illegible]unt receivable from the sale of electricity, ... $ [illegible]

[illegible]ndicated by K. W. H.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF TELEPHONE AND TELEGRAPH BUSINESS

YELLOWSTONE National Park for the Month of JUNE 1927

	This Month	This Month Last Year	Increase	Percent Increase
CAL BUSINESS				
les of circuit maintained	391	363	28	.077
of telephones connected	145	140	5	.034
of measured service calls				
of other local calls				
tal No. of local calls	15762	27911	-12149	-43
ak load in calls per day	980	1624	- 644	-39
ceipts from measured service calls				
ceipts from coin boxes				
ceipts from telephone rental				
TOTAL RECEIPTS				
NG DISTANCE BUSINESS				
Outbound calls	271	276	-5	.019
Inbound calls	328	317	11	.033
TOTAL LONG DISTANCE CALLS				
ak load in calls per day	32	50	-18	-36
ceipts from Long Distance business	$121.84	$102.93	-18.91	.18

l of this revenue accrues to the Mountain States Telephone & Telegraph Co.)

LEGRAPH BUSINESS				
ssages via Western Union				
ssages via				
TOTAL MESSAGES				
ceipts from telegraph business				
of money transfer messages				
of money transfer receipts				

IAL RECEIPTS TELEPHONE & TELEGRAPH DEPT-

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

REPORT OF TELEPHONE AND TELEGRAPH BUSINESS

Yellowstone National Park for the Month of June 1967

TELEPHONE	Total month	This month last year	Increase	Decrease
LOCAL BUSINESS				
No. of locally originated telephone-messages	381	365	16	.044
No. of messages terminating in this exchange	149	140	9	.064
No. of local calls	15766	27911	-12145	-43
Local in calls per day	526	1864	- 644	-35
Calls from Telephone service basis				
Calls from coin boxes				
Calls from telephone booths				
Total calls				
DISTANCE BUSINESS				
Outbound calls	271	276	-5	.019
Inbound calls	328	317	11	.035
TOTAL LONG DISTANCE CALLS				
Calls in calls per day				
Calls from long distance business	32	50	-18	-36
	1321.64	2102.35	-18.91	.18
TRANSMISSION (Telegraph messages in the Bonneville Power Administration)				
Paper tape Morse Telegraphy				
Paper tape				
TOTAL MESSAGES				
Calls from Telephone business				
Number transfer messages				
Number transfer calls				
Report of Telephone & Telegraph Dept				

Jackson, Wyoming.
May 21, 1927.

Gros Ventre Flood

By J. R. Jones

Three days since the Gros Ventre flood and the search for lost ones still continues. The weather has turned cold with flurries of snow and the river is now easily fordable with saddle horses near the Highway crossing.

The morning of May 18, 1927, was clear and warm. For about four days the snow had been melting rapidly and all streams had risen to considerable height. On the evening of the 17th several men went from the Elkens Ranch, formerly Seebohm place, to Slide Lake. Engineers of State and National prominence had pronounced this to be a permanent body of water, yet these men found something so indescribably menacing in its appearance that on their return they discussed the advisability of placing a night guard. Few who had seen the lake slept well, yet morning found the river at about the same height as of the night before.

At about 10:30 the waters began rising at the estimated rate of one foot a minute and shortly afterward the bridge at Kelly went out. Yet in spite of these warnings the people could not believe that the lake bank had actually given way. Charles Fox who was in charge of the carpenter crew at the Elkens Ranch gave orders to move camp. Altogether there were sixteen people at this place and the two women who had tarried to save trinkets, were saved only by heroic efforts. All buildings and material were lost and when the waters receded the hot springs and its lovely surroundings were deeply covered with mud and piles of drift.

The people of the town of Kelly who fled were saved, but John Kneedy, his wife and ten year old adopted son were caught in the flood. Several others were swirled along for some distance on the waters outer edge but were rescued before they were carried into deep channels. Every business house and residence was swept away and left not a trace of their former location. The church and school house, being on a higher elevation of land escaped destruction. Many cattle, horses, pigs and chickens were caught by the flood. The crest of the flood as it burst upon the town was a terrifying sight for it carried a twenty-five feet high battering front of logs, trees, houses and out buildings.

A mile and a half below Kelly lived Mrs. May Lovejoy and her sister Maud Smith both of whom were past middle age. They lingered to save household goods and release livestock from buildings. They were tossed to death from their wagon as they were racing their horses toward higher ground.

At the Renniker place buildings and livestock were carried off. At the next ranch it caught Max Eddick and his hired man, Clint Stevens, as they were trying to release livestock from barn and corrals. Eddick was saved by climbing a tree but Stevens was swept to his death.

A number of cars had parked on the bridge and dirt approaches of the State highway crossing of the Gros Ventre and a new car belonging to Chester Simpson was swept away. The battering wall hit the bridge half way from floor to top of steel and the great spans rose up and dropped into the current. They anchored on the north side a few hundred yards down stream. The J. Y. Ranch suffered much damage and all

Dawson, Yukon. **Dove Tooths Flood** By L. S. Jones
May 23, 1927.

Dawson lays claim the Dove Tooths flood as the worst for last year well
countered. The weather has turned cold with flurries of snow and the river
is now nearly frozen with mushy ice near the Klondyke crossing.

The morning of May 18, 1927, was clear and warm. The sports front days the week
had been melting rapidly and all streams had risen to considerable height. On
the evening of the 17th several men went from the Klondyke River, directly below
Dawson, to Bills Lake. Engineers of these and fraternal professions had pronounced
this to be a permanent body of water, yet those men found something to interestingly
occupying in its appearance that on their return they discussed the advisability of
placing a night guard. Few who had seen the lake slept well, yet morning found
the river at about the same height as of the night before.

At about 10:30 the waters began rising at the unlimited rate of one foot a minute
and shortly afterward the bridge at Dairy went out. Not in spite of these warnings
the people could not believe that the lake had actually given way. Behind the
who was in charge of the emergency crew at the Klondyke Bridge gave orders to move
camp. Alongside there were stubborn people at this place and the two women who
had started to move trinkets, were saved only by hurried efforts. All outlying and
exposed were lost and when the waters receded the bar opposite and its lovely
surroundings were deeply covered with mud and piles of debris.

The people of the town of Dairy who fled were saved, yet John Dawson, his wife and
two year old daughter were caught in the flood. Several others were washed
along for some distance on the waters swift edge but were rescued before they were
carried into deep channels. Every business house and residence was empty and
left out a wreck of their former longer lot. The church and manual house, being on a
higher elevation of land escaped destruction. Hay stable, barns, pigs and
chickens were caught by the flood. The worst of the flood as it went upon the
town was a startling sight for it carried a twenty-five foot high battering
front of logs, trees, houses and out buildings.

A mile and a half below Dairy lived Mr. Guy Lovejoy and his sister Miss Edith
both of whom were past middle age. They lingered in have considerable goods and
valuable livestock from buildings. They were rescued by Alaska from their cabin
as they were moving their horses through slippery ground.

At the Dominion plant buildings and livestock were carried off. As the last remain
it caught the Dominion and his client son, Clint Stevens, as they were trying to re-
move livestock from boat and commerce. Dominion was saved by climbing a tree but
Stevens was swept to his death.

A number of cars had passed on the bridge and dire speculations of his fate dispelling
crossing of the Yukon River and a car had delivering to Dawson telegram was sent
away. The returning mail bit the bridge said was from Clint to top of steel and
the great giants rose up and dropped into the current. They gathered on the south
side a few hundred yards from shoreline. Mr. L. Jones returned most hungry and will

buildings and household goods were lost at the Jim France's and lower Bar B C places. Floyd True rode to warn Mike Meeks and John Moore who were at the Meeks Ranch and all were trapped in trees that fortunately withstood the flood.

The waters burst from the Gros Ventre and much of it headed westward across Snake River sweeping over Dodges, Cheneys and indeed every ranch above and below Wilson. The wide play of the waters lessened the strain on the long bridge and this structure absorbed the shock without a tremor. The waters were within a foot of the bridge floor. Only one house near Wilson floated away but several feet of water was inside most of them. Scoop shovels instead of brooms were needed for house cleaning purposes after the flood. Continuing down the river the waters swept over the Ed Mayer ranch and drowned twenty-one fox pups and two old ones out of a total of fifty four. On the adjoining ranch of Oscar Seaton all livestock was lost. This included a dozen cows, several horses and a number of chickens. At the August Christenson and J. R. Jones ranches fences were washed away.

I arrived at the highway crossing of the Gros Ventre River a few moments after the bridge went out and I saw the steel spans swirl to anchor. The waters were a startling sight as they cascaded onward carrying buildings, trees, hay stacks and scores of other objects. Speed, power and ruthless fury were the descriptive words impressed upon my mind. At times great logs leaped high in air like barbed monsters of the seas. Trees, logs, poles and other material would sweep into churning masses and then walls of water would leap upon them and they would scatter like dirt in a powder explosion.

I went to Snake River and climbed a knoll in the Williams Ranch a little north of east from Snake River bridge. Angry waters snarled at the base of the knoll and extended in an unbroken sheet to beyond the town of Wilson. Yet it was evident that mother Snake had subdued her turbulent child for the wild play of the waters were gone and they were moving steadily onward. With glasses I could see the people on the hills beyond Wilson as they watched the waters swirl through their homes. All telephone lines were down and we could get no word from any portions of the valley beyond Snake or Gros Ventre Rivers.

I went down the river to the dugway that winds around the steep bluff opposite the Grisimer ranch and watched the waters rise in this narrow stretch. I marvelled at how slowly they traveled for it was fully eight and a half hours before the highest waters reached this point, a distance slightly under thirty miles. There was nothing here to quicken the blood for the waters slipped through the narrows in deep and deadly manner. Just above I saw an elk swim to the bank but it seemed too weak for the climb out and it turned down stream its one chance for life was gone.

In less than an hour the waters commenced lowering where the highway bridge had stood on the Gros Ventre River. At 6:30 the next morning Birch Hopson forded on a saddle horse and was there when I reached the crossing. At ten o'clock the night before a note in a rock weighted handkerchief had been thrown across the narrow gorge at Kelly. It contained the names of those who were missing.

I found the waters confined to channels that flowed beneath where the bridge had stood. Yellow mud, slippery as glass coated most of the cobble stones.

Saturday and Sunday people were left at the Lido Tavern and Lower Inn 3 o'clock. Flight Sgt John is very close to the Inn and John Moore who were at the Lower Inn and all were trapped in these that fortunately withstood the flood.

The waters went from the five feet and much of it behind swirling water behind River swirling over Dodge. Groups had gathered every room, every and below Ellen. The wife play of the waters lapped the shelf on the long bridge was this strength assumed the shape strong a tremor. The waters more within a foot of the bridge floor. Only the house floor floats floated away but barrels that or water not in the back of door. Among barrels barrels of liquor were landed for those drinking yarrows after the flood. Knocking down the river the waters sweep over the 2d floor rooms and drowned twenty-one for days and the old town out of 2 feet of fifty four. In the Lighting room of seven lamps all livestock was lost. This included a dozen cows, several horses and a number of chickens. In the Sheriff's office and J. J. Adams number fifteen were washed away.

I arrived at the Lighting crossing in the dark that night River a few minutes after the bridge went out and I saw the usual sight of sorrow. The waters rose a startling sight as they dashed through carrying utilities, trees, hay stacks and bodies of other objects. Great and troubles they were the desperate water lapped upon by them. At the point lower Lengel high in air like waters of the dead. Here, Lido, poles and other materials would sweep into swirling masses and that mile of water would leap upon them but they would recover like flies in a powder explosion.

I went in Dodge River and climbed a hill in the Hilltop found a little area of most from Dodge River valley. Many waters found at the base of the hill and retreated in so minutes about to beyond the room of Allen. For it was evident that water there had swamped her residence until the Lido play of the waters were such that they were moving steadily eastward. This go case I could see the people on the hills beyond Allen in their vehicles and the people until strength Dodge house. All telephone lines were down and we could get no word from any portions of the valley beyond Dodge or Lower Tavern Lower.

I went down the river to the Depot and stood around the steep bluff opposite the Criterion Hotel watched the waters play in this narrow channel. I was relief at the slowly they receded for it was fully eight and a half hours before the highest water reached this point. A distance eighty under River edge. There was another area to climbed the road for the waters slipped around the corner in long and heavily manner. Why have I the so all gain to the back but it seemed we were for the other for and it would long stay in the memory for life was gone.

In lower down in front the Estate remained lower of where the Slippery bridge had stood on the Lower Tavern River. At first the most movingly lives figures rushed on a middle tower and the time when I reached the crossing. It was a place the night before a row in a boat watched Nothing had been seen across the narrow place of the lip. It contained the motor of three the very dwelling.

I found the waters continued to decrease that floral towards where the bridge had stood. Jailor was, slippery as glass rocks left of the middle stones.

Other places were swept clean and some of the soil stretches were brightly polished. Every tree that had withstood the shock, and only those near the outer edge did so, was heaped high on the up river side with debris. Willows and aspens were bowed around them and back of this inttial barrier were house logs, trees, boards, fence poles, fragments of furniture, farm machinery and scores of other objects tightly laced together with barbed wire. Only slow toil or fire could ever reduce these masses. The willow stretches on the Pederson and Romey places were piled from a few inches to several feet in depth with muck and sand. The waters had climbed five feet high on the bluff east of the Romey house. I found the muck and sand a trial to walk through for it let me down at every step and gripped tightly. I escaped from one treacherous position by aid of a drifted board. I would push it ahead of me and walk its length and by many repititions of this performance I was finally enabled to reach solid ground. From one of the double drain pipes at the entrance to the Gros Ventre bridge's south approach, protruded the leg and shod hoof of a horse and the other one held the leg of an elk. I saw the body of a cow with the hair ground off and a horse with nothing but its head missing. I saw a frame intact with glass and picture gone. An unbroken fruit jar, a ball of binder twine, an unmarred cupboard door, many bridles, halters, bits of harness, saddles, pitchforks, discs, hay derricks, a Rumley binder and a Fordson tractor. One man found a sand filled lady's satchel with a hundred dollar bill inside. Several fragile cut glass dishes were found unbroken, and some of them had traveled long distances. Yet a quarter mile of battering had twisted the steel piers of the bridge into a useless mass.

It is estimated that about three fifths of the lakes waters have been released and the present outlet is in cascade form. Its breaking is as unexplainable as the slide that formed it. Two miles above the old slide and on the opposite side of the river, another land slip occurred at about the time of the flood. It utterly destroyed about one-half mile of the forest service road that was constructed last year and the upper Gros Ventre country is entirely cut off excepting by horseback travel. The building of a new road presents many difficulties and it is doubtful if one will be built before land adjustments shows signs of permanency.

This region offers a rich field of investigation for students of geology. In the meantime I term it a goofey locality.

STATEM[illegible] SHOWING AUTOMOBILE TRAVEL BY [illegible]TES
YELLOWSTONE NATIONAL PARK - June 1927

AME OF STATE	North		West		East		South		Total	
	Cars	Passen-gers	Cars	Passen-gers	Cars	Passen-gers	Cars	Passen-gers	Cars	Passen-gers
abama	1	3	3	8	1	4			5	15
izona	8	25	15	37	8	25			31	87
kansas	3	5	5	15	6	20			14	40
lifornia	195	521	721	2046	101	278			1017	2845
olorado	22	57	69	201	100	297			191	555
nnecticut	1	2	4	11	3	12			8	25
laware	1	4			2	4			3	8
st. of Col.			3	10	7	20			10	30
orida	17	43	13	44	18	46			48	133
orgia	2	6	3	6	5	20			10	32
aho	15	47	364	1214	14	36			393	1297
linois	68	188	57	153	153	472			278	813
diana	36	120	28	80	34	102			98	302
wa	74	223	23	61	126	403			223	687
nsas	10	35	27	83	46	137			83	255
ntucky	5	13	6	20	9	34			20	67
uisiana	2	6	6	20	2	8			10	34
ine	1	2			3	11			4	13
ryland	3	7	5	10	3	7			11	24
ssachusetts	10	25	9	23	10	25			29	73
chigan	58	173	23	58	71	225			152	456
nnesota	166	535	25	80	78	231			269	846
ssissippi	1	3							1	3
ssouri	17	44	26	87	29	98			72	229
ntana	631	1921	219	656	60	203			910	2780
braska	34	98	24	64	83	250			141	412
vada	1	2	15	46	1	2			17	50
w Hampshire			3	6	2	7			5	13
w Jersey	11	32	10	32	14	35			35	99
w Mexico	4	9	8	22	7	20			19	51
w York	20	47	21	52	37	102			78	201
rth Carolina	1	2	1	3	2	9			4	14
rth Dakota	123	400	17	47	38	128			178	575
io	54	156	49	121	86	280			188	557
klahoma	11	32	35	82	45	146			91	260
egon	24	66	128	318	20	60			172	444
nnsylvania	18	50	28	90	36	99			82	239
ode Island	2	3							2	3
uth Carolina	1	3	2	5					3	8
uth Dakota	41	128	9	27	44	138			94	293
nnessee	1	3	3	25	6	18			10	46
xas	14	35	56	178	70	220			140	433
ah	18	38	207	623	17	56			242	717
rmont					1	3			1	3
rginia	3	7	2	5	2	9			7	21
shington	80	235	223	644	24	80			327	959
st Virginia	1	2			8	34			9	36
sconsin	87	242	25	82	61	185			173	509
oming	44	120	44	140	188	624			276	884
aska			1	5					1	5
vada	38	121	10	35	12	43			60	199
waii	1	3	6	15	2	5			9	23
nal Zone										
xico			1	5					1	5
ilippine Is										
reign			1	2					1	2
OTALS	1979	5842	2582	7597	1695	5271			6256	18710

Cars entering second trip unclassified by states	153	462
Motorcycles entering unclassified by states	39	51
Pre-season travel unclassified by states	620	1724
Grand Total, cars and visitors, classified and unclassified	7068	20947

Department of the Interior
National Park Service
Yellowstone National Park

1927 COMPARATIVE TRAVEL FIGURES WITH 1926 AND 1925 -- MONTH OF JUNE

JUNE 1927

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	TOTAL (People) MONTH	TOTAL (People) SEASON
North	617	1027	1644	2036	5983	11	7638	8968
West	1379	1010	2389	2703	7937	6	10332	10662
East	357	528	885	1709	5303	2	6190	6190
South								64
TOTALS	2353	2565	4918	6448	19223	19	24160	25884

JUNE 1926

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	TOTAL (People) MONTH	TOTAL (People) SEASON
North	1040	845	1885	1901	5750	44	7679	9539
West	2036	1043	3079	2240	6905	38	10022	11084
East	605	504	1109	2224	6955	49	8113	8239
South				578	1759	2	1761	1799
TOTALS	3681	2392	6073	6943	21369	133	27575	30661

JUNE 1925

ENTRANCE	RAIL (People) Hotels	Camps	Total Rail	MOTOR Cars	People	MISC. People	TOTAL (People) MONTH	TOTAL (People) SEASON
North	1462	669	2131	1784	5357	122	7610	9081
West	1435	975	2410	1528	4633	20	7063	7236
East	333	342	675	1245	3901	25	4601	4667
South		3	3	181	555	11	569	592
TOTALS	3230	1989	5219	4738	14446	178	19843	21576

TRAVEL NOTES

Official opening exercises at East Entrance on June 19th. 336 cars entered as inst 305 on July 12, 1926, former record for entrance.

Rail travel opening date, 529. Record 1422 on June 20, 1926.

Total travel for season todate, 25,884; record travel 30,661 at close of June 6; previous record 21,576 in 1925 showing a loss of 4,777 when compared with ord of last year and gain of 4,308 when compared with previous 1925 record.

Rail travel for month 4,918; last year 6,073; loss 1,155.

Auto and miscellaneous travel for month 19,242, last year 21,502, loss 2260.

Number of cars for month 6,448, last year 6,942; loss 495.

The north and west entrances were open to travel on June 1st, east entrance e 19th and south entrance July 1st. Travel conditions have been unfavorable as pared with last year when all gateways were opened to travel before June 1st.

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UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE—YELLOWSTONE NATIONAL PARK

CHIEF RANGER'S MONTHLY TRAVEL REPORT, MONTH OF June, 1927

	NORTH		WEST		EAST		SOUTH		ALL TRAIL ENTRANCES		SUMMARY	
	Cars	People	Cars	People	Cars	People	Cars	People	Horses	People	Cars	People
Automobile permits issued	1976	5834	2573	7580	1694	5269					6243	18683
Automobile permits issued (complimentary)	3	8	8	16	1	2					12	26
Cars entering second time	38	118	110	325	5	19					153	462
Motor-cycle permits issued	19	23	11	16	9	13					39	52
Total	2036	5983	2702	7937	1709	5303					6447	19223
Passengers in horse-drawn vehicles												
Passengers on horseback												
Passengers on bicycles												
Passengers on foot		11		6		2						19
Total incoming passengers with private transportation	2036	5994	2702	7943	1709	5305					6447	19242
WITH HIRED TRANSPORTATION												
Yellowstone Park Transportation Co.		1644		2389		885						4918
Total incoming passengers with hired transportation		1644		2389		885						4918
TOTAL INCOMING PASSENGERS	2036	7638	2702	10332	1709	6190					6447	24160

Total automobiles in public camping grounds 8635

Total automobile campers in public camping grounds 28084

Total passengers Cooke City stage

Total visitors Cave Falls—Bechler River Region

SEASON TOTAL END OF LAST MONTH 620 1724

SEASON TOTAL TO DATE 7067 25884

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

ffice of the Superintendent June 1, 1927

IRCULAR NO. 6.

All public utilities, individual concessioners and Government organizations hroughout Yellowstone National Park must strictly observe the following regulaions with reference to the disposal of garbage and rubbish.

1. BOXES, CARTONS, ETC. All boses, cartons and other containers which may furnish firewood for campers in the park, must be hauled to the nearest automobile camping grounds and piled neatly in a place designated by the ranger in charge of the district. Of course, owners of boxes, cartons, etc. may burn this material in their own furnaces and stoves but unless they need the same for fuel, it must be delivered to the automobile camp grounds. Wasteful burning of fuel that campers can use will not be permitted.

2. GARBAGE. All chefs, cooks and kitchen workers and all others concerned with the handling of garbage, must divide garbage into the following classes:

(a) Edible Garbage, suitable for bears must be placed in a container which can be moved to the platform at the specially prepared pits where bears are known to feed. These will be designated by the rangers. This garbage must not contain broken glass, tin cans, bones, or slop of any kind. It must be composed of food scraps which bears eat. The rangers have authority to notify hotel and camp managers, etc. to discontinue throwing into this class of garbage any material which they know bears do not eat. For instance, bears will not eat potato peelings and these should not be thrown into the bear garbage.

(b) Tin cans, bones, etc. must be hauled to pits dug for this purpose under the direction of the rangers and at the close of the season, these pits must be fully covered up. If possible, cans should be mashed and all operators are urged to procure can mashing machines as soon as this can be done.

(c) Trash and rubbish, may be burned at a place designated by the rangers in the vicinity of the hotels, camps, stores, etc. but the utmost care must be exercised in the burning of this material and big piles should not be allowed to accumulate. We prefer, however, that such trash, unless extremely bulky, be hauled with the cans to the pits which can later be covered up.

(d) Slop should be put in separate containers and disposed of in pits. There is no objection to carrying this stuff, with the cans, to the can and rubbish pits but pits closer at hand may be dug with the permission of the rangers.

BE SURE THAT NOTHING BUT EDIBLE GARBAGE GOES TO THE BEAR PITS

Any concern found throwing other classes of garbage on the platforms for ear food will be required to clean up the bear pit of all miscellaneous trash aside from edible garbage deposited there.

3. CONDEMNED AND USELESS PROPERTY. Such property if too bulky for isposition in tin can pits, must be stored in available buildings or removed to pecially designated places by the rangers.

4. WOOD PILES must be kept in orderly and sightly condition in the ear of operating premises. Sites for wood piles have already been selected and hese cannot be changed except by permission of the Superintendent's office. All otel, camp, store, road camp and other managers and foremen should be required o acknowledge receipt of these regulations.

HORACE M. ALBRIGHT, Superintendent.

Department of the Interior
National Park Service
Yellowstone National Park

June 8th 1927.

OFFICE OF THE SUPERINTENDENT:

CIRCULAR NUMBER 7.

TO ALL PARK RANGERS IN CHARGE OF ENTRANCE STATIONS.

You will be governed by the following considerations in the issuance of Complimentary Automobile 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 and 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

SIGNED. HORACE M. ALBRIGHT,
Superintendent.

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

June 10, 1927

CIRCULAR NO. 8.

The following shifts of operators on the Government switchboard and schedule of hours reserved for the Camps Company will become effective June 15, 1927:

Hours of Duty for Operators

June 15th to June 30th

Operators	From	To	Hours
1. Mrs. Edwin	6:30 A. M.	9:30 A. M.	3
2. Mrs. Allan	9:30 A. M.	12:30 P. M.	3
3. Miss Anderson	12:30 P. M.	2:00 P. M.	1½
4. Mrs. Allan	2:00 P. M.	6:00 P. M.	4
5. Miss Anderson	6:00 P. M.	midnight	6

July 1st to July 15th

1. Mrs. Edwin	6:30 A. M.	9:30 A. M.	3
2. Miss Anderson	9:30 A. M.	1:00 P. M.	3½
3. Mrs. Allan	1:00 P. M.	2:00 P. M.	1
4. Miss Anderson	2:00 P. M.	6:00 P. M.	4
5. Mrs. Allan	6:00 P. M.	midnight	6

From June 16th to August 1st the same schedule will be followed as shown above for the period June 15th to June 30th; from August 1st to August 15th the July 1st to July 15th schedule will be followed; from August 16th to August 31st the June 15th to June 30th schedule will be followed and for the period September 1st to September 20th the July 1st to July 15th schedule will govern. Under no circumstances should a deviation from this schedule be made without first notifying and securing permission from Mr. Joffe.

Hours Reserved for Camps Company

7:45 A. M. to 8:30 A. M.
1:45 P. M. to 2:30 P. M.
7:15 P. M. to 8:00 P. M.

The use of the line by the Camps Company at other times for short messages when the lines are not busy is authorized, but they must not make a practice of transmitting telegrams except during their regular reserved hours or after 9:00 P. M. when the lines are not so busy. All telegrams should be filed at the Western Union Offices in the hotels which are near the lodges and should be sent to these offices by messenger except in the case of the Canyon Lodge where they may be telephoned to the Canyon Hotel on the special wire belonging to the Transportation Company. At Mammoth Hot Springs, telegrams may be telephoned as provided herein or sent by messenger to the Mammoth Hotel. "Visiting" on the lines, particularly between lodges and ranger stations, is prohibited.

Horace M. Albright
Superintendent

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

CIRCULAR NO. 9. June 15, 1927.

The Ranger Service, Information Activity, and Museum Establishment for the Season of 1927 will be organized as follows:

Sam T. Woodring, Chief Park Ranger, In charge of all ranger activities and personnel.
J. E. Haynes, Acting Director of the Museum and Supervisor of Information Service.

Harry Trischman, 1st Assistant Chief Ranger, In charge of trail construction, Ranch Activities, etc.
Joseph Douglas, Assistant Chief Ranger, in charge of Insect Control, Wood Cutting and Special Details from Headquarters.
Harry J. Liek, Assistant Chief Ranger, In charge of the Southern Supervisory Territory.
Julius L. Greer, Assistant Chief Ranger, In charge of the Chief Ranger's Office.

Edmund J. Sawyer, Park Naturalist, Museum Duty.

Marguerite Lindsley, Park Ranger, in charge of Information Office.

Ranger Naturalist Guide Service.

This service will be composed of the following personnel:

Mr. J. E. Haynes, In charge.
Marguerite Lindsley, Information Office.
Gerald E. Marsh, Head Ranger Naturalist.
Dr. Harry M. Kelly.
William H. Clashman.
W. Forest Whedon.
Robert F. Talbott.
Edward A. Flottman.
John E. Fraley.
John M. Hitchings.
Joseph D. Gibbon.
Robert H. Dolliver.
Harvey E. Stork.
Roland Case Ross.

Members of the Ranger Naturalist Division will perform duties other than those outlined by the Acting Director under the direction of the ranger in charge of their duty station.

The following assignments of rangers and schedule of duties are effective today and during the season of 1927 until further notice.

GARDINER STATION

4 Rangers No horses

Thad C. Pound, In charge of Station.
Frank H. Smith.
Frances Eva Pound.
Seth R. Downs.

Checking auto traffic from 6:00 A. M. to 9:30 P. M. The working schedule will be arranged by the ranger in charge of the station.

WEST YELLOWSTONE STATION

4 Rangers no horses

George W. Miller, In charge of Station.
George D. Keyser, Jr.,
Charles P. Melton.
Steward H. Anthony.

WEST YELLOWSTONE STATION (Cont'd)

hecking auto traffic from 6:00 A. M. to 10:00 P. M. The duty schedule to be rranged by the ranger in charge of the station. Other duties will consist of hecking the adjacent auto camp and keeping same in a clean and sanitary condition.

SYLVAN PASS STATION

Rangers No horses

Roby Roy Wisdom, In charge of Station.
Mrs. Irene M. Wisdom.
Robert B. Walton.
William P. Howe.

hecking auto traffic from 6:00 A. M. to 9:30 P. M. The duty schedule to be rranged by the ranger in charge of the station. (Other duties will consist of hecking the adjacent auto camp and keeping same in a clean and sanitary condition.)

SNAKE RIVER STATION

Rangers 3 horses.

Lee Cottrell, In charge of Station.
Edward M. Tate.
Ralph Herron.

hecking auto traffic from 6:00 A. M. to 9:30 P. M., together with routine duties t the station. One man with pack outfit will patrol all parts of the district nder the direction of the Assistant Chief Ranger in charge of the Southern Superisory Territory.

MAMMOTH STATION.

Sam T. Woodring, Chief Ranger, In charge of Ranger Force.
Harry Trischman, 1st Asst. Chief Ranger, In charge of the Northern Supervisory Territory.
Joseph Douglas, Asst. Chief Ranger, In charge of wood cutting, mosquito control work, and special details from Park Headquarters.
Julius L. Greer, Asst. Chief Ranger, In charge of the Chief Ranger's Office.
Everett L. Arnold, Fire Patrol in the Mammoth District and in charge of Mammoth Station.
Roy T. Frazier, Buffalo Corral.
Kenneth C. Wahl, Special Motorcycle Patrol.
Thomas C. Roberts, Regular Motorcycle Patrol.
Damon E. Corbin, Assistant in the Chief Ranger's Office.
John R. Huffman, " " " " " "
Jacob A. Goodman.
W. Forest Whedon.
Robert F. Talbott.
Edward A. Flottman.
William R. Burdison.
Marguerite Lindsley.
John E. Fraley.
Joseph D. Gibbon.

Formation Duty.

Jacob A. Goodman
Frederick W. Woerner.

rom 8:00 A. M. to 6:00 P. M., 2 men.
rom 6:30 P. M. to 8:30 P. M., 1 man.

One man will patrol the Upper Formation nd one the Lower Formation. The rangers assigned to Guide Service will do formaion patrol during hours to be assigned them that will not conflict with their ther duties.

Guide Service

John E. Fraley.
Joseph D. Gibbon.

The regular guide parties will leave the hotel and permanent camp at 9:00 A. M. and 2:15 P. M. The rangers assigned to guide duty will alternate weekly from the hotel to the camps company parties; they will also do formation patrol daily during hours to be assigned them that will not conflict with their guide service duties.

Public Auto Camp

William R. Burdison.

The ranger assigned to this work will devote as much time as possible to Auto visitors; he should mingle with them freely, solicit their comments; make note of their complaints; and extend them every courtesy. The auto camp will be checked twice daily, morning and evening. He will build a camp fire at 8:00 P. M. daily and will see that the fire is burning brightly at 8:30 P. M. which is the hour scheduled for the daily lecture at this point. It will also be his duty to announce the lecture to all parties in the public auto camp. Other duties that will not conflict with the above schedule will be assigned to the ranger in charge of this work.

Information Office.

Marguerite Lindsley, In charge.
Robert F. Talbott.
Edward A. Flottman.

This office will be open daily from 7:00 A. M. to 10:00 P. M. and the duty schedules will be so arranged as to have two rangers on duty during the hours when the office is most frequented by visitors. The duty schedule will be outlined by the Chief Ranger and the ranger in charge of the office will be responsible for its observance. Daily reports will be made to the Chief Ranger's Office on a form provided for that purpose.

Museum

E. J. Sawyer, Park Naturalist, will be on duty in the museum. W. Forest Whedon will assist Mr. Sawyer in the museum at such times as do not conflict with his regular duties. A duty schedule will be arranged providing for the presence of one man on the floor of the museum at all times during office hours who will meet and inform the public in all matters pertaining to the specimens on exhibit.

Lecture Service

W. Forest Whedon
John E. Fraley.

Lectures will be delivered daily as follows:

Camps Company	7:20 P. M.
Hotel	7:55 P. M.
Public Auto Camp	8:30 P. M.

The ranger giving the lecture will announce the same at the hotel dining room during the dinner hour and in the lobbies of the hotel and permanent camp 15 minutes before starting.

Motorcycle Patrol

Thomas C. Roberts.

This patrol will extend from Gardiner to Norris and to the North End of Dunraven Pass.

Kenneth C. Wahl

Special Motorcycle Patrols from Park Headquarters as per instructions from day to day.

Buffalo Corral

Roy T. Frazier.

he show herd will be exhibited daily from 8:00 A. M. to 6:00 P. M. The ranger in harge of the corral will be on duty continually during the day in order to give nformation and to keep an approximate count of the number of visitors viewing the erd.

Fire Patrol

Everett Arnold.

aily patrols will be made in the Mammoth District for the purpose of fire observaion and for the detection of violations of park regulations, particularly in egard to fishing.

Ranger Quarters

Everett Arnold.

r. Arnold will be in charge of the ranger quarters. He will require that the uarters be kept in proper condition, that the regular hours for retiring and risng are observed and that order prevails.

NORRIS STATION

Rangers 2 horses.

Irving S. Aitken, In charge of Station.
David H. Canfield.

ne man mounted to check auto camps and ride to fire lookout at Virginia Cascades, nd Gibbon Hill. He will also make general patrols in the Norris District.

ne man on Formation Duty from 8:00 A. M. to 12:00 noon, and from 1:00 P. M. to :00 P. M. The auto camp will be checked every morning and evening and kept in clean and sanitary condition.

MADISON JUNCTION STATION

Ranger no horses.

Harvey E. Story.

e will check the auto camp and traffic at the Junction and patrol to the fire ookout on Purple Mountain 3 times weekly during the dangerous fire season.

FOUNTAIN STATION

Rangers 1 horse.

Guy E. McCarty, In charge of Station.
Tom A. Renick

Fire Patrol Three trips weekly to Mary Lake.
Three trips weekly to Sage Brush Flats.

Formation Duty One man to patrol Paint Pots, Firehole Geyser Basin, and Excelsior Geyser Basin from 8:00 A. M. to 5:00 P. M.

OLD FAITHFUL STATION

Rangers 2 horses.

Walter P. Martindale, In charge of Station.
William H. Clashman
Robert H. Dolliver.
William A. Belt.
Rudolph M. Mulfinger.
Arthur Chapman, Motorcycle Patrol.
Willis N. Mills.
William Wirt King.
Herma G. Albertson, On Nature Trail Assignment without appointment.

OLD FAITHFUL STATION (Cont'd)

ıe man to be on station duty at all times.

ɔrmation Duty.

One man mounted to patrol Black Sand Basin and Biscuit Basin vice daily. One man to patrol from Sawmill Geyser to Morning Glory Pool from 8:00 . M. to 6:00 P. M. One man to patrol from Old Faithful Geyser over Geyser Hill rom 8:00 A. M. to 6:00 P. M.

A ranger should be present at all eruptions of the big geysers in ıe Basin, such as Old Faithful, Grand, Riverside, etc.

Fire Patrol

ıe man to patrol 3 times each week to Madison Lake. He should patrol to a point verlooking the Bechler River Country. The patrol to Madison Lake lookout is specially important following electrical storms

Guide Duty

Robert H. Dolliver.
William H. Clashman
Herma G. Albertson, Special Guide Service on Nature Trails.
Rudolph M. Mulfinger, Relief Guide.

Motorcycle Patrol

Arthur Chapman.

ıis patrol extends from West Yellowstone to Thumb Station.

Public Auto Camp.

ıe man to check auto camp every morning and evening. The ranger assigned to ıis work should devote as much time as possible to the interests of the auto isitors and extend them every possible courtesy.

Bear Guard.

ıe man to do bear guard.

THUMB STATION

Rangers 1 horse.

Roger L. Duncan, In charge of Station.
Hugh A. Townsend.

LAKE STATION

Rangers 4 horses

Harry J. Liek, Asst. Chief Ranger, In charge of Southern Supervisory Territory.
Herschel R. Bowman, In charge of Station.
James N. Dupuis, Frost Lake Fire Patrol
Harry M. Kelly.
Walter B. Townsend.
Robert H. Rose.
Karl J. Hardy, Motorcycle Patrol.

ıe man will be on duty in the office at the Community Room at all times. One man ıth pack outfit to make patrols over the entire district to detect fires and ɔssible violations of park regulations. One man to make daily patrols of camp rounds in the district.

ıe motorcycle patrol from this station extends to Sylvan Pass and Snake River. ıe man will regulate traffic near the Fish Hatchery from 6:00 A. M. to 7:00 P. M. ıily.

CANYON STATION

Rangers 2 horses.

Edward E. Ogston, In charge of Station.
Joseph D. Lawrence.
Carlile S. Nichols.
Edwin L. Smith, Motorcycle Patrol.
Elmer E. Kingery.
Robert D. Terhune.
Gerrit Demmink, Fire Patrol.
Donald A. Duff.

ne man will be on duty in the office at the Community Room at all times. One man ill be on duty at Artist Point daily from 8:00 A. M. to 11:30 A. M., and from 2:45 to 4:30 P. M.

ne man will be on duty at Inspiration Point daily from 8:00 A. M. to 11:30 A. M., nd from 12:45 to 4:30 P. M.

ne man will be stationed at Stairway to Lower Falls from 10:00 A. M. to 12:00 oon, and from 1:00 P. M. to 4:00 P. M.

ne man will be stationed at Stairway to Upper Falls from 9:00 A. M. to 12:00 oon, and from 1:00 P. M. to 4:30 P. M. to direct cars to parking grounds around he Haynes Picture Shop and otherwise regulate traffic.

ne mam to do bear guard, and one man will be assigned to Fishing Patrol or Night uard.

Motorcycle Patrol

Edwin L. Smith.

his patrol covers all roads in the vicinity of Canyon to the North End of unraven Pass, and the highway from Canyon Junction to Lake and Madison Junctions.

DUNRAVEN PASS STATION

2 Rangers no horses.

Elwood E. Hansen, In charge of Station.
Walter R. Beardsley.

aily patrols will be made to the Summit of Mt. Washburn for the purpose of fire ookout, traffic regulation over the mountain, and information service to visitors. he comfort stations will be kept in a clean and sanitary condition.

TOWER FALLS STATION

3 Rangers 2 horses.

John Bauman, In charge of Station.
Francis D. LaNoue.
John H. Hitchings.

ne man will be on the station at all times. One man will be on duty at Tower alls from 1:30 P. M. to 4:00 P. M. to control traffic. Mounted patrols will be ade to Specimen Ridge and Slough Creek 3 times weekly. The Nature Guide and Lecture Service at this point will be outlined by the rangers in charge of the ranger-naturalist work.

GALLATIN STATION

Ralph Pierson, In charge of Station.

wo patrols to Sportsman Lake each week, and two patrols to Grayling Cabin each eek. Patrols will be made to the top of Lightning Hill immediately after day-ight on mornings following electrical storms.

ne man will be on station duty or along highway between the park entrance and rayling Creek at all times during the day.

RIVERSIDE STATION

George Winn, In charge of Station.

will make extensive patrols over the district for the detection of fires and ssible violations of park regulations. Special attention will be given to fish-ig parties along the Madison River and to live stock ranges across the park bound-y. He will also keep a close watch on drivers of the Yellowstone Park Transporta-on Company busses, trucks, and cars during their stop-over periods at Riverside.

BECHLER RIVER STATION

Rangers 2 horses.

Albert T. Bicknell, In charge of Station.

trols in this district will be made under the direction of the Assistant Chief nger in charge of the Southern Supervisory Territory. One ranger will be ationed on the road (at the park line) near Fall River on Saturday and Sunday of ch week to check autos and seal guns of park visitors.

UPPER YELLOWSTONE STATION

Ranger 2 horses.

Raymond S. Pratt.

will make mounted patrols over the entire district as directed by the Assistant ief Ranger in charge of the Southern Supervisory Territory.

COOKE CITY STATION

Rangers 2 horses.

Clifford Anderson, In charge of Station.
Worth A. Fauver.

e man will be on station duty at all times to check traffic and seal guns, etc. e man will make fire patrols to the head of Pebble Creek and along the road tween the station and Soda Butte Cabin.

UPPER SLOUGH CREEK STATION

James McBride, In charge of Station.

e routine duties of this station will be outlined by the Chief Park Ranger from me to time as occasion requires.

HELLROARING AND CREVICE STATIONS

Ranger 2 horses.

Roy C. Brown, In charge of Stations.

is headquarters will be at Hellroaring Station. He will make fish and fire trols, under the direction of the 1st Assistent Chief Park Ranger from the uth of Blacktail Deer Creek to Little Buffalo and during dangerous fire weather trols will be made to Crevice Mountain with night stop-overs at Crevice Station.

HEART LAKE DISTRICT

Ranger 1 horse.

Leon Poore, In charge of Station.

will make patrols throughout his district to detect fires and will keep a look-t for violations of park regulations, particularly regarding fishing.

MISCELLANEOUS

Edward J. Bruce, In charge of Pack Train.
Roland Case Ross, Unassigned.
Robert M. Baker, Unassigned.

Horace M. Albright
Superintendent

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

CE OF THE SUPERINTENDENT

June 15, 1927.

CIRCULAR NO. 10.

Effective, beginning June 19, 1927, the following people will report for all day service on the Sundays and holidays stipulated, their duty being to take care of people coming into the office wishing to see the superintendent, those making inquiries concerning the park, or its business, referring tourists to the Information Office, etc.

June 19th	Mrs. Greer,
June 26th	Mr. Edwin
July 3rd	Mr. Eggen
July 4th	Julia S. Woodring
July 10th	Mr. Edwin
July 17th	Mr. Sprinkel
July 24th	Miss Schmid
July 31st	Mr. Knevoldsen
August 7th	Mr. Oldham
August 14th	Mr. Sprinkel
August 21st	Miss Schmid
August 28th	Mrs. Greer
September 4th	Mr. Eggen
September 5th	Mr. Knevoldsen
September 11th.	Julia S. Woodring

There is no objection to interchanging of dates, provided Mr. Hill, Mr. Joffe, and I are notified so that we will know who to expect on duty.

Horace M. Albright
Superintendent

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

YELLOWSTONE NATIONAL PARK

YELLOWSTONE PARK, WYO.

OFFICE OF THE SUPERINTENDENT

June 14, 1927.

CIRCULAR NO. 18.

Effective, beginning June 15, 1927, the following people will report for all duty herein to the Ranger and Entrance Stations, which duty takes in some form of people going into the public station to see the superintendent, those coming into hospitals somewhere in-park, or the business, relating thereto to the information bureau, etc.

June 15th . . . . . Mrs. Grant.
June 16th . . . . . Mr. Davis
July 2nd . . . . . Mr. Sims
July 4th . . . . . Mrs. H. Toomey
July 5th . . . . . Mr. Jones
July 17th . . . . . E. Gardner
July 18th . . . . . Miss Lynch
July 31st . . . . . Mr. Sweitzer
August 7th . . . . . Mr. Cline
August 14th . . . . . E. Fyfield
August 15th . . . . . Miss Conrad
August 16th . . . . . Mrs. Bryan
September 5th . . . . . Mr. Sims
September 6th . . . . . Mr. Sweitzer
September 12th . . . . . Miss H. Toomey

There is no objection to introducing at Lake, provided H. E. Hill, Mr. Davis, and I are satisfied to look on with them as alumni as long.

Herbert W. Lindley
Superintendent

Department of the Interior
National Park Service
Yellowstone National Park
Yellowstone Park, Wyo.

June 26, 1927.

CIRCULAR NO. 11

On and after this date and until the end of the tourist season, the following night connections will be made on the Government switchboard at Mammoth Hot Springs. The telephone operator on the midnight shift should be certain to make these connections before closing the switchboard at midnight.

Livingston line No. 1 to Hospital line No. 10
Dr. Brady's line No. 4 to Gardiner line No. 7
Power plant line No. 34 to Allan & Dale line No. 11
Canyon ranger station and Canyon camp line No. 25 to Joffe line No. 24
Lake, Sylvan Pass and Snake River line No. 37 to Greer and Woodring line No. 35
Old Faithful and West Yellowstone line No. 26 to rangers' quarters No. 40
Cooke City and Tower Falls line No. 32 to Lindsley line No. 2.

Horace M. Albright
Superintendent

DIETER