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PROCEEDINGS

OF THE

NATIONAL PARK CONFERENCE

HELD AT THE

YOSEMITE NATIONAL PARK

OCTOBER 14, 15, AND

16, 1912



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1913

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PROCEEDINGS OF THE NATIONAL PARK CONFERENCE HELD AT YOSEMITE NATIONAL PARK OCTOBER 14, 15, AND 16, 1912.

INTRODUCTION.

On October 14, 15, and 16 there was held in the Yosemite National Park the second conference of departmental officials and other persons interested in the development and administration of the national parks. There were present at this conference the superintendents of the various parks, the principal Washington officers of the Department of the Interior who handle national park matters, and representatives of the concessioners, of the transportation companies tributary to the parks, and of independent organizations that have been interested in the problems of park administration. All persons holding concessions in the national parks were invited to be present and all of the railroads tributary to the parks were invited to send representatives. Every important interest connected with the parks both on the side of the Government and on the side of the concessioners and railroads was adequately represented. The purpose of the conference was to consider all the questions that arise in the administration of these reservations, in order that the department might be able to make such changes in the regulations and to foster such development as might be for the best interest of the public. It should be distinctly understood that the views herein expressed are those of the individuals presenting them, and that the department gives no official sanction to the facts stated or to the recommendations made.

PERSONS ATTENDING THE CONFERENCE.

- Capt. J. B. Adams, assistant forester, Washington, D. C.
- W. F. Arant, superintendent Crater Lake National Park, Klamath Falls, Oreg.
- H. C. Best, Yosemite, Cal.
- W. M. Boland, superintendent Wind Cave National Park, Hot Springs, S. Dak.
- Frank Bond, chief clerk, General Land Office, Washington, D. C.
- J. T. Boyesen, Yosemite, Cal.
- Lieut. Col. L. M. Brett, acting superintendent Yellowstone National Park, Yellowstone Park, Wyo.
- G. M. Brookwell, Los Angeles Real Estate Board, Los Angeles, Cal.
- L. E. Burkes, secretary Automobile Club, San Francisco, Cal.
- D. E. Burley, general passenger agent, Oregon Short Line Railroad, Salt Lake City, Utah.
- J. J. Byrne, assistant passenger traffic manager, Santa Fe Railway.
- R. H. Chapman, acting superintendent Glacier National Park, Belton, Mont.

- A. D. Charlton, assistant general passenger agent, Northern Pacific Railway, Portland, Oreg.
- Maj. Sherwood A. Cheney, Engineer Corps, United States Army.
- H. W. Child, Yellowstone Park Transportation Co., Yellowstone Park, Wyo.
- J. W. Coffman, Yosemite, Cal.
- W. E. Colby, secretary Sierra Club, San Francisco, Cal.
- R. S. Cole, Riverside Chamber of Commerce, Riverside, Cal.
- J. C. Conwell, secretary Automobile Dealers' Association, of Los Angeles, Cal., representing Ocean to Ocean Highway Association.
- D. A. Curry, Yosemite, Cal.
- J. B. Curtin, Sonora, Cal.
- W. T. S. Curtis, Washington, representing certain Hot Springs lessees.
- Mrs. John Degnan, Yosemite, Cal.
- F. C. Dezendorf, Chief Field Division, General Land Office, custodian Muir Woods, San Francisco, Cal.
- E. W. Dixon, inspector, Department of the Interior, Washington, D. C.
- F. C. Drum, Yosemite, Cal.
- Coert DuBois, district forester, California.
- Ralph Earle, Pathé Freres, New York.
- C. H. Edwards, Secretary, Coulterville Road, Cal.
- Dr. L. R. Ellis, member federal registration Board, Hot Springs, Ark.
- Charles S. Fee, passenger traffic manager, Southern Pacific Railroad, San Francisco, Cal.
- Walter L. Fisher, Secretary of the Interior, Washington, D. C.
- George Fiske, Yosemite, Cal.
- Ex-Senator Frank Flint, representing Southern California Automobile Association, Los Angeles, Cal.
- D. K. Foley, Yosemite, Cal.
- Col. W. W. Forsyth, acting superintendent Yosemite National Park, Cal.
- W. J. French, superintendent Platt National Park, Sulphur, Okla.
- Walter Fry, head ranger Sequoia National Park, Three Rivers, Cal.
- Miss S. C. Geary, secretary Automobile Club of Southern California, Los Angeles, Cal.
- W. H. Gorham, representing Mountaineers, Seattle, Wash.
- P. H. Greer, president Automobile Dealers' Association of Southern California, Los Angeles, Cal.
- E. S. Hall, superintendent Mount Rainier National Park, Ashford, Wash.
- Maj. H. M. Hallock, medical director, Hot Springs Reservation, Hot Springs, Ark.
- George B. Hanson, Southern Pacific Railroad, San Francisco, Cal.
- F. F. Harvey, manager dining car service, Atchison, Topeka & Santa Fe Railway, American Bank Building, Kansas City, Mo.
- C. A. Hawkins, White Automobile Co., San Francisco, Cal.
- F. J. Haynes, concessioner, Yellowstone Park, Wyo.
- H. H. Hays, Wylie Permanent Camping Co., Yellowstone, Wyo.
- J. F. Hickey, Tacoma, Wash.
- J. R. Hickey, Monida & Yellowstone Stage Co., Yellowstone Park, Wyo.
- James Hughes, Chicago, Milwaukee & Puget Sound Railroad, Tacoma, Wash.
- D. W. Hutchins, Riverside Chamber of Commerce, Riverside, Cal.
- Chris. Jorgensen, Yosemite, Cal.
- W. E. Kelly, Interior Department, Washington, D. C.
- O. W. Lehmer, general manager Yosemite Valley Railroad, Merced, Cal.
- M. O. Leighton, Chief Hydrographer, Geological Survey, Washington, D. C.

- C. H. Lovell, attorney for Wawona Road.
F. W. McCauley, Yosemite, Cal.
C. H. McStay, Los Angeles Chamber of Commerce.
R. B. Marshall, Chief Geographer, Geological Survey, Washington, D. C.
George W. Marston, San Diego, Cal., representing American Civic Association.
T. H. Martin, secretary Seattle-Tacoma-Rainier National Park Committee, Tacoma, Wash.
H. A. Meyer, private secretary to the Secretary of the Interior, Washington, D. C.
A. W. Miles, president Wylie Permanent Camping Co., Yellowstone Park, Wyo.
Frank A. Miller, Los Angeles, Cal.
E. H. Mormon, Wylie Permanent Camping Co., Yellowstone Park, Wyo.
John Muir, American Alpine Association, Martinez, Cal.
H. H. Myers, superintendent Hot Springs Reservation, Hot Springs, Ark.
Fernando Nelson, San Francisco Motorist.
P. M. Norboe, State engineer, Sacramento, Cal.
E. T. Off, Pasadena Chamber of Commerce.
O. K. Parker, engineer for Automobile Club of Southern California, Los Angeles, Cal.
E. T. Parsons, representing Mazamas Mountaineers, Seattle, Wash.
A. C. Pillsbury, 783 Mission Street, San Francisco, Cal.
P. H. Price, Santa Barbara Chamber of Commerce, Santa Barbara, Cal.
Hon. John E. Raker, House of Representatives.
Miss Vera C. Riley, United States Land Office, San Francisco, Cal.
A. C. Ringland, district forester in charge, Grand Canyon.
R. K. Roberts, secretary Motor Car Dealers' Association, San Francisco, Cal.
N. L. Salter, Yosemite, Cal.
Wm. F. Schmidt, general western agent, Missouri Pacific; St. Louis, Iron Mountain & Southern Railway; and Denver & Rio Grande Railroad, San Francisco, Cal.
W. M. Sell, Yosemite, Cal.
David A. Sherfey, engineer, Yosemite National Park.
S. E. Shoemaker, superintendent Mesa Verde National Park, Mancos, Colo.
Gabriel Sovulewski, supervisor Yosemite National Park.
W. G. Steel, Portland, Oreg.
J. B. Ternes, Tacoma Baggage & Transfer Co., Tacoma, Wash.
F. W. Thompson, general western agent Rock Island Lines, San Francisco, Cal.
C. S. Ucker, chief clerk Interior Department, Washington, D. C.
W. L. Valentine, representing Southern California Automobile Association, 710 O. T. Johnson Building, Los Angeles, Cal.
R. F. Waddell, United States land office, San Francisco, Cal.
Percy J. Walker, president State Automobile Association, San Francisco, Cal.
C. A. Washburn, Wawona, Cal.
J. S. Washburn, Wawona, Cal.
R. B. Watrous, secretary American Civic Association, Washington, D. C.
Col. Harris Weinstock, representing San Francisco Chamber of Commerce, San Francisco, Cal.
Capt. W. M. Whitman, acting superintendent Sequoia and General Grant National Parks, Three Rivers, Cal.
Dr. Willistear, Pasadena Chamber of Commerce, Pasadena, Cal.
R. M. Yost, Pasadena Chamber of Commerce, Pasadena, Cal.
C. M. Ziebach, acting superintendent Sullys Hill National Park, Fort Totten, N. Dak.

MORNING SESSION, OCTOBER 14.

Secretary FISHER. Gentlemen, we may as well come to order. This, as you know, is the Second Annual National Park Conference, the first having been held last year at the Yellowstone, and I am very glad to see so many of you present here this year.

We are meeting one day in advance of the formal announcement, I believe, as it was not sure that I could get here from Honolulu before to-morrow, so that a day's leeway has been given. We know there are a very considerable number of people coming up during the day.

The conference is called to discuss the various questions relating to the administration of the national parks and issues that have to do with their proper management and development. There are a great many questions to be talked about. Last year we had a number of formal papers. We felt at that time that, being the first conference, it would be desirable to indicate somewhat the character of the questions we wished to talk about by having formal papers prepared by a number of people on different topics of interest. It was felt that in that way we would get before the conference suggestions that would lead to expressions of opinion or experience or advice from various members of the conference with regard to the problems that were confronting any particular park or any official of the parks.

The situation regarding park administration has not changed in a radical manner during the last year. It was, I think, the unanimous opinion of those who attended the conference last year that the national parks of this country would never be properly administered until we had established something in the nature of a national park bureau or other method of centralized administration. It was fully appreciated then by those who were present, not only those connected with the Government service but those outside of that service who had to do with park matters, that the system or lack of system that was then in effect was perfectly hopeless.

As you know, the national parks have never had any method of centralizing their administration. They have grown up, like Topsy, and nobody has taken any care of them as a whole. Each individual park has secured from Congress that amount of appropriation and that degree of attention that local influence was able to obtain in that body. The administration and the Secretary's office in Washington have called the needs of the parks to the attention of Congress from time to time, but so far as I have been able to ascertain at that time or since, the parks as a whole have never had their matters pressed upon the attention of Congress until last year. Each of these parks has problems that are also problems in other parks—questions of road construction, bridge construction, care and maintenance of the roads and bridges and trails, the concessions with regard to hotels, transportation, photography, and other matters of that

kind. They all raise questions which are very similar in the different parks, and yet there is no way of coordinating these matters and bringing to bear for the benefit of all other parks the experiences of any particular park, or the successes or failures of particular park superintendents or other officials.

There has been no machinery whatever in the Secretary's office for this purpose; and so by process of elimination, by force of circumstances, the administration of the national parks has been intrusted primarily, so far as routine details are concerned, to the office of the chief clerk. That office is very heavily burdened with other matters of detail in the city of Washington. It has the handling of the ordinary clerical details of the office of the Secretary of the Interior and the handling of the clerical matters that come up to that office from all the different bureaus and subdivisions of the department.

In the very nature of the case, it has been impossible for the chief clerk's office to give the attention to these matters which their importance demands. The offices of the chief clerk and of the Secretary itself have never been equipped to handle these matters, if it had been possible to give them the necessary time and attention. Many of the problems are engineering in their character; many of them relate to the broader aspects of park development. The landscape questions, the questions relating to the forests and streams in the forest—sanitation and the construction of buildings of various kinds, both for park administration and for the accommodation of the traveling public—all require special qualifications on the part of those called upon to administer them, with respect to which Congress has afforded no facilities whatever to the Secretary of the Interior.

Now, as I have said, the discussion of these matters last year resulted in a practically unanimous opinion—unanimous as far as I am aware; no dissension of any kind appeared to exist with relation to the matter—a unanimous opinion that we should organize or secure from Congress the means to organize some form of centralized administration. The agitation for congressional action was taken up and supported by various organizations and individuals. It received support from the press of all kinds throughout the country—from the newspaper press and from all the weekly and monthly publications which were interested at all in public matters. It received the support of various influential individuals and organizations. The American Civic Association, whose secretary is here meeting with us again, as its president was last year, made it rather the particular subject of its annual meeting last year. A considerable discussion occurred and resolutions were passed. Its president, Mr. McFarland, and its secretary, Mr. Watrous, together with others connected with it, gave such active support and influence as they could to the passage of a bill by Congress. A bill was prepared, introduced in the two Houses of Congress, and apparently given favor-

able consideration by the committees to which it was referred, but conditions at the last session of Congress were such that it was impossible to procure any actual legislation on the subject.

The discussion with regard to inadequate appropriations produced a little result in some instances. We got a little start toward an increased appropriation for the Yosemite, but the policy of the Democratic party, particularly in the direction of reduced appropriation on the theory of cutting down expenses of the Government, of course, naturally stood in the way, as a general principle. It was very difficult to get any consideration, and I may say that increased park appropriations did not receive the vigorous support of some of the gentlemen of another party—my own party—that I would like to have seen. I am not discussing the question as a political matter at all, but merely reciting the facts. The result was that we failed to get either the increased appropriations or the remedial legislation that we very much need. I think, however, we have made a substantial beginning in the growth of public sentiment, in calling the matter to the attention of Congress in an effective way, and I am not without hope that at the coming session of Congress we may be able to get some action taken. There was some difference of opinion with regard to the particular form of the action that should be taken—as to whether there should be a bureau created or whether we should at first, at least, simply take steps that would enable us to get more effective work in the Secretary's office without the creation of a bureau—I mean, whether Congress might not prefer the second alternative, and confine its action to the passage of the necessary appropriations to enable us to employ park experts and engineers to assist in the administration of these affairs in the Secretary's office, together with some additional assistance on the clerical side for that express purpose. I think a very considerable sentiment existed in favor of the latter plan. I know that many Members of Congress in speaking to me expressed the opinion that the National Park Bureau should be created, but that possible it might be necessary at first to proceed in the way that I have just indicated.

Now, we have very many questions to discuss here to-day; some of them are subjects for open sessions and some of them for executive sessions. There are questions of very great importance affecting all the phases of park administration. One of the important questions now before us is the question of the admission of automobiles to national parks and the terms upon which they should be admitted if they are to be admitted, either to this park or to any other park. That, as I have said, is a very important question. It is by no means the only question. It is by no means the most important question we have to discuss, but there are a considerable number of individuals here who are enthusiastic users of the automobile, and I suppose they regard it as a matter of first importance—possibly they think it was the purpose for which this conference was called. If so, it is just as well to disabuse them of the idea right at the

outset. We are going to take up the automobile question on its merits and in due course. The ordinary methods of agitation have been employed, and my secretary, I think, has finished opening a number of telegrams, substantial copies of each other, which the automobile associations have thought might have some influence on this gathering or on the Secretary. Of course an official letter by the executive officers of these organizations would have had just the same effect and saved considerable expense. However, if the gentlemen who are interested wish to show their interest by paying for telegrams, I have no possible objection to that course. I doubt if I shall have time to read them all; but I shall have my secretary classify them, and any that contain anything besides a desire that the parks shall be open to automobiles I will look at. Perhaps to-day the best thing to do is to hear informally, publicly, from the various park superintendents with regard to those matters that they would like to call before the conference as a whole, particularly as to conditions since our last meeting, and a general discussion of any of the questions that may be presented can be had later—either this afternoon or at some other time, to be determined at the end of this meeting. We will later have an executive meeting of the park superintendents, at which they may wish to discuss some of the questions that they think should be presented in that way.

To-morrow morning, if we do not find reason to change the plans and have then progressed far enough with the other program, we will hear from the transportation people, the railroad representatives and others, and from the gentlemen who are interested in the automobile. In that connection, I would suggest to the latter gentlemen, if possible, and I see no reason why it is not possible, that they agree upon, say, two or three persons who will present the special matters in which they are interested, and thus avoid unnecessary repetition of arguments or suggestions.

Again expressing my appreciation that so many of you have found it interesting and convenient to come here, especially those who are not in the official service of the Government, I will declare this meeting open, and start by asking Col. Brett, as the representative of the park that perhaps stands out most in the public eye in point of interest and attendance, to begin the meeting by telling about the conditions in the Yellowstone Park as they are now and the changes that have occurred since our last meeting.

Col. BRETT. Mr. Secretary, Superintendents, and others: The need for a bureau of national parks was particularly emphasized in the Yellowstone this season and in the latter part of the season of 1911. On the 1st day of August, 1911, all the money that had been appropriated for roads, bridges, sprinkling of same, and general improvements was exhausted. There was not a rainy day in August of 1911. The consequence was that the surfacing of the roads practically blew

away. The engineer officer in charge thought that \$10,000 would replace that surface. When he started in this season, after the appropriation became available, he found that \$10,000 had gone a very short way, which demonstrates the fact that we ought to have a bureau of national parks in which there is a fund to meet such emergencies as were met in the case of the Yellowstone and to prevent any such excessive waste. Now, there was not a cent of money available in our park until some time in July. Then there was a portion—only one-twelfth of the former year's appropriation. Well, the engineer officer said he couldn't do anything with that, because he couldn't equip his crews to get into the park, and no material good was accomplished until the regular appropriation was available. Now, to meet the conditions and to insure the park being open to tourist travel, I placed 200 enlisted men of the command out in that park, and we repaired the roads, the bridges, and filled up all the washouts, and there were some washouts as big as this building, right down through the high, steep grades. We went to work and we either threw in enough rocks or bridged it over. On the road between the north entrance, which is Gardner, and Mammoth there is a moving hill. It is a clay hill on an inclined plane. We measured it. It moved over 8 inches in two days, and we had on an average of 40 men working on that thing off and on for several months. That piece of work did not cost the United States one cent, and we came pretty near filling up the Gardiner River and throwing away that hill.

Now, these are propositions that must be faced and they ought to be faced before the roads are allowed to deteriorate further. We hope, with the appropriation granted this year, just to be able to get the roads back where they were, and the appropriations for the entrances and the main road are considerably over \$100,000, which just simply demonstrates what an extravagant method of park administration we are up against now, because there is no way of checking the waste. Those were the only main points, Mr. Secretary.

THE SECRETARY. What was the attendance last year at the park, Colonel?

Col. BRETT. 22,739.

THE SECRETARY. And how did that compare with the previous year?

Col. BRETT. That was 72 less than the previous year.

THE SECRETARY. Substantially the same?

Col. BRETT. Yes, sir.

THE SECRETARY. We made some changes in the Yellowstone with regard to the general regulations and there were some arrangements made by way of adjustment of conflicting interest with relation to the entrance from Cody. Do you know in the practical operation, during the season, about how it worked?

Col. BRETT. Yes, sir; I think that new transportation company carried something like 209 passengers. I haven't the exact figures, but I talked with Mr. Holm. He felt very much encouraged. He didn't think that was a bad beginning for a new enterprise. The Wylie Co. also established a permanent camp—another station—and by the experience of last year it has decided to put, if approved by the department, a camp down near the eastern entrance, below the Sylvan Pass, and I think it would be a first-rate thing. There is no doubt but that there is going to be a healthy increase in travel from that entrance.

The SECRETARY. What happened in regard to the lake transportation? Were the steamers there put in satisfactory shape, and did they operate during the season?

Col. BRETT. Yes, sir; on schedule.

The SECRETARY. Was there an increase or decrease in the travel?

Col. BRETT. Increase, sir.

The SECRETARY. I don't know that there is any other question in connection with the Yellowstone which occurs to me at the present time. If there is anyone here who has any matter in connection with that park in which they are especially interested, we would be very glad to hear from them now. Otherwise, I will ask Col. Forsyth if he will tell us what the conditions are in this beautiful park in which we are holding this conference.

Col. FORSYTH. The season just ended in the Yosemite has not been a season with as much travel as heretofore. For the last two or three years, up to this summer, the travel has been about 13,000 in round numbers, but this summer it has fallen off over 2,000. Now that falling off in travel I think can be attributed to a number of causes. The old residents of the valley here tell me that the summer of a presidential campaign always reduces the travel in the Yosemite Valley, and we have had such a summer.

The road from El Portal up here has been kept sprinkled all summer, and the pleasure of reaching the valley has not been marred in any way. There has been no annoyance from dust on that road at all.

There are a number of things in connection with the Yosemite that it seems to me should with propriety be discussed at this conference. There is a proposition now in Congress to change part of the boundary line. I think we might to advantage discuss the desirability of that. Of course, the automobile question in connection with this park is one of the matters for discussion, and the general question of a bureau of national parks seems to be, from my several years of service here, an urgent necessity. The arguments are all in favor of it. I can think of no reason against it. As a business proposition it is very clear that the parks have increased so in number and variety that a bureau of national parks has now become simply a matter of business. We should have such a bureau.

The appropriation that was recently made by Congress was made so late that we have been enabled to do very little so far. There are a number of very urgent needs in the way of bridges right here that we hope all of you will see before you leave. Besides, they should not be replaced by the same kind of bridge, a wooden structure that lasts only two or three years. The bridge right there at the Sentinel Hotel is, as you may see at a glance, in a precarious condition. The resident engineer here has prepared plans for a reenforced concrete bridge about four times the width of that bridge which will be superior in appearance and in magnitude. That point is a very favorite place with visitors. There is a beautiful vista up the river. It is proposed that this bridge shall have seats along the side walls, where the visitor can spend hours, if necessary. There are a number of wooden bridges near the foot of Bridalveil Falls which are in a rickety condition. They should be replaced, and will have to be replaced before next summer, either by the same type of bridge we have there now or a reenforced concrete bridge, which will last for a hundred years. One of those wooden bridges lasts only three or four years, and while concrete bridges are expensive they are so durable that they are really an economy, and they will consume the other half of that \$80,000 out of this current appropriation.

Now, to go over a number of the improvements that we have made during the current summer. It is now possible to go up to the North Dome and along the north rim of the valley and come down by the top of Yosemite Falls. That is a new trail.

The SECRETARY. It is a horse trail, is it, Colonel?

Col. FORSYTH. It is a horse trail. It divides evenly with the famous Pohono trail, which runs along the south rim, the honor of being among the scenic 10 miles of the world. A new trail has been built from Tenaya Lake, passing between Clouds Rest and Sunrise Mountain, so that you can ride up to Lake Tenaya, 13 miles from here, one of the prettiest sheets of water in the park, and you can ride from there on up to Clouds Rest, which is the highest point around here, 10,000 feet above the valley. A new trail is now being built from Merced Lake up to Washburn Lake, and an old fisherman told me that the fish in this Washburn Lake were so voracious that he had to climb a tree to fix his bait. It is in a locality which has been inaccessible, so that the fish have been undisturbed—haven't had anything to reduce their number.

We have repaired most of the important bridges in the northern part of the park. The horseman, or the one on foot, can go now in great comfort from the Tuolumne Meadows across to Smedberg Lake and Benson Lake, down Rancheria Mountain and the canyon of the Tuolumne to Hetch Hetchy in a great deal more comfort than they could a year ago. The trail leading from this point into the Hetch Hetchy and from Hetch Hetchy over to Lake Eleanor, which the Secretary rode over last summer, and which was then in a most awful

condition, has now been made a most delightful ride—not the road over which the Secretary went through the harrowing experiences he did a year ago. But there are other trails up there that we have not been able to repair. We didn't get the money in time and didn't have enough, but we hope out of this \$80,000 to put all those trails up in that remote part of the park in a better condition than they have ever been before.

Now, to go back to this boundary question, which is on the west side. Connected with that discussion is the question of patented land inside the park. To my mind, private land inside of any park is an anomaly. There should be no private ownership of anything in a national park. And it is a fact that the best timber and meadow land in this park, except this valley, is owned by private parties, and to my mind the great and urgent need now in the Yosemite Park is by some way eliminating that class of ownership in the park. As time goes on the vexatious conditions that arise in an administrative way from the ownership of these private lands increase, and those who are deeply interested in this park, and I don't think anybody who knows much about it can fail to be, are earnestly desirous, if possible, to eliminate that embarrassing and unsatisfactory condition of affairs. The roads that run into this park are all privately owned roads, every one of them, except the little road, the short road from here to El Portal. They are all toll roads, and in case their charters or franchises should be annulled those roads would lapse not to the United States, but to the State of California, because they became toll roads before this park was set aside.

Now, that is a feature that is very intimately associated with this automobile discussion that is pending, and I mention it now simply because we are talking about roads. The road from Pohono Bridge up to the village here, that most of you saw yesterday, is about completed. The little strip from Camp Ahwahnee over here to the village we expect to have underway before the cold weather of December comes. Now, whether the automobiles are admitted or not, for some years the great mass of travel in here is going to be by rail to El Portal and by vehicle of some kind from El Portal up here. Consequently, the road from Pohono Bridge down to El Portal should be made a highway and boulevard. There are dangerous places, you will have noticed, along the edge of that road, and in one or two of those places vehicles have gone over with frightful results. So that there is an urgent need of converting that road into a highway and boulevard from Pohono Bridge down to El Portal, with suitable guard walls at dangerous places. The engineer has prepared very thorough and complete estimates of that work. He has also prepared estimates for the continuation of this road that we are building from Camp Ahwahnee up here on up to Happy Isles.

The water supply system of the valley here is being developed and is turning out in a most gratifying way. The source of water supply for

the Yosemite is perhaps ideal. An enormous stream of water runs right out from under Glacier Point, over 3,000 feet of granite vertically above, and no telling how many miles back, covering the source of supply of this little valley we are living in, so that the source is impregnable so far as contamination of any kind is concerned. Then the water itself is so soft that the use of soap is hardly necessary, and it is always cold. It is ideal in quality and the engineer in making his explorations has found that heretofore the quantity of that water that we were using was a mere dribble of the total flow. So that we have and are now taking measures to pen up all that water to make it available for domestic use here in the valley. If we succeed in that, and there is every reason to believe that we will, it will perhaps never be necessary to use water out of the river at all. If we do that, then the visitor camping along the river can bathe in the river all he wants to. Campers frequently think that it is a hardship that they can not go in swimming in the river. We hope that after awhile they will be able to bathe in water that is about $62\frac{1}{2}$ degrees in temperature. The water is ideal for bathing purposes.

So much for roads and water. We have up there an electric light and power plant. The cost of that is very light, but so useful have we found it that when this rock crusher that we are running to crush rock is used, it simply is a picnic to run it. In fact, it runs itself. The pumps that supply those tanks are run by this electric power, and whenever the tank is full the current is shut off by means of a float, so that all we have to do is to start the pump and the water and electric power does the rest. It is like putting a nickel in the slot. Now, that can be improved and the sale of power be made a good source of revenue in the course of time we hope. I don't think there is any doubt of that. It is a good business proposition. I have had lots of men every summer come in and say that any time the Government wanted to stop doing business with the electric power plants they would be willing to take it off the Government's hands, and at handsome profit to the Government, too. When we build a fine new hotel, there will be lots of power at hand for that purpose and a great many other purposes.

The roads, then, and the water supply and the electric power and light are in a very satisfactory condition as far as prospects go. Now come the trails. We find by an examination of these old trails upon the rim of the Valley that very great improvements can be made in them. They can be relocated in places so as to very much modify and soften the steepness of the grade. Consequently, when we have that done the travel over those trails on foot will be very much increased. Hundreds of people come in here that have never been on a horse or a mule. They tell me that by modifying the steepness of those trails and making them a little wider they would prefer to walk. Now, it is fair to assume that that preference will continue. We hope, therefore, that the short and long

trails up to Glacier Point and the trail up to the Yosemite will in a year or two be not so difficult an undertaking as it is now for the foot visitor.

I believe that is all that occurs to me now about the Yosemite.

The SECRETARY. Did you give the figures of the attendance this year as compared with last?

Col. FORSYTH. Not exactly. The figures as made up for this year are for 11 months only. The travel for last year was, in round numbers, 13,000. This year, for 11 months, it was a little short of 11,000. There has been a falling off in round numbers of 2,500 this summer over last; that is, for the last 11 months over the 12 preceding months.

The SECRETARY. The hotel problem that you have here is one that was discussed to some extent at the last conference, and subsequently on my visit here. Have you received during the past year any proposals with regard to hotel construction here?

Col. FORSYTH. There has been received only one tentative proposition from Mr. Sell, now the lessee of the Sentinel Hotel, but it was merely a preliminary application to know what he might expect. That application, or inquiry rather, can hardly be called an application. No further steps were taken by him, so that what conclusion he reached was not made known.

The SECRETARY. What was the character of the answer?

Col. FORSYTH. That the Government would grant a lease for 10 years. It would give the builder of a suitable hotel the privilege of taking certain materials from the park for building purposes—sand, stone, some timber; that the Government would furnish electric power and light at rates to be agreed upon, I believe, in general terms.

The SECRETARY. What was said with regard to the renewal at the end of the 10 years?

Col. FORSYTH. That the Government would consider favorably such an application for renewal of the lease at the expiration of the first 10 years. Nothing, however, has come of that proposition.

The SECRETARY. No further reply?

Col. FORSYTH. No, sir.

The SECRETARY. I think perhaps I might take this occasion to say that there has been some report or rumor to the effect that during previous administrations, the proposal to construct a new hotel in this park had been discouraged or at all events that the terms, perhaps, had been discouraging, on account of the fact that they were limited to a yearly lease.

If any one has any misapprehension on that score as to the attitude of the present administration—I can not speak accurately as to the rumors of the past, of which I have no knowledge, but if any one has any misapprehension as to the attitude of the present administration, I may just as well set it at rest now. So long as I am Secretary of the Interior, propo-

sitions of this sort will be received with pleasure and discussed absolutely on a business basis, recognizing on the one hand that the investor must be given a sufficient assurance—a sufficient return to make it worth his while to make the investment and on the other hand, that anything in the nature of unnecessary or extortionate charge on the traveling public will not be tolerated, but will have to be governed by effective regulations. Reconciling those two propositions, there is no reason—and there has been none during the last year and a half—why a proposition for a hotel in this park should not have been made and pressed. If it is due to a revival of the old rumor, I take this occasion finally and definitely to set it at rest.

The necessity of having much larger and much more modern accommodations than those that exist here is apparent to all of you. The present accommodations are very comfortable in many respects, but it is perfectly clear that they can not take care of a very considerable traffic that would like better accommodations and that they can not take care of the travel that ought to come, and, in my judgment will come to this park during the fair at San Francisco, if the accommodations are here, and that will not come unless the accommodations are here. I don't know whether we had better discuss that matter now or later—perhaps later. I take this occasion to mention it, so that anyone here who is interested in the subject may understand that before the conference ends, if they want to discuss the question publicly, as to the character of the terms, what they ought to be, whether any of those that have been suggested by Col. Forsyth ought to be modified by the department, either in the interest of the public or in the interest of the concessioners, this is the occasion to discuss it, and an opportunity will be afforded later.

The SECRETARY. Perhaps we had better go on right now to a consideration of our next largest park, the Glacier Park. If Mr. Chapman will tell us about the conditions up there in that new park, which is so popular with those who have been to it, and which is but in the making, we will be interested in hearing him.

Mr. CHAPMAN. Mr. Secretary and members of the conference, the Glacier is the newest of the parks—the baby. It is not the baby in size, because it is larger than this and somewhat smaller than the Yellowstone, approximately between fourteen and fifteen hundred square miles in area. It is a country that I was familiar with for a number of years in the work of the Geological Survey, and it lies in Northern Montana, north of the Great Northern Railway, the only railroad reaching the entrances of the park to-day. I was sent to take charge of it the middle of last May. It is a very mountainous region, with elevations ranging from just below 3,100 to nearly 10,500 feet, and a great mountain range through the middle of it, dividing it into eastern and western portions. There is no means of communication across that mountain range for about seven months in the year except snowshoes—that is, north of the

Great Northern Railroad—so that for part of the time it is practically inaccessible. It was made a park in 1910.

During the year 1911 a certain record was made of the visitors to the Glacier National Park. Those records, partly estimated, show that about 4,000 people visited the Glacier National Park. The estimates were high, in my opinion. This year between the 1st of May and the 1st of October we have had approximately 6,300 people. That is a record and not an estimate, which shows, to my mind, quite a healthy growth. The visitors that come to the Glacier National Park are confronted with conditions, particularly that of transportation, which are very primitive. I spoke of the inaccessibility of the mountain range for several months in the year. There are several trails across that mountain range which have existed for a number of years. They are trails which have been developed by the game, the Indian, the hunter, and explorer, and finally the tourists have come to use them. There are practically no wagon roads in the park, considering it as a whole area. There is a wagon road for about 55 miles from the Great Northern Railroad through the western side of the park to Canada. The first 5 miles of that road it is better to walk over than to go over in a wheeled vehicle of any kind.

It was constructed in the first place to take in machinery for developing early oil prospects. There is a wagon road on the east practically parallel with the boundary and a few miles outside the park, and a few rough roads that have been used to transport wood from the canyons east of the range. With the appropriation of last year (1911) a road was constructed from the western entrance of the park, Belton, a little less than 3 miles, to Lake McDonald. That has been macadamized and is now in first-class condition. During the present season and since May the Great Northern Railroad has constructed on the east side, from Midvale, 27 miles of road, which they call a motor road. That road is entirely in the Indian reservation. From the Indian reservation line to the town of St. Mary, a distance of 5 miles within the park, a road has been constructed by the Great Northern under contract with the Government. Those roads were practically done by the middle of July, although only begun in May. The traffic has been light because we have had a villainous season of rain, and part of the time the roads were practically impassable. Between those roads and across the range, as I said, there are numerous trails which have been inherited from the Indians. There is one route which is very picturesque and quite famous. That is through the Gunsight Pass. During 1911 this route was improved somewhat, and this year I began as soon as the appropriation was available to make a first-class trail, and that would have been accomplished but for the early snows. The first snows came the end of August. They have continued intermittently ever since, and about three weeks ago the trail crew came out and said they wouldn't stay there any longer for any consideration, which stopped operations for the year.

We have a large variety of game in the park, most of which is increasing in numbers—the moose particularly, and the sheep and goats. We do not try to segregate the sheep from the goats; they do that naturally. Last winter was a severe winter and we lost a number of deer on account of the heavy snows. In the spring we began opening up many of the trails as best we could, chopping out the timber that had fallen in, to get them open for tourists, and since then we have been trying to improve them. Quite a number of persons years ago asked me whether it would be worth while to go to the Yellowstone National Park if they had already seen the Grand Canyon of the Colorado River in Arizona. I told them it was worth while. There are a great many things to be seen in the Yellowstone that do not exist in the canyon, and so far as the Canyon of the Colorado and the Yellowstone are concerned, they are not alike at all. They are on different scales. Some people have asked me if it was worth while to see the Glacier Park or the Yosemite if they have seen the Yellowstone. I always advise them yes. One woman last year asked a guide, "What have you got to see in the Glacier Park besides mountains and a few animals? Down in the Yellowstone they have all sorts of interesting things," and she referred to the old story of standing on a rock catching fish in one pool and cooking them in another. The guide said "Yes; I have heard of that place, but I can take you to a place in Glacier National Park where you can catch your fish in one stream and just turn around and freeze him in a glacier."

The accommodations in parts of the park are primitive and in other parts do not exist. On the eastern side of the mountains the Great Northern has a number of chalet camps, some of which were taxed to their greatest capacity this year. On the west side, the older entrance to the park, there are several very comfortable hotels, most of them of the cabin colony type with large individual buildings, where a large number of people have been taken care of.

In the development of this park the one thing that is essential is the opening up by roads and adequate trails of the area for travel. In my opinion, a large mileage of roads as considered with the area of the tract will not be advisable—two, or possibly three, roads across the lesser passes of the main ranges to allow people who are not able to ride horseback to pass through some of the finest scenery.

Between these roads large areas should be crossed by trails for the use of saddle and pack horses, and even then there will be considerable areas that are accessible only to those on foot.

There will always be a variety of pleasures and amusements in the natural out of doors. I think that is all I can say, Mr. Secretary, giving you an outline of the conditions.

The SECRETARY. Last year there was some legislation, Mr. Chapman, with regard to the site of a town and hotel at Midvale, in the Blackfeet Indian Reservation. What steps, if any, have been taken by the rail-

road company toward the actual development of accommodations at Midvale?

Mr. CHAPMAN. The act of Congress giving it the right to purchase that ground was passed, and the railroad company selected the major portion of the town site of Midvale, which had been established previously in the Indian reservation. It immediately took steps for the improvement of their property. It is building a hotel there of very extensive proportions. It will be a very beautiful and attractive building, both the interior and exterior. On the outside, on both faces, there are columns, about 40 feet high, of the great fir trees from the State of Washington. The interior is a little on the plan of the old Palace Hotel, with galleries around a large gathering room, which will be three stories in height. At each end they have a large fireplace, and toward the middle of this great room they have a concrete hearth on which they will have a camp fire burning, with proper arrangements for removal of smoke. They have an adequate dining room, but they have a limited number of bedrooms, there being only 70 rooms, I am told. That building has not been completed yet. During the present season tourists were accommodated at the camp, in which the sleeping accommodations were the canvas collapsible, portable houses. They had an adequate number of those, but the situation is very windy, and they were not very comfortable, although the bedding and everything of that nature provided was of the very best. They have one frame building which is used for a gathering hall and for the dining and cooking of the establishment.

The SECRETARY. Is there anything else that any one wants to ask or call attention to in connection with the Glacier Park?

Mr. CHAPMAN. I would be very glad to answer any questions if I can.

The SECRETARY. The next park in size, I believe, is the Mount Rainier. We have been following that line, to some extent, together with the historical question, and if the representative of Mount Rainier, Mr. Hall, is here, will you tell us something about the conditions in that park.

Mr. HALL. Mr. Secretary, we have not been doing any work in the park this year on account of lack of funds, and I don't know if I have anything of particular interest to say, if you will excuse me. This year we had an attendance of about 9,100; last year we had 10,306.

The SECRETARY. What was the condition of your roads in the park this year?

Mr. HALL. Very bad this year, on account of heavy rains.

The SECRETARY. What appropriation did you get?

Mr. HALL. \$40,000.

The SECRETARY. Was that in this year's appropriation?

Mr. HALL. No; that was not available until about the 1st of September, I think.

The SECRETARY. Then it was in the appropriation bill for 1912-13?

Mr. HALL. Yes, sir.

The SECRETARY. What did you have for the year 1911-12?

Mr. HALL. \$5,000. That was mostly for maintenance.

The SECRETARY. Now, what is the condition there with regard to the hotel question?

Mr. HALL. The hotels are very good.

The SECRETARY. Are they giving, generally speaking, adequate accommodation for the travel that comes there?

Mr. HALL. Oh, yes; there are about 60 tents, in addition to the hotel.

The SECRETARY. Are the accommodations such, and the use of the tents such, that you think that has any bearing upon your attendance? In other words, would you have more attendance if you had better accommodations?

Mr. HALL. Yes, sir; I presume we would—there would be more automobile travel.

The SECRETARY. There has been some question with regard to a short road just outside the park boundary that I would like to have you tell us about.

Mr. HALL. Well, that is in the forest reserve and there doesn't seem to be any funds for keeping it up.

The SECRETARY. What kind of a road is it?

Mr. HALL. It is a very poor road. It is not brought up to the grade that the engineers placed, I believe. There is no drainage. It is right through a young forest and has no opportunity to dry out.

The SECRETARY. Who owns the road—where is the title?

Mr. HALL. The title, I believe, is transferred to the War Department engineers.

The SECRETARY. Is it in a national forest?

Mr. HALL. No; it all goes through patented land, but the owners have all given deeds to it, all but one person, I believe.

The SECRETARY. Well, has there been any discussion or attempt to have the local authorities take jurisdiction over that road?

Mr. HALL. No; I don't know that there has. I recommended it once or twice, but I don't think there has been any action at all.

The SECRETARY. Where does that road lead?

Mr. HALL. It leads to the park.

The SECRETARY. And from what?

Mr. HALL. From the outside cities.

The SECRETARY. Well, is it one of the principal roads?

Mr. HALL. Oh, it is the only road there is—only road leading to the park.

The SECRETARY. It is the principal means of entrance to that park?

Mr. HALL. The only entrance—only road.

The SECRETARY. Now, as I understand you, the title is in private hands—land on either side is patented land?

Mr. HALL. All patented land—Northern Pacific and settlers.

The SECRETARY. Has there been any attempt made to get those people to join in taking care of the road?

Mr. HALL. They have all given deeds to the right of way except one man holding 160 acres.

The SECRETARY. You say the road has been transferred to the jurisdiction of the War Department?

Mr. HALL. I understand the deeds were made transferring the right of way to the War Department. The road was constructed by the War Department.

The SECRETARY. All the adjoining territory, I understand, there, is a national forest, and that this patented land is inside the national forest?

Mr. HALL. Yes, sir.

The SECRETARY. The Government does not own any of the frontage on either side of that road?

Mr. HALL. No.

The SECRETARY. Now, we have several systems that Congress uses in regard to national park appropriations in regard to roads. For instance, I understand in this park that you, Col. Forsyth, have charge entirely of road construction here under the appropriation for road construction.

Col. FORSYTH. Entirely.

The SECRETARY. I understand, Col. Brett, that in the Yellowstone Park that is not true at all, but that the expenditures for road construction are entirely under the War Department Engineer Corps?

Col. BRETT. Yes, sir.

The SECRETARY. What is the situation at Rainier? How is the money spent there?

Mr. HALL. By the Engineers of the War Department. They built the road and the Interior Department is keeping it up.

The SECRETARY. You mean the portion of the road inside the park?

Mr. HALL. Yes, sir; inside.

The SECRETARY. But Congress does not give any appropriation for the road outside?

Mr. HALL. No, sir.

The SECRETARY. I believe the city of Seattle and others of the cities there are very much concerned in regard to Mount Rainier Park—have urged that we should do all we can to improve the park and make it accessible and attractive, in which we entirely concur. I would like to hear from any representative of any of those places, if there are any here, with regard to what suggestions they have in regard to that short stretch of road. I am told it is one of the obstacles to effective development and use of that park.

Mr. MARTIN. Mr. Secretary, the cities of Seattle and Tacoma have joined hands, strange to say, in recognition of the great value of Rainier National Park, and in joining hands we promulgated a policy that the two cities joined in. A copy of that was lodged with your department last year.

Coming particularly, however, to this road, this 3-mile stretch of road, it is one of the vexing questions, one for which there seems yet awhile no practical solution, because the roadway seems to be without status. There was quite a debate in Congress, or, rather, before committees, during the last session, and very strenuous opposition developed in this committee hearing to any sort of appropriation for the road outside of the park, because it passes over patented lands, and while it is true, as Mr. Hall has reported, that the owners of that land have deeded right of way to the War Department, Congress has never accepted that right of way, so that really the road is without status. We were apprised only recently of an appropriation coming out of the revenues of the forest reserve, available now, as we understand, to be spent through the Agricultural Department for the construction of roads entirely within forest reserves. The amount of money available now in that fund is approximately \$12,000. As we understand the matter, our forester asked the district forester at Portland for instructions regarding the spending of that money. The district forester at Portland referred the matter to Chief Forester, Mr. Graves, at Washington, and Mr. Graves, at Washington, referred it to the governor of the State of Washington to know what recommendations he had in the matter.

Through the policy of joined hands between Seattle and Tacoma, Seattle and Tacoma agreed that if that money be available that it could be spent, so far as Tacoma and Seattle had will in the matter, for that 3-mile stretch of road. So we have jointly appealed to the governor to make recommendations along that line, and the governor replies that he has referred the matter to his State road commission. So, Mr. Secretary, that is the way that road and its possibilities and our hopes are bounding about. Pierce County, the county within which Rainier National Park exists, has spent something more than a quarter of a million dollars in a roadway leading from Seattle and Tacoma to the forest boundary, and this is the crack in the bottle—this little 3-mile stretch, of road. So far we have not yet been able to solve the problem. I hope that some solution may grow out of this conference and your further consideration of the matter.

The SECRETARY. What practical suggestion have you to make?

Mr. MARTIN. We have almost reached that willingness, as desperate as it seems, to ask Congress to recede from its technical position in the matter of the deeded right of way, which has never been accepted. If Congress officially decides that no money can be used for this road out of the \$40,000 now available, our disposition is to ask the Government to recede from its technical position as to the right of way and allow it to revert to the State, so that in the end the State, jointly with Pierce County, possibly with our good friends from Seattle, may work out some way of repairing that 3-mile stretch of road and making the park available.

The SECRETARY. That is, if that 3 miles would make an ordinary highway?

Mr. MARTIN. It would be improved. I have conferred with our commissioners and they are disposed to that idea. In other words, if Congress recedes the right of way I think we could work that problem out. I want to make it very plain, though, that I do not speak with any definite authority, because there has been none given me and could not be yet awhile, in fact; but we will arrange that so that we can make that definite deal if it seems best.

The SECRETARY. Why is it necessary to have Congress take any action on it at all? How long has it been since the deeds were given?

Mr. MARTIN. I think some four years.

The SECRETARY. Congress has not acted upon it, has it? I mean, why don't the deeds fall by lack of acceptance?

Mr. MARTIN. Well, that is a technical question that we would like to have a ruling on. If they have by disuse reverted, that would give us status.

The SECRETARY. It appears to be a matter, as you see it, upon which nothing can be done unless we get action by Congress at the next session?

Mr. MARTIN. We have a sort of lingering hope on this \$12,000, but that is not very strong.

The SECRETARY. Do you know anything about that situation?

Mr. MARTIN. No, sir; I think the Secretary of Agriculture will depend upon the recommendation of the governor as to where that money is to be expended.

The SECRETARY. I do not think that is a true disposition of any part of that 10 per cent. That is not a State highway. It is a proper part of the national park development, and it should be handled by direct appropriation from Congress to build that road.

Mr. MARTIN. If it should revert, Mr. Secretary, it would become a State highway. I apprehend it would be available, would it not?

The SECRETARY. I do not know.

Mr. MARTIN. I understood from Mr. Adams that money was to be available for the State highways.

The SECRETARY. If the Forest Service were in the Department of the Interior I would answer your question, but I do not like to anticipate the ruling of my colleague, Mr. Wilson. That act provides that the money shall be expended in furtherance of the State highway system and from discussion at the time the amendment was offered, and the statements made by Congressmen interested in it, it was perfectly plain they contemplated giving assistance to States for continuing the extension of the State highways system through national forests, in view of the fact that certain sections were deprived of revenue from taxation on private property, on account of the reserved land; and while this, of course, might be said to be an extension of a State highway in that it is

extended from a portion of the State highway, its sole purpose is to develop the park and contribute to the use of that park. Therefore, for that reason, I think it a perfectly proper thing for Congress to recognize it as an expenditure incident to the administration of the park, and I would suggest to the gentlemen from Seattle and Tacoma that they direct their energies toward getting their Congressmen to see that point.

Mr. MARTIN. That is one of the things our Congressmen have been trying to do, and if that money is not available—I am frank to say that our hope of it is rather selfish—I don't know but what drastic measures would be best for all of us—if there be yet a claim by the War Department, to ask them to settle that.

The SECRETARY. Is it a very expensive highway to construct, Mr. Martin?

Mr. MARTIN. No; there will be very little rock work, comparatively speaking. Indeed, I think a matter of \$15,000 to \$20,000 would make it a perfect road.

The SECRETARY. Is the rest of the road good enough for satisfactory use by automobiles?

Mr. MARTIN. Yes, sir; they work with the greatest of satisfaction. I want to say, though, in emphasizing the wretched condition of that road—the three miles—the entire traffic for the season just closed has had to turn away from that road—it has been absolutely barricaded, and they have had to turn away and go through an old road in the forest as rough as that was, because it was absolutely impassable.

The SECRETARY. Now, one of the questions you people are interested in is the automobile question—the question of transportation to and into that park, and we will see what you have to say on that proposition later. But is there, in your judgment—I wish you would consider it—in your judgment, is there any way of imposing a satisfactory financial burden on automobiles that would take care of the construction or maintenance of that road?

Mr. MARTIN. The tax on the automobile traffic now is possibly as heavy as it would stand.

The SECRETARY. What is that tax?

Mr. MARTIN. It is \$5 for the season.

The SECRETARY. I find out in the West that they collect more than that for an ordinary hired chauffeur who exceeds the speed limit a few miles. [Laughter.]

Mr. MARTIN. Our minimum on that, Mr. Secretary, is \$25, but there is a very good revenue on it. Our fee of \$5 covers the season. I don't know that it would be possible under some levy of that kind to produce a quick fund that would be necessary. In time it would accumulate. If I may say so, I don't know if I understood you correctly in the matter of general opinion upon the automobile traffic, Mr. Secretary, in Mount

Rainier National Park. That, I understand, will come up later. If you care to hear from me further, I would be very glad to express what I believe to be Seattle's and Tacoma's views.

The SECRETARY. I think we had better reserve that for general discussion. I may say I think the most helpful way of discussing the automobile questions would be first to consider the general principle applicable to national parks and then to see how that would apply to individual parks, taking this park, perhaps, for the one immediately concerned; but I think perhaps we had better defer that until we take that question up.

The SECRETARY. Now, perhaps, we had better hear from Crater Lake, Mr. Arant.

Mr. ARANT. Mr. Secretary, I was not expecting to be called upon to respond for Crater Lake, but was advised by the chief clerk's office to prepare a little paper.

The SECRETARY. Have you the paper with you?

Mr. ARANT. My paper is at the hotel, but I can present it any time and I believe that the interests of the conference will be conserved by my not occupying the time orally to take up the different questions concerning that park and discuss them and I believe it would save time and be to the best interests of the park for me not to do so.

The SECRETARY. Very well; we will postpone for further discussion the Crater Lake Park for the present time.

The SECRETARY. Now, Mr. French, we will hear from you on conditions at the Platt Park.

Mr. FRENCH. Mr. Secretary, I, like Mr. Arant, have prepared a paper, which I will present.

The SECRETARY. I think you had better read it.

Mr. FRENCH. I am in about the same condition I was last year. I caught a terrific cold here.

The SECRETARY. Would you like Mr. Kelly to read it for you?

Mr. FRENCH. Yes, please.

The SECRETARY. It occurs to me that perhaps Mr. Myers, of Hot Springs, can give proper emphasis to that paper. We are going to invite you to read Mr. French's paper for him.

Mr. MYERS (for Mr. French). Located farthest south of all the national parks of the United States is the Platt National Park with its picturesque Travertine Creek, made up of a succession of murmuring waterfalls.

Just to sit on the banks of this pretty stream and listen to the music of the songs it sings will soothe into the land of dreams the sufferer from insomnia, and make the tired business man forget his cares. But this is only one of the assets of this little park. Its varied assortment of mineral and fresh water springs make up a "water cure" for the tired, worn-out body that can not be excelled in any park in the whole country.

In the city of Sulphur, near by, the sulphur water is administered in the form of baths, thus greatly facilitating the cures. One of the crying needs in the park is the establishment of a number of bathhouses in which the waters from the natural sulphur springs should be used. That supplied the bathhouses now existing in the city is obtained from artesian wells. Any bathhouses which might be erected inside the park should be owned and controlled by the Government, but if it is determined that it is against the policy of the United States to erect bathhouses in any of the parks, some form of agreement should be entered into with individuals who would be willing to operate these bathhouses under the supervision of the Secretary of the Interior.

The fresh-water springs constitute the source of the Travertine Creek and are 98 per cent pure. One of them bursts out of a group of solid rocks in a hillside, while the others boil up in a bed of sand. These are called the Antelope and Buffalo Springs, because of a legend handed down by the Indians to the effect that antelope and buffalo formerly came down in droves from the surrounding hillsides to drink from these springs.

Up to the present date the appropriations for this park have been insufficient to make any marked improvements within it, the principal expenditures having been made in the construction of bridges that were indispensable and in the building of roads and trails that were absolutely essential for the accommodation of visitors. Some necessary repairs have been made to springs, park residences, pavilions, etc., but, as a whole, the park is still in a rough and undeveloped state.

In my opinion the first requisite toward the improvement of the park is the employment of an engineer to make a survey and establish grades. He should lay off roads and trails and furnish blue prints and specifications of the work to be done preparatory to landscape gardening and permanent improvements, so that all expenditures made would be of a permanent nature.

The park is sadly in need of an administration building that would comport with the dignity of a national park of our country. The one now in use was originally constructed by two old Germans as a summer camping house. It is cheaply constructed of rock and lime and sand cement and is loosely put together, which makes it available as a harbor for rodents, thus rendering it unfit for an office both because of its being unhealthy to occupants and dangerous to records. The building is very inconveniently located for an office, and a new and convenient location should be selected and a suitable and sightly administration building be erected.

In the latter part of 1908 Mr. R. L. Rogers, of the Forest Service, made an examination of the park with a view to ascertaining the practicability of reforesting certain portions and early the following year made a complete report covering his findings, but to date very little has been accom-

plished along this line. The former superintendent, Mr. A. R. Greene, planted a number of young trees along the roadsides in the park in the spring of 1909, but the extreme drought that visited the section of the country in which the park is located during that year killed all but one of the trees that were planted before they could get a start. During the past summer about 70 young trees were planted, all of which are still living, with exception of about 8 or 10.

This matter has recently been taken up with the district forester at Albuquerque, N. Mex., with a view to supplying the park with trees of suitable variety for this locality, and an allotment has been obtained for the purpose of setting them out in parts of the park where they are likely to thrive.

In connection with the system of reforesting the park and the eventual laying off of garden spots for ornamental purposes I have worked out a plan for irrigation which would be of great benefit during years when droughts occur. The system is to bring the water down from Lake Placid by gravitation to East and West Central Parks and other portions of the park. Such a system would save expense in obtaining and replanting young trees and shrubs, which would otherwise die after having been set out before they could adapt themselves to the new soil and obtain sufficient growth to enable them to live through hot, dry weather.

Owing to a lack of system in enforcing the city ordinance regarding loose live stock in the city of Sulphur, horses, cattle, and other domestic live stock often run at large and stray into the park, where they do considerable damage. During the entire life of the park it has required considerable time of the rangers to keep stock driven out of it. Even this availed but little, as nothing could be done to prevent them from coming back. The former superintendent had a fence built around the park hoping to relieve the situation and leave the rangers free for other duties, but the stock continue to come into the park, breaking down the fence in order to get into the better pasture, which requires continued repairs to fencing and considerable difficulty in getting the stock out of the fenced inclosures. The owners of the stock seem not at all concerned over the situation, and I have thought it would be a good plan to establish a pound inside the park, in which all animals found therein might be impounded, requiring the owners to pay a 50-cent fee, as well as all expenses incident to the taking up and detention of such animals, including the cost of feeding and caring for the same. Such a plan would probably abate the nuisance, allowing the rangers time for other duties, and lessening the probability of destruction to young trees and shrubs. This should provide for the sale of unclaimed stock.

In conclusion, I might add that the Platt National Park is one of two or three parks available as a resort during the entire year, and one of about two within reach of the middle classes of the South and Southwest, and as such it should be promptly developed and made attractive for

their pleasure and comfort. The park is especially endowed by the Creator for the inspiration and uplift of all who are privileged to behold its beauties, and no man possessing the proper appreciation of the beauties of nature can visit it and go away without feeling mentally, morally, and physically improved, even should the curative value of the waters be not considered, but contemplating the marvelous cures that have been effected by the use of the waters that abound in this park leads me to hope that the benefits that are to be derived from them may not for much longer be hindered or impaired for lack of proper advertisement, which can be effected in only one way, namely, its appropriate development and improvement, thus rendering it attractive and agreeable to the visitors who annually seek rest and recreation within its boundaries.

The SECRETARY. We will hear from Mr. Shoemaker, of the Mesa Verde Park, now.

Mr. SHOEMAKER. I did not come prepared to make a speech or anything of the kind, gentlemen, but I can give you an idea of a few of the features of our park and what has been done since I have been there. I took charge a year ago the 1st of this month. I have had very little money, but what I have had I tried to put to good use. I repaired the road for about 14½ miles on the Mesa. I have repaired some of the cliff dwellings and built some few trails. I let contracts just before leaving home for the completion of the road. In this park there are some 400 ruins, some large, some small. The largest is about 280 feet long, with 214 rooms in it—a large cave in Wild Rock Canyon, hard to approach for the reason that we have nothing but trails so far. It will be remembered that this is a very new park and very little has ever been expended upon it.

The SECRETARY. How was the attendance last year, Mr. Shoemaker?

Mr. SHOEMAKER. Very good. We had some 480 visitors this last year.

The SECRETARY. How does that compare with the year before?

Mr. SHOEMAKER. It exceeds the year before by 180.

The SECRETARY. How far is it from the nearest railroad station to get to Mesa Verde?

Mr. SHOEMAKER. By the main road it is 29 miles; 12 of that you have to go on horseback.

The SECRETARY. The principal attraction of the park is what—the ruins?

Mr. SHOEMAKER. The ruins and the canyon, and the wonderful view from the top of the mountain. When you rise onto this point of 8,500 feet you see all of the Montezuma Valley. It is laid out before you there just like a checkerboard. Just to the south you see the Ute Indian Reservation; the line of mountains running north and south, clear through, for 150 miles.

The SECRETARY. What is the character of the ruins?

Mr. SHOEMAKER. They are of stone, altogether.

The SECRETARY. What were they? Separate dwellings or community buildings?

Mr. SHOEMAKER. As a rule, they lived in small communities.

The SECRETARY. How extensive are they?

Mr. SHOEMAKER. Well, it is supposed that the roads on top of the Mesa extend about a mile—the principal ruins are in the caves. Those that have been renovated and cleaned up are the most interesting, of course, because they show exactly how these people lived.

The SECRETARY. What population is it estimated at one time lived there?

Mr. SHOEMAKER. Variously estimated at from 10,000 to 15,000 souls on the Mesa.

The SECRETARY. How about the cliff dwellings?

Mr. SHOEMAKER. In those cliff dwellings, it is supposed from 200 to 400 people in each cliff dwelling.

The SECRETARY. How many such dwellings are there?

Mr. SHOEMAKER. Three principal dwellings that are now in repair.

The SECRETARY. Did you ever have any exploring parties out there this summer?

Mr. SHOEMAKER. I have done a great deal myself, with my two rangers—found a great many new ruins.

The SECRETARY. Didn't have any parties there from any of the universities or colleges?

Mr. SHOEMAKER. No, sir; not this year.

The SECRETARY. There were some applications.

Mr. SHOEMAKER. Some people went in there from The Hague in Holland, and they expect to come back again. They were very much interested.

The SECRETARY. What is your total appropriation for the last year?

Mr. SHOEMAKER. This year?

The SECRETARY. Last year and this year—how did it compare?

Mr. SHOEMAKER. This year \$15,000. Last year we had a remnant of \$1,600 to spend on the road.

The SECRETARY. Is there anybody that wants to ask any questions or have anything to say with regard to the Mesa Verde? If not, we will take up the next we have on the list—the Sequoia and General Grant Parks, Capt. Whitman.

Capt. WHITMAN. Mr. Secretary and gentlemen, in speaking of the Sequoia and the General Grant, I won't attempt to describe the topographical or natural features of it, as they are already described in a circular, further than to say that the tremendous forests of giant sequoia trees, the range of mountains, the deep canyons, the trout streams, and the coverts of wild game, make that little piece of America fully as picturesque as many European resorts, to which thousands of our tourists go each year and in which they spend their money.

It seems to me that the people of San Francisco and Los Angeles and other California cities, both native and visitors, should be enabled to penetrate these parks by a nice run by railroad, and from there have their path made so easy that they may reach these attractions by wagon or motor in comfort and find good accommodations at their journey's end. At the present time these conditions are far from being so. The traveler to these forests, after leaving the railroad, is confronted now with 45 miles of road, most of it in miserable condition, especially the county road, which he has to traverse at a snail's pace through stifling dust.

The administration of the park, as it is now, is not economical. The history of the Sequoia Park shows that it has practically a new man in there each year. The funds that are asked for by one superintendent for the development of some object are partly spent and the next year his successor abandons the scheme. The necessity of some commission or bureau to follow the line of development that can be made to tell is apparent, and has been desired by everyone who has touched upon the subject.

The first necessity is road improvement. Road improvement is always a good investment. I consider it feasible to build a good automobile road in the Sequoia Park separate from the wagon road. Such a feature is not difficult from an engineering standpoint and would tend to open the park to the public. The parks are set aside for the benefit of the people. They are the heritage of the American people, and it is my belief they should be made better acquainted with them. As a matter of road improvement, the Interior Department has faithfully kept up the Giant Forest Road from the park gate to its terminus, but it is difficult for the superintendent, especially a new man, to work in harmony with the county supervisors to connect that road with the railroad. This could be, of course, more effectively done by a commission that represented the United States than by an individual who is a stranger there each year. Then the next important item, in my opinion, is the acquisition by the United States of the patented lands which lie in the park. The holding of these lands makes it impossible for roads to be developed through the park. The question of rights of way and expense arises at once, and regulations for the government of the Sequoia Park should apply to every square foot within its boundaries. As it is now, the rights of parties are trespassed upon, as they believe, and if the Government of the United States does not acquire these it will not be long before individuals will be cutting down the big trees, which they apparently have a perfect right to do, and ruining the streams, and thus defacing the park and making it less attractive.

The SECRETARY. What is the total area of the park?

Capt. WHITMAN. I will ask Mr. Fry that question.

Mr. FRY. Some 200,000 acres.

The SECRETARY. And what part of that is in the private holdings, or does that include the private holdings?

Mr. FRY. Including some 3,900 acres of private land. Prices were obtained upon these some years ago by one of my predecessors at the rate of an average cost of \$20 per acre. The man who held the principal holding stated it would go up \$5 an acre each year, and he says it is now worth \$65. So, as a measure of economy, it is patent that the Government should take this without any further delay.

The SECRETARY. Are these private lands all heavily timbered?

Mr. FRY. They are beautifully timbered, and in most all the cases they control the prettiest canyons and headwaters of the streams—a few level places in the park through which our roads would penetrate if pushed to completion.

The SECRETARY. What are your hotel conditions?

Mr. FRY. They consist simply of tent accommodations. The construction of a road which would permit automobiles to come in would not only bring in visitors, but, as a natural corollary, the erection of hotels would follow and that would tend to swell the revenues of the park, which should be properly managed by a park commission. The American people, in my opinion, have outgrown the stagecoach habit, and the automobile is a factor that will have to be recognized, and in that park particularly I should strongly advise that its admission be encouraged.

The SECRETARY. Not intending to anticipate the automobile discussion, I would like to know if any estimate has been made there about the location or cost of a separate road such as you have recommended.

Capt. WHITMAN. An estimate has been made with Mr. Fry's assistance and submitted to you in my annual report.

The SECRETARY. And what, in round figures, was the estimate?

Capt. WHITMAN. \$40,000.

The SECRETARY. How long a road?

Capt. WHITMAN. To connect the roads that already exist.

The SECRETARY. Would that make a separate line of roads for automobiles?

Capt. WHITMAN. Yes, sir; the entire length.

The SECRETARY. And leaves an available road equally attractive for horse traffic?

Capt. WHITMAN. Yes, sir.

The SECRETARY. Is there anything else, Captain?

Capt. WHITMAN. The only other important thing I can think of is to emphasize the need of more efficient game protection. There is no penalty now attaching to the killing of the deer except the ejection of the offender and the confiscation of his outfit; but the chances for detection are so small that it simply adds zest to the sport. Once his deer is killed and got across the line he is perfectly safe. I strongly

recommend that Congress be called upon to place that park on the same status as the Yellowstone, where the offense can be punished by fine and imprisonment.

The SECRETARY. No such law exists at present?

Capt. WHITMAN. Nothing at the present except what the superintendent makes.

The SECRETARY. Simply regulations?

Capt. WHITMAN. Yes, sir; totally inadequate. As to the question of a bureau or commission under each department of the Government that could officially act I don't feel prepared to answer, except that my business relations with the Interior Department make me in favor of that commission being under the Secretary of the Interior.

The SECRETARY. Has anybody anything to suggest or questions to ask?

Capt. WHITMAN. As I am acting superintendent of the park only during the summer months and Mr. Fry is there during the balance of the year, I should like to have him supplement my remarks.

The SECRETARY. Mr. Fry, if there is anything you would like to call to our attention about the remainder of the year, we would like to hear it.

Mr. FRY. Mr. Secretary and gentlemen of the conference, my ideas fully concur with those of Capt. Whitman in all that has been said, so I will not discuss any of those subjects to which he has already called attention, but I wish to say that we have had a very pleasant season in both the Sequoia and General Grant National Parks; we have had no fires of a serious nature. The military troop that was stationed there performed its duties well; I do not believe Capt. Whitman received during his administration, and I have not received since, one complaint with reference to the administrative matters of the parks. The number of tourists entering the park this season exceeded that of any other previous year. That was notwithstanding the fact that at the beginning of the season our camp concession for the Sequoia Park expired during the month of April. It was impossible to procure other parties to take up a concession until well into June, and word went out throughout the San Joaquin Valley that there would be no accommodation there. During June two persons obtained concessions, one for transportation and the other for hotel accommodations, and there were no complaints made that the transportation facilities were bad. There were objections raised on the ground of the infrequency of the trips, but we have had this year, in both parks, up to October 1, near 6,000 people, the Sequoia Park receiving about 600 more tourists than the General Grant.

The important subjects that I would like to bring to the attention of you and members of this conference pertaining to the Sequoia and General Grant National Parks—I would like to hear them discussed and like to hear them disposed of—one is the creation of a national park bureau, in order that the park work may become more systematized. We all know what it is at the present, so it is useless to dwell on the sub-

ject at the present time. Another is the elimination by Government purchase of the deeded pieces within the reservation. We have some 4,000 acres of deeded possessions within the reservation that should be purchased by the Government in the interest of the preservation of the magnificent forest. It would also go toward the improvement of the park and the benefit of the tourists to enforce sanitary regulations, and another important thing would be the enactment of a law providing a penalty of both fine and imprisonment for the violation of park regulations. It would keep down depredations and it would be in the interests of game and bird life. Another thing that I would like to bring to your attention is the advisability of admitting automobiles on the Giant Forest Road in the Sequoia National Park. Many requests are coming, calling for that permission and the extension of long terms to persons taking up concessions, in order to encourage large investments, making more efficient service. Now, Mr. Secretary and gentlemen, I believe those are the important subjects I have to offer. Thank you.

The SECRETARY. Mr. Ziebach, we would like to hear from you about Sullys Hill—what the conditions are since last year and what particular matters, if any, you think should be called to our attention.

Mr. ZIEBACH. Mr. Secretary, the Sullys Hill National Park, I think, is the baby of all the parks.

The SECRETARY. You mean in size?

Mr. ZIEBACH. It is only a small park of 1,000 acres, and it was created a park by act of Congress of 1904, and no appropriation has ever been made, and as acting superintendent and connected with my other work there I have made hundreds of recommendations for improvements but do not seem to have gotten anything.

The SECRETARY. How appropriate do you think it is to keep Sullys Hill as a national park?

Mr. ZIEBACH. I would recommend that the park be abandoned.

The SECRETARY. Do you think the park ought to be entirely abandoned as a park, or do you think the city or local authorities might maintain it?

Mr. ZIEBACH. I suggest that park be turned over to the Forest Service as a part of the national forest.

The SECRETARY. Is there a national forest contiguous to it?

Mr. ZIEBACH. No, sir.

The SECRETARY. It would have to be a forest of itself?

Mr. ZIEBACH. Yes, sir.

The SECRETARY. Is it really a forest in area?

Mr. ZIEBACH. Yes, sir; it is. There were no campers there at all since I have been acting superintendent there.

The SECRETARY. One of the things we suppose the park bureau might appropriately take up would be an examination of these various parks with a view of turning over to the local authorities or otherwise disposing of such parks as are not strictly national in character and where Congress

on that account has refused to give them appropriations. You feel that is one of such parks, do you?

Mr. ZIEBACH. Yes, sir.

The SECRETARY. By way of illustration, can you tell us how many visitors you had last year?

Mr. ZIEBACH. I couldn't say, Mr. Secretary. There were a great many local visitors around in there, but it is out of the way of any tourists and there are really no attractions in there for tourists.

The SECRETARY. Have you an office force or any other means of keeping up a record of visitors?

Mr. ZIEBACH. I am acting superintendent there in connection with my Indian work.

The SECRETARY. You are superintendent of the Indian reservation?

Mr. ZIEBACH. Yes, sir.

The SECRETARY. And it is merely handled by you incidentally because there is no one else available to do it?

Mr. ZIEBACH. Yes, sir; I think I wrote to your office some time ago that we didn't even have a national flag there.

The SECRETARY. That ought to be remedied in some way—through the contingent fund if in no other way. We ought to have a flag. Have you a building to float it from, or would you have to tie it to a tree?

Mr. ZIEBACH. I think we would have to tie it to a tree.

The SECRETARY. Mr. Boland, will you tell us what the conditions are at Wind Cave this year?

Mr. BOLAND. The attendance at Wind Cave for the last year has increased—has been more than the attendance for the last two or three years.

The SECRETARY. Put that in figures for us.

Mr. BOLAND. The attendance for the last year was nearly 4,000. It is only increasing two or three hundred each year, but is increasing all the time.

The SECRETARY. How much of that travel would you say was from a distance, say, from farther away than 500 miles?

Mr. BOLAND. All of it, you might say; all of it is. All of it comes from a distance of over 500 miles—comes from neighboring cities.

The SECRETARY. What localities contribute most of the traffic?

Mr. BOLAND. Nebraska and Iowa are the two States from which the attendance is gained.

The SECRETARY. How do people come there mostly?

Mr. BOLAND. In automobiles from Hot Springs, which is about 12 miles from the park.

The SECRETARY. Do they come mostly through Hot Springs?

Mr. BOLAND. Yes, sir; they all come that way—they have to—all people who are staying at Hot Springs or passing through there and come to the park.

The SECRETARY. Now, it has been suggested that that park is so much of an incident to Hot Springs that it might be one of the parks which are local in character rather than national. What do you think of that?

Mr. BOLAND. As it is now, of course, my park will be taken by the Department of Agriculture and made a national game preserve.

The SECRETARY. The whole park?

Mr. BOLAND. I don't know. They have made an appropriation to take it and make a national game preserve. Two men from Washington, D. C., looked over the park about a week before I started. They said there would be about 8,000 acres of my park put under fence and probably 160 acres of the land for the cave and new superintendent's headquarters at the cave.

The SECRETARY. The only natural feature is the cave?

Mr. BOLAND. Yes, sir; that people could get to.

The SECRETARY. So the travel comes there and you maintain your buildings at the entrance to the cave and the people come in and see the cave and go out and go away?

Mr. BOLAND. Yes, sir.

The SECRETARY. Mr. Boland, have you any road problems there at all in the park itself?

Mr. BOLAND. Yes, sir; I have about 6 miles of road in the park.

The SECRETARY. Has Congress made any appropriations for those roads?

Mr. BOLAND. Not this year.

The SECRETARY. What did they make last year, if anything?

Mr. BOLAND. \$800 last year, for the roads.

The SECRETARY. That was merely for its incidental care?

Mr. BOLAND. Yes, sir.

The SECRETARY. Is that about the way it runs—\$800 or less?

Mr. BOLAND. Yes, sir; about \$800 a year.

The SECRETARY. What is the total appropriation that Congress makes for the Wind Cave?

Mr. BOLAND. \$4,500 a year.

The SECRETARY. Is there anybody here who has any questions or suggestions about Wind Cave?

Mr. Arant, have you brought your paper here?

Mr. ARANT. Mr. Secretary, I was advised not to bring it in until afternoon.

The SECRETARY. You didn't get it, then? That, then, covers the list of the national parks, with the exception of that park which we always segregate from the rest. We always like to hear from Mr. Myers, of the Hot Springs of Arkansas—a park which presents many problems of great importance. It is not only a park, but a health resort of very great magnitude. Some of those problems doubtless Mr. Myers would prefer to take up at the executive session. At all events we would like to hear

from him now as to the essential conditions and features at the Hot Springs, and as to what changes and events have occurred since our last session.

Mr. MYERS. Mr. Secretary and gentlemen of the conference, as a preface to my remarks I want to say that I have listened with a great deal of pleasure to a great deal of painful and many valuable suggestions pertaining to different parts of this great country of ours—one which was exceedingly pleasing this morning was made by the representative of the great new Glacier National Park. His designation or classification zoologically of the different animals abounding there gave me a great deal of pleasure, particularly when he went from the moose to the goat. I wondered if that was a merger that would be prominently recognized in this country at a very early date.

The Arkansas Hot Springs, as has been said by the Secretary, are a very remarkable and peculiar phenomena. There is nothing in the world like them—possibly there never will be. The Hot Springs National Reserve is the oldest in the Government, I believe, having been set aside by Congress in 1832, at which time many of you were mere youths. It is the only resort, I am told, that is self-sustaining—we are independent of Congress and its idiosyncracies. We have annually about one hundred and thirty to one hundred and forty or one hundred and forty-five thousand visitors. Our resort has increased annually for the last four years. I can account for a decrease in visits for these wonders here because of the great prosperity of the American people. Having been enlarging for the last 12 or 15 years, they have led rather a rapid life, and as the fires of the American genius are sort of quenched by too rapid a pace, they abandon the beauties of nature and come to the Parian Spring and are revived at Hot Springs. I imagine, gentlemen, that in the creation of the world the all-wise, omnipotent Creator knew that even when he created man in his own image that he was necessarily, in the course of generations, going to accumulate some perversities; that he would stay out late at night and be irregular in his habits and maybe accumulate disease; and as an antidote to all these things, in the early hours of creation, just as the dawn of day came forth, he created an antidote to this condition in the Hot Springs. He recognized the fact, evidently, that man would sometimes in the bending of the knee, in connection with prayers, accumulate rheumatism; in the bending of the elbow, accumulate neuritis; and for these accumulated diseases he fixed a place which is, in my opinion, the most valuable asset in the world.

There are 911 acres in our reservation. There are 50 springs that bubble forth as clear as if from the mountain side at a heat of 140° to 145°. This water is very palatable to drink, and there were administered last year over a million baths. A great many western people come to Hot Springs and accumulate the habit of bathing more than once a week. It is impossible in the short time that I will have your

indulgence to enumerate the wonderful cures that are effected there daily. This very year I have observed such wonderful cures that were I to tell you, even with my well-known reputation for veracity, what they really were, I doubt that you would believe me; and, speaking of that, my friend Mr. Fee, over there, said to me that he hoped this time if I obtained an opportunity to speak, that I would not indulge in any false statements, reminds me when I was a boy in the little red schoolhouse back in Iowa. The directors one month came around and asked the class in English history who signed the Magna Charta. Unfortunately no one knew. The teacher repeated the question several times, and the last time he threw rather exceptional emphasis upon it, and he said, "Tell me who signed the Magna Charta." A little red-headed urchin sitting back of me said, "Please, sir, I didn't." When we went outside, the directors took to task the teacher on account of our unpreparedness, and little Jimmie Gallagher declaring he didn't do it. Now, the teacher said, "Don't put too much dependence in little Jimmie Gallagher. He is the biggest liar in the school. He may have signed it."

I have no doubt, Mr. Secretary, that Arkansas was the Garden of Eden. Traveling through there you come to a great big mountain of granite out of which gushes a little cold spring. This is the most stupendously glorious thing we have. It seems to me that there is not anything in the whole field of governmental affairs that contributes so much to the welfare of humanity as do these Hot Springs. When you think of the people that come there from all over the world, we are not national, we are international. Its bromidial water brings sleep, gives vigor to the vigorless and cures those whom the cares of business have brought to a physical breakdown.

We have maintained roads and we do not have any trouble with our mountain roads because we have a gravel that has been provided by nature for us. We have a beautiful city there with a population of 20,000 regular inhabitants and we have a floating population of 20,000 to 30,000. Our great problem is the maintenance or conservation of our natural resources. It is more or less confined to protecting the visitor from the unscrupulous designing citizen who comes in there sometimes for the purpose of practicing medicine, and we have sometimes had a great deal of trouble in the past, but fortunately we are very much better now than then.

We are glad to be represented here to-day—very glad to have you come down to Hot Springs, Mr. Secretary, if there is a next time for us. I don't know if there will be or not. I have been told in some sections there was not going to be any. I thought as I came up this valley, just as I beheld the wonderful, stupendous evidences of the handiwork of the great Creator, I just thought to myself how awe-inspiring it was and how infinitesimally small it had a tendency to make us realize we were, and how appreciative, how wonderfully appreciative we should be to be

citizens of a country that possessed such gigantic and magnificent scenery and things as we have in the Yellowstone, the Glacier, this beautiful, majestic, grand Yosemite, and all these other natural wonders. I think the idea of seeing America first is one of the finest propositions that has ever been indulged in. As an American citizen, I think the foremost want, Mr. Secretary, for the proper administration of these parks, a rational administration, is an intimate acquaintance upon the part of the heads of the department with the immediate conditions in each particular park. From my observation last year and this year, and having visited other parks during other years, I am firmly convinced that no particular rule or fixed policy will avail at all the different parks.

In other words, that the Mesa Verde must have special legislation or a special rule. What would apply to this park would have no application to Hot Springs, and vice versa. In other words, the Secretary or the Interior Department has heretofore, it seems to me, been sort of scattered. There should be a concentration of effort and a concentration of the management of these parks, all of which would bring about a condition of much improvement. The best way to illustrate that would be perhaps to relate an anecdote. I was out in a western State a few years ago, campaigning for a great political party. I made 40 speeches in this particular State, and it went 40,000 the other way. On one of my visits I was traveling across the country with a Senator who was blind. He made a speech at one particular place and we were driving to another, and on the way I noticed a tremendous big field and a big herd or flock of hogs—I don't know which you would call it. When I noticed them first they were dashing across the field and then in a moment or two they were dashing across the other way, running back and forth, helter-skelter, and I called the attention of my companion to it and I explained what it was.

Presently I saw an old man who owned the farm, and I asked him what was the matter with his hogs. He said, "I lost my voice last winter, and the only way I could get my hogs to the barn to be fed was to take a little stick and knock it on the barn, and since that these consarned woodpeckers have got so bad my hogs are just about crazy." There was a lack of concentration. If the woodpeckers could all have been concentrated on one tree the hogs wouldn't have gone wild. If this concentration of park supervision were developed into a reality, an inspector of parks should come around—I wouldn't choose that job because from visitations I have made to these parks in the past, Mr. Secretary. I am ready to throw up my white flag and say not for me. It takes too long to get through some of them. There are many things which I am sure would be very useful. Speaking of reputation—our State has, I may say, suffered because of its reputation—the Arkansas Traveler—the greatest misnomer—Arkansas is the greatest State in the

Union—more natural resources than any other State in the Union, even the State of California.

Now, our reputation has been against us, but with our great faith, and with the good that has been accomplished, Mr. Secretary, and with the administrative support that we have been receiving during your administration, during the present administration of President Taft, there is no one now but that admits that the Arkansas Hot Springs have improved wonderfully, and are improving every day. We have nothing special to talk about. There are some things we wish to talk to you privately about. You may be able to diagnose our troubles and give us a remedy. We think we know what is the matter. Our notion of governmental management is the same as a commercial or corporation management, Mr. Secretary. Select your subordinates, and hold them responsible, and accept their recommendations as final—no appeal therefrom.

The SECRETARY. Gentlemen, that problem which I thought my friend Myers was going to touch upon, and which he carefully avoided, namely, that one of separating the sheep from the goats, will I presume be reserved for the later session. If anyone has anything to suggest or any questions to ask in regard to the Hot Springs that are fit for publication, we will hear them now, while otherwise we will adjourn until the press representatives are not present.

Now, we have left the national monuments, which are different from the national parks, although not so different from some of them, because one of the chief differences between the national parks and national monuments is supposed to be that Congress never makes any appropriations for national monuments except a purely nominal one for all of them. I believe the national monuments are in the same class with Sullys Hill, then; but nevertheless there are some interesting problems connected with them, and we would like to hear from Mr. Bond what changes, if any, have occurred in national monument affairs since last year. We have, of course, one national monument which is knocking at the door, and I am glad to see Mr. Harvey here, because Mr. Bond may have to say something about the Grand Canyon of the Colorado.

Mr. BOND. Mr. Secretary, nothing has occurred during the last year with regard to national monuments. Our history has been the same as for the past several years, since 1906. We have had some complaints as to visitors in a few of the monuments, and a strong request has gone forward for some effort to stop this sort of work. The El Morro Monument down in New Mexico, which is covered with inscriptions, some dating back nearly 300 years, is being defaced by the people who want to inscribe their personal names and dates. There are thousands now on that monument. Unless they are removed, as I recommended at the Yellowstone last year, very soon valuable inscriptions will be lost. During the last year the department made its annual recommendation

for \$5,000 for the administration of national monuments. The House committee, in accordance with precedent, ignored the matter; the Senate committee made recommendations, and the Senate itself approved it, but the appropriation was lost in conference. That has been practically the practice now, ever since the national monument law was passed.

There was, however, in one case a bill introduced by the Hon. Carl Hayden to appropriate \$25,000 for the protection of the Tumacacori Monument. That is an old Spanish mission church in Arizona and is of great interest. It is in bad condition at the present, and the name writers have covered its walls, as in the case of the El Morro Monument; and I want to say, in connection with this, that while the General Land Office approved the purpose in general of the bill of Mr. Hayden, I think that legislation of that character should not be undertaken. I think the appropriation should cover all monuments; that is, a lump sum should be appropriated to this department or to the Secretary of the Interior. In the case of this bill, I think it would not be improper to say that the amount appropriated was very excessive. It was at least twice as much as needed for the purpose. The bill also provided for a salary for custodian which was far in excess of necessity. If we are going to undertake to make separate appropriations for the various national monuments, we are going to get a great deal more money than we can use, and I think there is only one way, and that is to make a general appropriation and allow its disbursement to be made by the Secretary, in his discretion. We are still living in hopes that the concentration recommended last year will be carried out ultimately. I think, from all that I could get upon that subject, that there is a strong following in Congress favorable to it, of which the Secretary himself is best advised. I believe that is all I have to say, Mr. Secretary.

The SECRETARY. Any other remarks with regard to national monuments? Mr. Harvey, have you anything to tell us about the Grand Canyon? Has there been any change since last year? I have heard of no particular movement in Congress.

Mr. HARVEY. Nothing I know of. They are still building that road along the rim.

The SECRETARY. Mr. Leighton, are you prepared to read the paper you referred to now, or would you postpone that till this afternoon? We are going to have an executive session.

Mr. LEIGHTON. I think it would be better this afternoon. I have a formal paper which perhaps will only take three minutes, and the rest will be largely discussion on other subjects.

The SECRETARY. Then, I think we will adjourn until this afternoon at half past 2. The plan I think best for this afternoon is to have the executive session of park superintendents, and perhaps not undertake to do anything more at that time. The others who are here will have the opportunity during the afternoon to see something of the Yosemite

Park. We will have a public session to-morrow morning at half past 9, and at that time we will take up first the transportation question and after that the automobile discussion. Before, however, we adjourn this morning, I think we should hear from Mr. John Muir, who, I see, has come in since the meeting convened.

Mr. MUIR. Mr. Secretary, I don't want to start making a speech. They will all be hungry before I stop. Isn't this lunch time?

The SECRETARY. We are going to have a speech from you unless you decline. If you would rather postpone it until some other occasion——

Mr. MUIR. I think that would be better than to have it just now. A Scotchman can't just touch it and let it go. He has to discourse as they call it and hang on like grim death.

The SECRETARY. We will expect to hear from you to-morrow morning when we open the session if that will meet your convenience. If Congressman Raker is here we would be glad to have a word from him now or later.

Mr. RAKER. There are some matters about which I would like to hear some further discussion. There are matters in relation to the improvement of the parks as it appears to me and the question of transportation and entrance into the parks, and I was thinking that personally I would like to hear from some of the men who are possibly personally interested as well as those who take it from a governmental standpoint. I would like to hear the subject discussed, and while I individually have fairly clear ideas on the subject, at least to myself, I would like to hear some of the discussion from the others first, and while I am not a Scotchman, my people, my class of people, are in the same way; when we get started on a matter we like to run it down, hear both sides, and know that we will not unconsciously give one side the advantage of the other, the whole subject depending upon the facts, and in justice to the general community, thus having placed ourselves, we feel like knowing ourselves like the bulldog at the root, grabbing there and hanging until we pull that one out, then at another one to dig that out until we get the bad tree down, and we think these matters ought to be taken up and discussed in the same line. I am a little sorry that the automobile question and the matters pertaining to that could not be taken up some time later this afternoon, so we would have more time to go over it to-night and to-morrow, but, of course, the Secretary, I realize, is busy and we will abide by his time.

The SECRETARY. As far as that is concerned, if the automobile people are all here at that time and they want to wait around until we get through the executive session, we will be very glad to take the matter up at that time, but it is important that we have the executive session, and it seems better to have it this afternoon than to-morrow or some time later, and I did not think you would like to do that. We expect to be here over to-morrow, and if necessary to hold a session on Wed-

nesday morning, and I think they will have ample time to get all the facts as to the automobiles before us. I do not think we will require a great deal of time to discuss the matter. We want to get down to cases and discuss the particular facts. I do not think it will be particularly helpful to have assurances of the desires of the automobilists to use the roads. I hope that we may find some way to do it, but until we find the right way I believe it would be a mistake. If they have a way to suggest we want to hear from them.

Mr. RAKER. In that regard the Secretary and I agree fully upon that subject. It seems to me that we did not come into the park for the mere purpose of seeing its beauties at the present time. Certain superintendents have to some extent to get information. It has been my observation that a number of men have their souls full of a certain subject. While we like to cut them down at times, they feel that if they had five minutes longer or two minutes longer they would have gotten the subject better before the one who is to pass on it. I know it takes considerable time, but I feel this way; it is a matter that the Secretary, I know, wants to go into fully and to see the proper method and mode of carrying it out to the interests of the park, to the interests of the Government, to the interests of health and life, and to the interests of those who are seeking pleasure at a smaller expense, but individually I will submit to the Secretary. I would like to say something before the conference adjourns, but will reserve that because of the promise I have made.

The SECRETARY. If the automobile people are represented or have a spokesman and want to wait until the adjournment of the executive session and then come in, I do not care. We will adjourn, then, until half past 2 for the superintendents and to 9.30 to-morrow morning for the general meeting.

MORNING SESSION, OCTOBER 15.

The SECRETARY. Gentlemen, we will come to order, please. The first question that comes up in connection with national parks is, of course, how to get to them, and that always makes the transportation facilities a matter of prominent concern at the conferences and in the entire administration of the national parks. Last summer at the Yellowstone we had with us a large number of the representatives of the different railroads that are connected with the national parks, and I am very glad to see that many of them are with us again this year and that there are a number of new faces. Before we go into the discussion of the transportation facilities we should have after we have traveled over the railroad, perhaps we had better talk a little with the railroad people and see what has developed since last year; whether they have any new suggestions, and what they now report as to the results of our conference last year. Mr. Fee, this is to a certain extent your bailiwick; perhaps we had better hear from you first.

Mr. FEE. Mr. Secretary, ladies, and gentlemen, the matter of transportation of people to the Yosemite, as well as to the Yellowstone, is of special interest to what is known as the Harriman lines. In the matter of the Yellowstone, I think the arrangements at this time with regard to railroad transportation are reasonably satisfactory to the traveling public, as is evidenced by the fact that this travel is constantly increasing from year to year, and with very few exceptions the situation in the Yosemite is radically different, although the service has been very materially improved within the past four or five years. The season in the Yosemite is practically a 12-month season. The greater volume of travel, however, comes to the Yosemite between the months of May and October. During that season of comparatively heavy travel, the railroads operate between San Francisco and Los Angeles through sleeping-car service to and from El Portal, at the terminus of the Yosemite Valley Railroad, some eighty-odd miles from Merced, on the lines of the Southern Pacific & Santa Fe. I think the greatest drawback to-day to travel into the Yosemite is the lack of such hotel accommodations as we find, for example, in the Yellowstone. I think the people that managed and are to-day managing the hotels, especially at El Portal and in the valley here and at Wawona, are to be commended for the care they have exercised in taking care of the travel to this park, considering the facilities which they have. They certainly have been improved materially within the past four or five years, but as a matter of fact they are still very far from being what they should be, and the best evidence of that is that the travel to this park as compared with other parks in the United States of a similar character is really very small. I note from Col. Forsyth's report that the Yosemite had 13,000 tourists in 1911 and 11,000 in 1912, a decrease of 2,000 as compared with the previous year. Those figures, of course, may be accounted for by the difference in the volume of the transcontinental travel brought about, perhaps, by conventions or the lack of conventions at Los Angeles, San Francisco, Portland, and northern cities, but when we consider the fact that the Yosemite National Park lies within a few hours ride of both San Francisco and Los Angeles, and that around San Francisco Bay there is at least a million of people, and around the city of Los Angeles, say, a half million people, I think it must be evident to the Secretary and to everyone who has made a study of the question, that the very small travel into this park is largely due to the fact of its not having a number 1 roadways and thoroughly commodious hotel accommodations.

I was very much pleased yesterday, as no doubt many others were, to hear the Secretary say that so far as the matter of leases in the Yosemite are concerned, it will be the policy and is the policy of the department at which he stands at the head to grant leases that will in every way facilitate the building and maintenance of good hotels in the Yosemite National Park, leases running for a full term of 10 years, with the assurance that an

additional or an extension of 10 years will be favorably considered. That, certainly, is most encouraging, and I think I may say quite in contrast with the policy as those whom I see on the ground have understood it as far as concerned the Interior Department during the past four or five years. I am very much in hopes, therefore, that with the definite statement made by the Secretary yesterday, we may have hopes that capital, and those particularly interested will move promptly in the matter of supplying the Yosemite National Park with entirely suitable hotel accommodations. This is especially desirable from the fact that the exposition of 1915 at San Francisco is bound to bring to this coast from all quarters of the world a very large travel. I think a conservative estimate of the admissions to the Panama Pacific International Exposition in 1915 can be stated at 15,000,000. We are well aware that a very large percentage of this attendance will naturally come from within a radius of, say, 500 miles. The whole coast, however, from Vancouver to San Diego will contribute its share of this travel, but independent of the local coastwise business centering at San Francisco in 1915, there will be a very heavy travel, I am satisfied, not only from the Orient, but from the Eastern States, the Atlantic coast cities, and from Europe.

It was my fortune to discuss, only a few days ago, the matter of travel from the continent with a gentleman who had spent some four or five months there, who was in the business of transportation, and knew, I am satisfied, whereof he spoke. He stated that the interest throughout the continent and throughout Great Britain, so far as he traveled, was very wide and that it seemed to him to indicate a travel to this country, such, perhaps, as we have never seen in the United States. It is very necessary, therefore, that not only the roads leading to the park, that the railroads leading to the park should be up and doing and preparing for this travel of 1915, but that this park itself should be supplied with such hotel accommodations as will make the traveler who comes glad that he made the visit and willing to go away and recommend his friends to do likewise. I have in my possession, to-day, letters received only very recently from people who have made this trip, during the present summer, in which they spoke of the beauties of Yosemite National Park, of the desirability of every one seeing it, but at the same time they said they would hesitate to recommend their friends to come in now, for the simple reason that the hotel accommodations were not such as were to be found in the Yellowstone or to be found abroad—in Switzerland, for example.

And that is what they expect and that is what the folks who travel to a park like this will have before we can expect to get a very large number of people. I want to emphasize the statement made by Col. Forsyth yesterday with regard to the building of a boulevard from El Portal to this valley. It seems to me that this is of the very first moment. We have nothing to say against the matter of automobiles in the Yosemite

National Park. That is a matter that the Secretary will deal with in such manner as seems to him to be for the best interest of the people as a whole, but we do feel, as far as the transportation lines are concerned, that we want from El Portal, where the people leave the trains of the Yosemite Valley Railroad, a highway that they will be proud of and that it will be a comfort to travel.

I do not know, Mr. Secretary, that I have anything further to add, except that with these improved accommodations I think the Yosemite Valley and the park where we are to-day may look closer to such a tide of travel as was described to us yesterday by Mr. Myers as going toward the famous Arkansas Hot Springs, which he very aptly termed the "National bathhouse." And when he referred to the matter of the travel from the Pacific coast and the desirability of providing all of those people with bathing facilities when they reached Arkansas Hot Springs, I was especially moved by his statement to me, made a little bit later, that such was the Spartanlike fortitude of the people of Hot Springs that they willingly forego the opportunity to bathe in order that they might accommodate the visitors; in other words, like the shoemaker, their children were shoemakers. I appreciated, therefore, the Secretary's remark that the administration of affairs at Arkansas Hot Springs was attended with many and very peculiar difficulties. Thank you.

THE SECRETARY. I wouldn't like to have it said, Mr. Fee, that the terms of hotel leases at this or any other park are misunderstood on account of the fact that I did not refer to them, and therefore permitted that statement to go as though it were my own. I want it distinctly understood that the question of the length of term of lease is a matter which will be considered under the broadest general principles, such as I stated yesterday, and that I am no more wedded to a term of 10 years than I am to one of 20 or more or less. There was no intention in what I said to indicate a definite view with regard to the length of the term. What was intended to be said was this: That I believe that the leases for hotel sites and for other concessions involving the permanent investment of money should be of such a character as to afford an investor a reasonable assurance that he will have his investment protected and that he will receive from it and from his labors in connection with it an adequate return, sufficient to justify the expenditure and make it a practical one in all respects, and if the term of 10 years was used, it was because that was the period which had been mentioned by the gentlemen whose remarks called forth my own. I want it understood at all times that any suggestions as to terms and provisions of these leases will be welcomed by me whether they relate to the protection of the investment and the encouragement of the development of these facilities so that the public will get the very best service, or whether they relate to the conditions upon the other side which must be relied upon to make sure that the public will get the best service and that it will get that service at reasonable rates,

Now, there are a good many other railroad men here. I don't know that it would be well for us to select them. I would a little rather they would volunteer, each in their own way. Perhaps, Mr. Byrne, we might ask you to speak now, because of the fact that the Santa Fe road is so directly interested, with the Southern Pacific, in this park.

MR. BYRNE. Mr. Secretary, ladies, and gentlemen. About a month ago I was in the ticket office at Stockton and a gentleman came to the ticket-office window. He said to the ticket clerk, "Do you sell tickets to the Yosemite?" The clerk said, "Yes, sir." He said, "Very well; give me four tickets," and he went on. A little while later he came back to the office and entered into conversation with the ticket clerk, and he said that he had just returned from a long European trip, and one of the first things that almost all of the people he met asked him was about the Yosemite Valley. He had lived 24 years in Stockton as a merchant there and he had never been in the Yosemite Valley, so he swore by all that was holy he would go in the first opportunity he had, and this was shortly after his return from Europe. That illustrates two points. It illustrates, first, the comparative indifference of people to things and beauties that lie at their doors; it also illustrates the difficulty of getting people to come to some of the beautiful resorts of California.

I think that one of the great drawbacks that has held the Yosemite from attaining the prominence in the world of travel to which it is entitled is the difficulty of getting in and out. That has been improved in the last few years, of course, by the construction of the Yosemite Valley Railroad, but still they are 15 miles away from the objective point, and the transportation must be improved in some way, either by better roads, possibly by automobiles or by electric lines, or in some way getting people into the center of the valley. When that is done, there will be a great many more people come here. That in connection with the matters that Mr. Fee referred to—that is, the hotel accommodations—they have naturally and necessarily been limited. They do not compare very favorably with either the resorts in this country or the resorts of Europe, and that has been the condition that has existed, and that I trust, from the remarks of the Secretary, will be probably removed by the department. The rail transportation, so far as it goes, is about as good as is necessary. There are both day trains and night trains, making the valley accessible from the two large cities of California, so that it is a matter of internal transportation, a matter of hotel accommodations, and the comfort and ease of reaching the place. I do not know that I have anything beyond that to suggest, Mr. Secretary.

THE SECRETARY. Does anything occur to you with regard to the possibility of more effective cooperation between the department and the railroads that would facilitate transportation into these parks. Can you help us or can we help you?

Mr. BYRNE. I think it is possible, as long as the park is under the Government, that the Government can help us more than we can help them, by the construction of proper roads into and through the valley. My thought of transportation is that a road should be constructed from El Portal on one side to Wawona on the other, so that people can get right through the valley and not have to double along the same road.

The SECRETARY. Now, the question of building roads depends primarily on funds. The people whom we are meeting here, with the exception of Congressman Raker, haven't anything to do with that. We can make recommendations and we do, as forcibly as we know how. Can you suggest any way that will enable us to get more liberal appropriations for these purposes?

Mr. BYRNE. I don't know, unless we can employ some loud voices. There are several gentlemen I heard last night—I think if we could get them engaged in the campaign we might make some progress.

The SECRETARY. Now, we hear, sometimes, in talking about railroad transportation, not only the facilities to which you have referred discussed, but also the rates. What do you think about that? It is pretty expensive in this country, on account of the long distance, to get a large number of people from other points to the Pacific coast, unless they are going incidentally from one part of the country to the other. Is there anything in your judgment in the rate question that could be modified to advantage?

Mr. BYRNE. Well, in my judgment the rates on the transcontinental roads during the season when the Yosemite is open in the summer, are so low now as to be almost laughable. They are like commutation rates in most cases. The average on a short line on some of the roads, they get $1\frac{1}{2}$ cents a mile, about, and the many railroads participating, I question if they get a cent a mile for their travel. Those rates are put in for the year and advocated by the railroads, really not in expectation of getting a direct profit out of the handling of the travel but largely as exploitation. The Pacific coast roads have followed the policy for years to get low rates that they may persuade people to come to the Pacific coast to see what we have here, not only in the line of natural beauties but the advantages of locating permanently.

In fact, I think it is due to that that California and Oregon and Washington, in perhaps a lesser way, have attained the very rapid growth they have in the past few years, California having increased by 60 per cent in the last census. That is the largest percentage of any of the older States. I believe that the rates are about as low as they can be hoped to be made as far as transcontinental travel is concerned. I have never heard of any complaint, have never observed, as far as the rail charges go, that the charge to the Yosemite has kept anybody out, but necessarily the charges on the stage lines when you reach the end of the rail lines are high; that

is because of the expense of maintaining them, and the few people that can be hauled at a time makes it necessary to charge high rates, but I do not believe that is any great deterrent, even at those rates.

The SECRETARY. Last year one of the subjects discussed was cooperation on the question of advertising—how far the department might assist along publicity lines—and the department took a very active part within its limited means for that purpose, furnishing to the press articles, illustrations of a very considerable quantity and variety about national parks. Have you observed that work at all, and have you any suggestions in connection with it?

Mr. BYRNE. Yes, sir; I have observed it, and the work has been taken advantage of in publications the railway has gotten out following that. It is a very good work. It gives an authenticity to the statements made about the beauty of these scenes that can not be given by a purely transportation company's issue, and so it is of great help to us. It enables us to put before the public, stating that the Secretary of the Interior or whatever is the official title of the person issuing it, has said so and so. That is a great deal better than my advertising man's notices. It is very helpful in the way of making somebody get the wanderlust. Then, again, it attracts the attention of various nations. I suppose it would be a conservative guess to say that $33\frac{1}{3}$ per cent of the people who visit the Yosemite Valley and the Grand Canyon are from foreign countries, attracted here by the wider interest they seem to have in these world-famous places.

The SECRETARY. You were not present at the last conference. We discussed at that time very extensively the question of forming a bureau of national parks. Have you any views on that subject?

Mr. BYRNE. Well, I do not believe that I have. I was not present at the last conference, and have never given it any consideration, but it appeals to me as a step in the right direction of getting insistent and consecutive lines of management laid out for these various national parks. That is, in the charge of a bureau you would get consecutive work, which I believe is more important, rather than the spasmodic help that we now get from time to time.

The SECRETARY. I believe Mr. Drum, of the Yosemite Valley road, was called away. Mr. Lehmer—is Mr. Lehmer here?

Mr. LEHMER. I do not believe that I could add anything to what has been said by Mr. Fee and Mr. Byrne to be of interest. I am willing to answer any questions that might be asked.

The SECRETARY. That is a good suggestion. Every now and again there is a complaint floats up to the office of the Secretary about railroad facilities in connection with these various parks. Now is the time to ascertain if there are any complaints or any suggestions. If anybody here from the outside thinks there is anything to call to the attention of the railroad people, this is his opportunity.

Mr. LEHMER. I didn't know that I would be called upon to defend myself in regard to rates or I would——

The SECRETARY. I do not understand that you are called on to defend yourself at all. I am asking the questions to get information.

Mr. LEHMER. I would like to say right here that I think Col. Forsyth, as well as concessioners in the valley, will bear us out that there were times during the last five or six years when the accommodations in the valley were not adequate to take care of the people. I think the first thing we wish to consider is adequate facilities for taking care of the people. We are restricted in the number of people we bring to the Yosemite by the fear that we may get more people than can be taken care of. We should get adequate facilities for the people we do bring.

The SECRETARY. Now, Mr. Lehmer, on that point—this is one of those vicious circles we hear about sometimes. You can never reduce the rates unless the accommodations are improved, and the people planning to give the accommodations say they can not put the money in unless they know what the railroads are going to do. Don't you think it is about time for the people interested in the Yosemite to get together?

Mr. LEHMER. Yes, sir.

The SECRETARY. That makes me think about an old darky who always went to the Episcopal Church. He had gone there for years and years and years. Finally, one day, he became a very devout and earnest Methodist, which, as you know, is a considerable change. One of his friends soon after met him on the street and asked him what it was all about, saying, "I understand you have left the Episcopal Church; what is the matter?" The old darky answered, "The 'Piscalopian Church is no place for a poor nigger like me." His friend said, "What is the matter with it?" "Well," he said, "the trouble with the 'Piscalopian Church is there is too much reading of the minutes of the last meeting and too little new business."

Now, don't you think it is about time to get down to new business at the Yosemite?

Mr. LEHMER. I think so. I wish to make this statement, further, that until last year we have had excursions into the Yosemite Valley on very low rates, and we have had commutation rates, and a large percentage of people were handled on those cheaper rates until last year. In conference with Mr. Fee and Mr. Byrne, we came to the conclusion that under present conditions it was not advisable to bring people in on those cheap rates and congest matters in the Yosemite, and last year those rates were discontinued, and the loss of business, I believe now, to some extent is accountable for the withdrawing of those rates.

The SECRETARY. You mean the business fell off with the withdrawing of those rates?

Mr. LEHMER. Yes, sir; to some extent. But there were other conditions that contributed also. The report went out early in the year

that we were not going to have any water in the Yosemite, and we all know that a bad report travels much more rapidly than a good report. I came in contact personally with a number of people who had intended to make the trip to the Yosemite who were advised not to do so on account of the lack of water, and I think there are several things that contributed toward the falling off of this last year.

I think the people who built the Yosemite Valley Railroad up that Merced Canyon without any prospect of business, except business that they might develop themselves, deserve a great deal of credit for making the Yosemite Valley accessible, and we have our struggles, we have our obstacles, and when conditions are better and we can consistently do it we are going to meet the condition of rates. I assure you of that. I think Col. Forsyth and the people of the valley will bear us out that until this last year there were times every year since we have been in business that the camps and hotels had all that they could handle in the Yosemite.

The SECRETARY. Is Mr. Burley here?

Mr. BURLEY. I don't think I have anything to add to what has been said.

The SECRETARY. Do you find any change in conditions since last year?

Mr. BURLEY. Not in our part of the country. I am not familiar with this. Our business is limited by the hotel capacity in the Yellowstone Park. We can handle a good many more passengers than we are already doing. I think that in 1913, 1914, and 1915 especially we will be unable to accommodate the crowd that will want to go to that section in the park on account of lack of hotel facilities.

The SECRETARY. You think the railroad, as far as transportation is concerned, will be able to handle it?

Mr. BURLEY. All we have to do is to put a few more cars on.

The SECRETARY. So that you think the question up there is hotel and other accommodations in the park?

Mr. BURLEY. Yes, sir; it is a very serious problem to-day.

The SECRETARY. I think, when I was up there last summer, there was talk of some additional hotel facilities. Are they going ahead?

Mr. BURLEY. I don't think there have been any new hotels built since you were up there last year, Mr. Secretary.

The SECRETARY. There were plans or discussions with regard to some additional facilities. How about that, Mr. Child?

Mr. CHILD. We have the plans.

The SECRETARY. What plans have you about using those plans?

Mr. CHILD. I can state that better after a conference with you.

The SECRETARY. Is it waiting on that?

Mr. CHILD. Yes, sir.

The SECRETARY. Well, then, we will remove that obstacle very promptly. Is Mr. Fort here?

A VOICE. No.

The SECRETARY. Mr. Charlton?

Mr. CHARLTON. Mr. Secretary, ladies, and gentlemen, I am rather a nervous person. For that reason I have my impromptu remarks with me. This is my first attempt at a meeting of this kind and if I can hold this paper steady enough, I may be able to read it:

The Northern Pacific Railway, the road I am connected with, is greatly interested in tourist travel to the Yellowstone Park, and, in fact, to all national parks—Glacier, Rainier, Crater Lake, Yosemite, etc.

The great aim of the American lines is to keep the tourist at home and to attract the tourist from abroad.

In my position for the past 29 years I have been in personal touch with tourists en route to and from Yellowstone Park.

What we need is more help from the Government in caring for our parks. In the case of the Yellowstone Park we have been allowed to believe by the previous course of the Government that they would take good care of the park and in consequence large sums of money have been spent for hotels, transportation facilities, etc. The Government should therefore spend enough money for police protection and for the roads so that when people go to the park they will be comfortable, happy, and satisfied.

There is much to be gained by this. If the Government will so equip its national parks that people will go to see them instead of going to Europe a very large sum of money so spent will remain in the United States, which means much to the whole country. In addition to which we can better attract the tourist from abroad.

I wish to emphasize the importance and necessity of more help from the Government in caring for the parks. It has been urged by some Members of Congress that there is no more reason why the Government should appropriate money for Yellowstone Park and other western parks than they should for Central Park in New York, Forest Park in St. Louis, etc. This may be true, if the Government had never started on the present plan and if there was any other source of revenue for the country national park. The parks in the cities are supported by the municipalities and have a revenue that the country park does not have.

During the past 29 years large sums of money have been spent on the hotel facilities in the Yellowstone Park, and at the present date we have magnificent hotels at Grand Canyon, and Old Faithful Inn, an excellent hotel at the Lake, and I believe a new hotel under consideration at Mammoth Hot Springs.

We are spending thousands of dollars advertising the Yellowstone Park and other national parks. A great number of tourists who can afford to visit the national parks are of the class that insist on comfort and will not make the trip unless assured of this. We are all working to the one end, "to increase the travel." In order to do this increased appropria-

tions from Congress are necessary to better the condition of the roads, oil and sprinkle them, and insure the comfort of the visitor.

The coaching feature through the Yellowstone Park is a very attractive one. If the Government will put the roads in general good order, which they can do for a comparatively insignificant sum, and if they will only spend enough money to oil and sprinkle them, the visiting tourist will be well taken care of.

With reference to the automobile, we see no objection to this, but we believe the first expenditure on the park should be to make the present roads safe and comfortable for coach vehicles, and after that is done, if it is thought best, automobile roads should be constructed. I believe it is out of the question to combine automobile and horse vehicles on one road; in fact, impossible. The coaching feature through the park is a very attractive one and I believe preferable to the automobile trip.

I believe we all realize the importance of having the Government that is supporting the San Francisco Exposition and that supported the Portland and Seattle expositions spend enough money in Yellowstone Park and other parks to keep them in first-class order for the use of the American people and the foreign tourist.

The SECRETARY. Now, personally, I am rather glad that Mr. Charlton was so nervous, because that paper is in such shape that if he gets over his nervousness he can forward a copy of it or hand it to Congressman Raker, and the Congressman will use it to the best purpose. It is not necessary to convert the Congressman, but it is necessary to furnish him all the ammunition of war for those in whose power it lies to build these roads and take care of them. If you will see that Congressman Raker gets a copy of that nervous paper of yours, Mr. Charlton, we will all be pleased.

Mr. CHARLTON. If I recover I will be glad to hand him a copy.

The SECRETARY. Is Mr. Schmidt here?

Mr. SCHMIDT. Mr. Secretary, the only national park reached by the roads I represent is the Hot Springs Park. Unfortunately I have never been there, but I do not understand that there is any fault found there with the hotel accommodations or the train service in that park. All of the Middle West roads are advertising the various national parks in their folders and other literature, bulletins, and so forth. I think we are all doing our share toward the advertising feature. We naturally want to create travel in all directions. Unfortunately, I understand the attendance, or the visitors to the parks, has fallen off in the last year or two. I thought of an old story yesterday of two boon companions who imbibed not wisely but too well. One fell in the gutter and said, "Help me up, Tim." Tim said, "I can't, but I'll lie down with you."

The SECRETARY. Mr. Schmidt, you represent what roads?

Mr. SCHMIDT. The Iron Mountain and the Missouri Pacific.

The SECRETARY. Now, there are a number of gentlemen here from Hot Springs. Have you any grouch on with those roads—anything about transportation facilities down there, or has anybody else any grouch against them? How about that, Mr. Myers?

Mr. MYERS. Mr. Secretary, we come from a land that don't permit grouches. If I had left home with a grouch, I would have gotten rid of it long since. We have no grouches against the railroad. The Iron Mountain spends about \$20,000 in advertising. They give us all facilities. In the larger months they handle 12,000 or 15,000 people a month. It is a very splendid line, doing everything it can for Hot Springs, and its rates, Mr. Secretary, apply to Hot Springs the year around—excursion rates the year around.

The SECRETARY. That is a good thing. Is Mr. Thompson here, of the Rock Island road? I trust he is not so nervous that he has gone to the hotel for his manuscript. We have heard from the Yosemite Valley now. I think that embraces the list of the distinctive railroad representatives here, but it does not complete it, Mr. Harvey, until we hear from you, because the Santa Fe service would not be complete without you. You are interested in the whole question. Tell us what you think about it.

Mr. HARVEY. I came for instructions, rather than to give instructions. Besides, the Grand Canyon is not a national park; it is only a monument. I think, as a little monument, we had better learn a few things.

Mr. FEE. I want to add to my remarks that the lines in the Southern Pacific system, which I represent, to-day are heavily interested not only in the Yosemite National Park, but in the Yellowstone, as I intimated; also in the Rainier, the Crater Lake National Park, the Sequoia, and the General Grant. With reference to the two latter parks, we do send more or less people to those national parks each year, and at times we have thought we saw a substantial increase. I think this year in the Sequoia and General Grant, taken together, there was a very decided increase. I wanted to say with reference to the Crater Lake National Park that we are very anxious to see suitable hotel accommodations placed at the rim of the lake. The Southern Pacific Railway is building a new line from Klamath Falls, which will bring our trains within 20 miles of Crater Lake. I have understood that a good road is to be constructed from a point some 50 or 60 miles north of Klamath Falls. I hope that report is correct, and I hope that we shall hear very shortly that some of our friends with capital are ready to go, and will go, in and put up a suitable hotel there, because it certainly is one of the wonders of the world. We are anxious to contribute in any way possible, not only in other parks, but also to Crater Lake, which is a new and more recent member of the national park family.

The SECRETARY. Now, gentlemen, I think we have got to the terminal station of the railroad, but we are still outside the park.

Mr. FEE. I would like to suggest that Mr. Hughes here is of the Chicago, Milwaukee & St. Paul.

Mr. HUGHES. Mr. Secretary, the Milwaukee Railroad is deeply interested in the development and exploitation of national parks, but I should say more particularly in the development of the Rainier National Park. However, I think that the railroads are developing a broader aim, a broader spirit, in regard to this national park situation. Most of the people who travel from the East to the West travel one way on one line and in returning travel on the other lines. We have a deep interest in the development of Rainier. It is not purely a selfish interest, nor is it strictly unselfish. We expect that our fellow citizens will profit by developing our traffic. Of course, we incidentally expect to profit slightly ourselves. A short time ago, in Seattle, I had the pleasure of attending a dinner on the occasion of the convention of the National Association of General Passenger and Ticket Agents, and at this dinner the chairman of the evening, talking over traffic matters, called to the attention of the assembled representatives of the various railroads and steamships that there was being taken from the United States of America and expended in Europe each year the enormous sum of about \$400,000,000. I accepted the gentleman's statement, inasmuch as he is a traffic man at the head of the largest traffic organization in this country and should be in a position to know whereof he speaks. I am satisfied, with proper cooperation on the part of the concessionaires and on the part of the railroads, that a goodly portion of that four hundred millions can be kept right here at home, and I want to say that the Milwaukee Railroad wants to help keep it here.

It was with much regret that I heard yesterday that there was a decrease in the number of visitors to the Yellowstone and to the Yosemite. There was also a decrease in the number of visitors to Rainier National Park. Of course, we have had a bad season up there. Sometimes it rains in our country, and this summer it rained all the time. But when you stop to consider that the decrease affected practically the three largest parks in this country, the Yellowstone, the Yosemite, and the Rainier, there is something radically wrong with the method and manner in which the parks are being exploited amongst our people. We were inclined to believe that the lack of attendance at our park was attributable solely to the terrible conditions of our roads and to the weather we had. My information is that they had bad weather at Yellowstone, but there must be something more than a coincidence when the three largest parks suffer in the same way, and I am inclined to believe that your suggestion, which I understand you made last year, to the extent that there should be cooperation amongst the railroads and amongst the concessionaires, who would act jointly with the Department of the Interior in an endeavor to advertise the national parks throughout the country, without specifying any particular national park; that is one of the benefits that would accrue,

I believe, through the creation of a bureau of national parks. I am of the firm opinion that nothing will be achieved, or practically nothing worth while, until we have such a bureau—until we have men in this bureau whose whole time is taken up with matters pertaining to transportation, to hotels, and to the advancement of the national parks as a whole—who will devote all their time to it.

I am heartily in favor of the creation of such a bureau and would suggest that the concessionaires get together and make a united concerted effort with the representatives from their various States in Congress, and demand their assistance in the establishment of such a bureau. My position in the Chicago, Milwaukee & Puget Sound Railway is that of assistant superintendent of dining and sleeping cars, and under that department comes hotels. It places me in the rather fortunate position of being able to view this national park hotel and transportation proposition from two standpoints. I had to operate the National Park Inn for two years, and I also had the handling of the dining, sleeping, and parlor cars that carried the people to and from the park. I want to make one recommendation to cover the ground that was discussed yesterday and to-day; that is the matter of hotel leases. I think you will agree with me, Mr. Secretary, that the largest investment in any of our national parks is represented by the hotels, and there is a tendency on the part of other concessionaires to criticize hotel accommodations and hotel people. That is brought about purely by their ignorance of the conditions surrounding the operation of hotels in national parks.

In the first place, the average hotel opens once in its lifetime and never closes until sometimes the sheriff closes it. A hotel in a national park opens once each year. The cost of operation of hotels in national parks is very excessive on account of the necessity of opening the hotel practically new each year and engaging employees who are not conversant with the conditions surrounding the hotel itself—not acquainted with each other, and it is necessary to mold them into a cohesive whole to get the necessary amount of work and that degree of service which the other concessionaires and the traveling public would call good. It also represents a tremendous amount of money. Unquestionably there is more money invested in hotels in national parks than there are in anything else, transportation included. By that I mean to say that I think we ought to endeavor to find some way to improve the conditions under which the hotel men operate, give them that stability which the amount of capital they have invested warrants, and that can only be done by giving them leases of such duration that they would become willing to invest the money in large amounts to improve their property.

I think I would suggest that any hotel in any national park in this country that represents an investment of \$50,000 should be granted a lease of not less than 25 years. The short-term leases, even those that are accompanied by a guaranty or a practical guaranty that the lease will

be extended, does not give that necessary amount of protection in the mind of the investor to warrant him in putting more money in the property, even though he knows it is needed. He is under the impression that he has got so much tied up here, and the vicissitudes of political life may change the situation. By that time there may be some one else in power. They may not take the same view of it that our good Secretary Fisher does, and are afraid to put up this money, and for that reason I suggest and appeal to your assistance in having longer leases granted to hotel concessionaires in the park. The railroads, in my estimation, furnish adequate transportation facilities to the parks, and in fact I think they give a better and more efficient service than the business at the present time would warrant from a business standpoint. They are animated, however, by a desire to develop this park travel. For that reason they give possibly better than they would give under the circumstances, and better than the remuneration would warrant. On the Tacoma Eastern Railway, which is the practical gateway to the Rainier National Park, we are operating two trains each day each way in the summer time, and we furnish additional cars if it is required. We have been confronted by a terrible road condition, or I am inclined to believe that we would have as many people this year as our brothers of the Yellowstone. We confidently expected 17,000. As it was, we only had 9,000, which was a decrease that, however, is not attributable to anything but our moisture.

The SECRETARY. It seems that this train was running special and we did not have it on the schedule. If there is any other train running wild on the tracks, we would like to have it blow the whistle now. Are there any other railroad men here who have failed to let us know of their attendance—representatives of any other road? I suppose we may assume that we have at last gotten to the terminal station and it is time to take up the automobile question.

Mr. PARSONS. May I make a suggestion that seems to come in here? It has been stated that the Government publication carries with it authority that theirs does not possess. It has also been stated that they are spending large sums of money. They have confessed that their part of that does not have the effect they wish. It seems to me that here is a case for the Government to issue proper publications and sell them to the railroads in quantities. There is no question that the Government publications in foreign countries do carry weight that our railroad publications do not carry.

The SECRETARY. We will commend that to the careful and prayerful consideration of the railroad men.

Once more, are we ready for the automobile question? If we are, perhaps before starting it it might be well to make a brief reference to a little discussion we had last night, which, of course, is known to the selected representatives of the automobile people who are here

present, but should be fully known to all the others. It may be desirable to clear away the fog on this question as far as we can. There is said to be a tendency toward fog on certain portions of the Pacific coast, and I want to make sure none has gotten into the automobile issue. It will not be necessary to argue with the present Secretary of the Interior that the automobile is an improved means of transportation which has come to stay; it will not be necessary to argue with him that if it can be introduced into the Yellowstone Park or to the Yosemite Park or any other park, under conditions which are otherwise proper, it ought to be done. The interesting and important question is whether the conditions are proper, and upon that what I wish is constructive suggestion. It will not be necessary for any representative of any automobile concern or of any automobile organization to argue with me upon the proposition that the machines should be admitted if we can find a proper way; but they should not pass up to me the question of what that proper way is. If I knew a proper way to admit the automobiles into the Yosemite Park it would not be necessary to discuss that question at all to-day or at any other time. The difficulty is that with all the consideration and attention we have given the subject, including the examination and report of engineers, we do not know of such a way, and we want to hear the question discussed from that point of view.

Now, there are several classes of automobiles, as you know, and a greater variety of automobilists. If all the automobiles were of certain types and if automobilists operated that type of machine in the way that some operate their automobiles, it would be a tame animal and we could introduce it into the parks with impunity. Unfortunately, in the process of evolution we have not got that far. It is not necessary to argue with the automobilists, if we are going to be frank with each other and talk man fashion, that there are still a great many gentlemen who buy automobiles who have not yet ceased to be peripatetic nuisances. We do know that some automobiles make a great deal of noise; that they emit very obnoxious odors; that they drop their oil and gasoline all over the face of the earth wherever they go; that those automobiles are sold by people who regard it as a hardship to be excluded from any particular road. We know much more clearly that even machines which, as machines, have reached a high degree of perfection, are operated by gentlemen who don't know how to operate them, and are operated by other gentlemen who may know how, but don't take the necessary pains to operate them properly, and by still a third class of gentlemen who are perfectly fearless themselves and, liking the adventure, operate them in such a way as to create the impression on passers-by on foot or in a horse-drawn vehicle that it is very dangerous to be on the road at the same time.

The daily papers are full of reports of the results of these things, and it does very little good to demonstrate even if it could be demonstrated to the satisfaction of a court, that after all, if the driver of a horse-drawn vehicle had handled his team with proper circumspection the accident would not have occurred. It has occurred. It does occur every day and therefore it is very important that we do not bring about a situation where it is more likely to occur, under conditions where the Government is inviting people into a national park on the theory that it is a playground and that they can largely relax the habits they may have in crowded centers of civilization of being everlastingly on the watch unless they be run into. There are several phases of the situation as it relates to the Yosemite.

There are a number of suggestions that have reached me, and I am going to try to get rid of a few of the questions right at the start. I am in receipt, as I said yesterday, of a considerable number of telegrams brought about by the very laudable and active influence of the automobile organizations and, I should judge, of the automobile manufacturers and agents, who want to see that the machines are admitted into this park; and in this connection permit me to say that I have not the slightest objection to the automobile business as a business. It is a very excellent business, and I would like to see it succeed, and I am willing to assume that a man in that business will be very earnest in trying to extend it. I have no objection to that. I think it is his right as an American citizen to do that and he is entitled to careful consideration. Now these telegrams have reached me; but among them there is apparently not an entire unanimity. Some of the telegrams object most strenuously to the introduction of automobiles in the parks, apparently on any basis, even to the rim of the park, so there is that difference to start with among automobile people. I have received other letters and communications with regard to the admission of automobiles on the floor of the valley, from men who have said they would be in favor of the admission of machines to the rim if it could be worked out, but would be radically opposed to the introduction of those machines on the floor of the valley, and I may say, without violating any confidences, you have among you here in attendance, gentlemen who most heartily concur in that view.

There are men who say that the machines should not be admitted to the floor of the valley. Some think they should be admitted to the rim, and they disagree among themselves as to whether that should be upon a road which is also used by horse-drawn vehicles or whether it should be on a separate road, and some of them have suggestions with regard to a separate road and others have suggestions with regard to the use of a road jointly with horse-drawn vehicles, but at different hours and under regulations that would protect the two kinds of traffic, as they think. Those are the things about which I would like to hear from you, and if the representatives will address themselves to those questions right at

the outset, I think we will make more progress than in any other way. Senator Flint.

Senator FLINT. Mr. Secretary, ladies and gentlemen, I want to conform to the views of the Secretary in this matter, but I also want to take the advantage of having associated with Mr. Burns to do a little advertising for Los Angeles and the State of California. Carrying out the views of the Secretary, and in that respect I would like to have placed in the record the fact that the Automobile Club of Southern California is the largest automobile club in the world or in the United States, and that in the State of California we have some 84,000 automobiles—84,700—and there is only one State in the Union that has more, and that is the State of New York. We have more automobiles to the population than any other State in the Union, and that 65 per cent of the automobile licenses are issued from southern California; that the Automobile Club of Southern California has 4,500 members, 300 of them are foreigners and coming from various States in foreign countries; that the estimated number of foreign cars that visited California last year was 55,000. The estimated number of foreign cars that will visit the State of California this year, 100,000.

And following out and just commenting for a moment on the very able and instructive paper of Mr. Charlton, I desire to say that southern California has done as much as any part of the Union to keep that \$400,000,000 that has been spoken of in the United States, and it offers a crop that is very valuable to us and we have appreciated it, and we trust that the balance of the country will also adopt the plans of encouraging people of the United States to remain at home and see wonders that we have here that are just as grand and beautiful as in any other part of the world, and I wouldn't want to close my opening observations without saying a word in this respect for two men who have done great work in bringing to us in this country our American tourists, keeping them at home. One is Mr. Child, with the magnificent service that he has given to the people in the Yellowstone Park—the hotel service and the transportation service there—and the other would be Mr. Harvey, who has made an international reputation by the splendid service he has given, and especially the service that we have at the Grand Canyon.

So far as we, here in California, are concerned with the Government, we are in the unfortunate position of having two places that affect the automobilists. Thus, as far as Los Angeles and vicinity is concerned we have the National Home for Disabled Volunteer Soldiers, and while we have spent in Los Angeles, under bond issue, the sum of \$3,500,000 for macadam roads, when we reached that part of the soil under the exclusive jurisdiction of the Government of the United States we found the road impassable and impossible to go over without destroying our machine. That is the condition we find so far as the National Government is concerned. So far as the State as a whole is concerned, we have

taken and appropriated by bond issue the sum of \$18,000,000 to make great highways for the automobiles from one end of the State to the other, and when we reach other places where the automobilists desire to visit, which are under the exclusive jurisdiction of the United States, we find it so that we are met with a barrier and we can not go in. Now, having made that statement I desire to say that owing to the plans for 1915 the Automobile Club of Southern California is desirous of having more automobilists here than have ever assembled in any other part of the world at one time and have a Glidden tour, and they naturally will want to visit the national park.

Now, we of southern California, in this automobile association, and I desire to say right now that I represent no automobile manufacturer or no implement connected with an automobile—I am simply a member of the Automobile Club of Southern California—I appear here as an owner of a machine and a member of that club, and, much to my regret, without compensation. Now, having made that statement I desire to say that the Automobile Club of Southern California has taken every step possible to bring together the data to convince the Secretary of the Interior that the automobile should be admitted to the park. We have selected an engineer of great ability who has visited the park and the roads on six different occasions, and has made surveys and has made a report and it is only in the rough, Mr. Secretary, at this time, but it is a part of my remarks, and I would like to have it typed and placed in the record. Now, this examination that he has made takes two roads and makes favorable report thereon. One is by way of Wawona and coming in by Madera. From Madera to Wawona, now, the road is in use by automobiles constantly for 63 miles, or about that. Then we reach a point on the park line, and there the automobiles are barred. There is a road from 10 to 12 feet wide running from Wawona to Chinquepin, which is a distance of 20 miles, and from Chinquepin to Inspiration Point, a distance of about 13 miles.

The SECRETARY. That is the Inspiration Point near Glacier?

Senator FLINT. Yes, sir. And also, Mr. Secretary, from Chinquepin to Glacier Point, a distance of 15 miles. In this report he states that with the expenditure of \$1,000 the road can be placed in shape from Chinquepin to Glacier; for the expenditure of \$5,000 the road can be placed in proper condition for automobiles from Chinquepin to Inspiration Point. He also has made a survey of the road from Inspiration Point to the floor of the valley, in which he estimates that a new road on a 7 per cent grade can be constructed for \$35,000, and that that road could be constructed at the time that the present road is in use by the public, which has a grade of 14 per cent.

Now that brings us up to the question that you brought up and asked us to discuss as to the point in the park to which automobiles should be permitted, and whether the road from Wawona to Glacier Point and In-

spiration Point should be used exclusively for automobiles or jointly with automobiles and horse-drawn vehicles, and if so, under what regulations. I should say that as to the proposition of the road from Wawona to Inspiration Point and Glacier Point, that the road could be used at all times jointly with horse-drawn vehicles and automobiles with safety.

The SECRETARY. You say from Wawona both to Glacier Point and to Inspiration Point?

Senator FLINT. From Wawona and Chinquepin and branching off both ways, I say; but that if it is desired to take an extra precaution, one that we do not think is necessary, because we travel constantly on a road as narrow with as great a grade and with more chances of danger than this one daily in our southern country. If the Secretary after investigation reaches the conclusion that he wants to take extraordinary precaution, then there could be hours set apart upon which the coaches and horse-drawn vehicles could go and the automobiles go; that would bring us up to the point at the rim of the valley. Now, there are two propositions from Inspiration Point to the floor of the valley. One is the proposition of permitting, say, for an hour in the morning and an hour in the afternoon, automobiles to take the road from Inspiration Point to the floor of the valley, say, from 9 to 10 in the morning and from 2 to 3, to illustrate, in the afternoon; that the automobiles could be used during those hours on that point and that the road for a comparatively small sum could be put in condition for them.

The SECRETARY. Just a moment. Are you now discussing the 14 per cent road or the 7?

Senator FLINT. The 14 per cent road. With a small expenditure, that can be put in shape to be used.

The SECRETARY. Has your engineer made any estimate on that expenditure?

Senator FLINT. He has not made an estimate of that cost. Now, the next road that he has reported on is the road known as the Big Oak Flat Road. That road, he estimates, could be put in condition for the use of the public into the floor of the valley for the sum of \$25,000. Now, in both of these roads——

The SECRETARY. You say from where to where?

Senator FLINT. Taking the Big Oak Flat Road as a whole.

The SECRETARY. From the floor of the valley up?

Senator FLINT. Yes, sir; within the limits of the park.

The SECRETARY. What is the condition outside the park?

Senator FLINT. As the report makes it, I might state in a few words, the expenditure of \$25,000 would make a safe, completed road of it between 10 and 12 feet wide for the whole length of the road. Now, in reference to the road by Wawona I may say this: That in the county in which the road is situated that comes outside of the park they expect to make improvements on that road, as they do on the Big Oak Flat

Road, so that if we carry out this plan we will have completed roads so that automobiles can use them from one end to the other to connect with the State highways, in good condition.

Now, that brings us up to the proposition as to what advantage would there be if we were limited to the rim of the valley as far as the Madera-Wawona Road is concerned. I want to call your attention to this, Mr. Secretary, that having visited the valley a great many times myself, and my judgment, I think, has been reached by many others who have visited the valley, that the great points of interest can be best seen by coming in by the road on the rim so that you can visit the Big Trees, then the Glacier Point, and the fine forest and mountain view beyond, and, on the other hand, Inspiration and Artists Points and the valley. Now, it is practical to have a garage at Inspiration Point so that the automobiles could remain there if you decide not to admit them into the valley, and for a comparatively small sum of money have a stage connect between the floor of the valley and Inspiration Point. Personally I think that automobiles can with safety be permitted to come at one hour in the morning and at one hour in the afternoon into the floor of the valley, but as you stated, there is no use, after the very frank talk that you gave us last night, of attempting to deceive ourselves or you by any statements that there is such a matter for decision to come down from the point on the rim into the floor of the valley, and for that reason I am presenting the statement along the lines that if you do decide to stop at the rim, there is a practical way of getting down here into the valley and seeing it and going back to their automobiles and returning and having a beautiful automobile trip all the way.

THE SECRETARY. Now this is a man-to-man discussion. We know that the automobile is still in the evolutionary stage and that an accident happening on one of those roads on which a carriage for any cause might go over the cliff, might seriously affect the whole attendance at this park during the exposition at San Francisco. A very strong sentiment exists in many quarters against having automobiles admitted to the Yosemite Valley. What do you say, man to man? What do you think the Secretary of the Interior ought to do in regard to admitting automobiles on the floor of the valley?

Senator FLINT. I can see no danger from my viewpoint.

THE SECRETARY. I am talking about policy.

Senator FLINT. I will reach that point. I would not permit the 14 per cent grade from the floor of the valley to Inspiration Point if I were Secretary of the Interior, and I wouldn't advocate permitting the joint use of that road by horse-drawn vehicles and automobiles, but I do say that from the floor of the valley to Inspiration Point—I say there ought to be an hour a day for the exclusive use of automobiles in the morning and an hour in the afternoon and horse-drawn vehicles kept off. On the floor of the valley there is no point where there is any danger of accident.

The SECRETARY. How long does it take to go from the floor of the valley on up to the rim upon that road in a horse-drawn vehicle?

Senator FLINT. I ought to know but I don't.

The SECRETARY. How long, Colonel?

Col. FORSYTH. Two hours going up.

The SECRETARY. Then your automobiles would be compelled to start at such hour as to leave adequate time for the horse drawn vehicles to go up and they couldn't all start at one time—that is, we could not say the horse-drawn vehicles had to start at 10 o'clock and get up there at noon, very well. There would have to be some leeway for a number of such vehicles.

Senator FLINT. I can answer that, Mr. Secretary by saying I would give the horse-drawn vehicles up to 11 o'clock the use of that road.

The SECRETARY. In other words you would let the automobiles come in after 11 o'clock?

Senator FLINT. Yes, sir; and give a similar time in the afternoon, before it got to be dark.

The SECRETARY. Now, taking that suggestion, would you permit an automobile to come down that road to go through to the hotel and would you let it go around on the floor of the valley?

Senator FLINT. I wouldn't permit it to go around on the floor of the valley if I had my say.

The SECRETARY. That is what I want to know. In other words, your idea is that we ought to let the automobile come down to the hotel so as to unload there?

Senator FLINT. I wouldn't permit it to go through the valley. I think from my standpoint, being here all my life, I think one of the beauties is to have the burro to take the trip around in the valley here.

The SECRETARY. You know there are automobilists who apparently would resent the fact that they were not allowed to run their automobiles into St. Peters up under the central dome, because it could be done, and if they occasionally knocked over an Italian who was engaged in prayer it would be to them a matter of small consequence. Do you think all the automobilists would be satisfied if they were allowed to go to the hotel and get out there and be allowed to pass through?

Senator FLINT. Not all. But I think the automobilists who would not be satisfied are the ones who do more to stop the automobiles from getting into parks and such places than those who ask for reasonable regulations. So far as we are concerned we do not believe in dashing through the streets, in running down people; we believe in prosecuting those who do, and the speed maniac with his automobile is a man who wants to come dashing around in this valley amongst the trees—we do not want them—we are not asking for them. We want the man who has come across the continent or from some other part of this State to

be given the privilege of coming into this valley with his automobile under proper regulations.

The SECRETARY. You say it would be desirable when we look into it carefully to stop at the rim and come down by a line of coaches and other vehicles that will be provided, taking care of machines at the top of the rim?

Senator FLINT. Yes, sir.

The SECRETARY. Who are the owners of the roads you have been describing to me as available for that purpose? Are they in private hands?

Senator FLINT. I understand so; yes, sir.

The SECRETARY. What arrangements, if any, can be made with those owners on this subject?

Senator FLINT. I only know from reading this report of our engineer and a conversation I had with Mr. Washburn this morning that he states that so far as that is concerned that they will cooperate.

The SECRETARY. Does that mean that they will operate as a toll road or upon what terms and conditions?

Senator FLINT. That I am not prepared to say. The president of the company is here.

Mr. WATSON. That would be operated as a toll road.

The SECRETARY. And under what tolls?

Mr. WATSON. The tolls are fixed by the board of supervisors of Mariposa County; have been for many years.

The SECRETARY. Does that include the tolls on a portion of the road that is within the confines of the park?

Mr. WATSON. Yes, sir.

The SECRETARY. They exercise jurisdiction over that part of the road, do they, for the purpose of regulating your tolls?

Mr. WATSON. Yes; have been for many years, and they are fixed, and there is now existing an automobile toll from Wawona to the valley and to Glacier Point.

The SECRETARY. What is your toll?

Mr. WATSON. \$2.50 in and \$2.50 out.

The SECRETARY. \$5 for the round trip?

Mr. WATSON. Yes, sir.

The SECRETARY. What is the charge for the horse-drawn vehicle?

Mr. WATSON. Well, that I would not know; I would have to ask the secretary.

The SECRETARY. And what, Senator, did you say was the investment necessary to make it possible for the company to collect those tolls?

Senator FLINT. \$60,000.

The SECRETARY. What do you think of the proposition of those tolls? Have you looked into the question as to whether the supervisors have adequate authority to regulate those tolls?

Senator FLINT. I have not.

The SECRETARY. Would you do that and advise me?

Senator FLINT. I would. I would like to have some information as to the supervision of these tolls as to adjusting the rates by the secretary. The mileage, as I have it here, is only 46 miles, and that would be a \$5 toll for a 46-mile road.

The SECRETARY. Well, of course, I can readily see that if they charge that amount for every automobile coming in, if there was any considerable traffic, as you gentlemen think, it would be a very desirable investment.

Senator FLINT. Very, and as I say, I assume there ought to be some regulation of that—

The SECRETARY. Mr. Watson, I don't know the regulations by the supervisors—I don't know anything about it one way or the other—but to relieve all questions of doubt on that subject would you be willing that the rates charged should be subject to regulation by the department?

Mr. WATSON. I understand that is in the hands of the supervisors.

The SECRETARY. That is not the question. Would you be willing we should regulate them?

Mr. WATSON. I am only one of the officers of the company. I will take it up with the directors and let you know.

The SECRETARY. And at the same time take up the question as to whether you would be willing for us to regulate the character of the use as between the automobiles and horse-drawn vehicles. I suppose you would want us to be able to make only reasonable regulations? Having the right to carry it into the courts if we were unreasonable?

Mr. WATSON. We have gone into that with Mr. Walker in particular as to hours, and I am satisfied we can agree on hours.

The SECRETARY. But Mr. Walker represents the automobile, doesn't he?

Mr. WATSON. Yes, sir.

The SECRETARY. Well, I am interested in the horse question. I am assuming that you might come to an understanding with Mr. Walker which he, as an automobilist, would feel was perfectly right. Suppose the horseman did not agree with him; are you willing we should regulate that question?

Mr. WATSON. Well, so long as you didn't eliminate our stage line entirely; we have quite a heavy investment here. This may look like a large deal.

The SECRETARY. I don't want to discuss the facts. You may be right. I want to know if you are willing that the Department of the Interior should make reasonable regulations as to the conditions under which that road could be used and the rates you charge for it, you having a right to carry into the courts the question of unreasonableness if you do not think we are reasonable. Will you ask your board of directors and let me know?

Mr. WATSON. I will let you know.

The SECRETARY. Senator, have you any suggestions to make?

Senator FLINT. I am in entire accord with that.

The SECRETARY. You think there ought to be such conditions of the use of that road?

Senator FLINT. Yes, sir; just one word in conclusion. I want to say this: So far as we are concerned and the organizations I represent are concerned, we are not committed to any road. The Big Oak Flat Road is also a toll road. I presume the same conditions exist there.

The SECRETARY. Any negotiations been made with the owners of the road?

Mr. CURTIN. I speak for those, Mr. Secretary.

Senator FLINT. I simply want to say we are not committed to any road—based simply upon the report of our engineer of whose investigation of the roads in the vicinity of this valley he had made a report to our organization of what he thinks is the best plan for road surveys. First, the adoption of the road from Madera via Wawona into the valley, and second, from the floor of the valley by the Big Oak Flat Road out there on the north. Now, that would make a complete circuit from the north to the south and as far as the rim of the valley is concerned it would give immediately or within a comparatively few months, if the Secretary would consent to it, the automobilists the privilege of coming into the National Park, which is the important matter with, first, safety, and second, time, and third, a complete circuit from the south through the valley to the north. I thank you.

The SECRETARY. Now, Mr. Parker, I would like to ask you a question.

Mr. PARKER. Certainly.

The SECRETARY. Have you made such a report, in sufficient detail, as to enable the park superintendent, Col. Forsyth, and his engineers, to check it, in order to see what they think of your estimate and your suggestions?

Mr. PARKER. Yes, sir. That is, it is in sufficient detail as to specifications.

The SECRETARY. Has it included the expense of protecting walls at such points as in your judgment were dangerous?

Mr. PARKER. Yes; and as to the location of those walls.

The SECRETARY. So they can check it up?

Mr. PARKER. Yes, sir.

The SECRETARY. How soon?

Mr. PARKER. As soon as it can be typewritten.

The SECRETARY. How soon will that be?

Mr. PARKER. A few hours.

The SECRETARY. I assume you agree with me that it would be well to have it carefully checked by our engineers?

Senator FLINT. I certainly do.

The SECRETARY. Now, Mr. Curtin.

Mr. CURTIN. This is a somewhat embarrassing condition to occupy on this subject. The object, as I understood, of the meeting was to obtain permission to enter the Yosemite Valley—that is, the park—right on the floor of the valley, and of course that permission has been repeatedly denied. We have assumed that if we got that permission at any time it would be upon such conditions as would be imposed by the Secretary of the Interior, and if those conditions were first outlined and we could comply with them, certainly permission would be granted. Now, from the conversation of yourself last evening, as well as the remarks this morning, the conditions leave us in such a condition that it is hard to meet the conditions now presented because of the apparent change of the situation. I am one of those people who believe in modern progress and that each condition which arises will take care of itself, and the only thing we can do is to endeavor to minimize danger in all walks of life, but that accidents are going to happen no matter what you may do. Now, the question arises whether we should enter the floor of the valley. This is my position exactly, and when I speak of that, Mr. Secretary, let me say that I do not represent any automobile association or any road in particular. I came in here with the owners of the Big Oak Flat Road. We believe, in behalf of the people of the State of California, that this valley ought to be open for the automobilist for the reason that it is one of the Nation's assets. It is one in which people are interested, and if their voice goes out for that permission I am one of those who believe there ought to be a solution of the question, and I concur very heartily in the story told by yourself a few moments ago—that we get through with the reading of last year's reports and take our new business up.

The SECRETARY. Well, let us take up the new business.

Mr. CURTIN. Then go into the valley with the automobile and don't let the horse keep it out. The automobile is the new business and the horse is the old one—that is the point I want to make.

The SECRETARY. Now, just a minute. Let us assume that the horse is an aging animal. Do you believe we ought to crowd the mourners?

Mr. CURTIN. I will answer that, Mr. Secretary, by the story of the old darkey who lived in the city of Atlanta. He said, "Those Yankees are a wonderful people; they came down to fight the South and only set the little nigger free."

My friend spoke of Christ riding a jackass through Jerusalem. I do not believe he would have done it if he had had an automobile. I want to say further, Mr. Secretary, on this proposition that I am one of those people who believe in modern progress; I am going to repeat that the State of California has done a good deal in this respect. I want to preface my remarks by assuring you the State of California has gone all around it and appropriated a large amount of money for the construction of roads. We have built a road to Lake Tahoe. We have connected it

over here and we have gone in south of the Kings River Canyon. We are going to make that grand connecting link in there so we can come into the valley. The State has done its portion and we think we ought to be able to come into this valley because if a rule or condition may be made by which danger may be minimized we will endeavor to comply with that condition. Now they said, "What are you going to do about danger?" Danger occurs everywhere. My long years of experience in riding over these mountains is that accidents don't happen on narrow roads as they do on good level roads.

The SECRETARY. I don't want to interrupt you, but I feel that it is necessary to do so. All of those things I perfectly agree with, as I told you last night. Tell me where you think it can be done or how it can be done. If you have a plan——

Mr. CURTIN. I am coming to it. The only answer that appears to me is to widen the road.

The SECRETARY. Which one do you think you ought to widen?

Mr. CURTIN. You, no doubt, all know there is a bill pending for the construction of a road which would leave you go up into Lake Tahoe, and then go into Oregon and Nevada. Owing to that fact and the fact that it is the one road that reaches over 1,370,000 people, that would be the logical one.

The SECRETARY. Who owns that road?

Mr. CURTIN. The Big Oak Flat and the Yosemite Turnpike Road Co.

The SECRETARY. You say it could be widened?

Mr. CURTIN. Yes, sir.

The SECRETARY. Who will widen it?

Mr. CURTIN. The men who constructed it originally advised me that it cost only a few thousand dollars to construct that road, and said that \$6,000 will widen it. That money will be forthcoming if you open the road.

The SECRETARY. That will be a toll road?

Mr. CURTIN. At the present time toll is charged only to Crane Flat. Crane Flat is only one-half mile from the park line.

The SECRETARY. Will the people be willing to consent to conditions we have just discussed?

Mr. CURTIN. I think so.

The SECRETARY. Will you find out and let me know?

Mr. CURTIN. The president is here.

The SECRETARY. Have you, or has he, had an engineer examine that road? You spoke of the man who built that road—you mean the contractor?

Mr. CURTIN. Yes; sir.

The SECRETARY. Where would that road enter the valley?

Mr. CURTIN. Over the Big Oak Flat Road, where it is now.

The SECRETARY. Where would it come out?

Mr. CURTIN. Down to Big Oak Flat—down to Chinese Camp and that way to San Francisco.

The SECRETARY. I have been on the Big Oak Flat Road. You would go by that road to get out—you go back up to the rim of the valley by the road we came in?

Mr. CURTIN. Yes, sir.

The SECRETARY. Go right out on the top?

Mr. CURTIN. Yes; right out on the rim and out by Crane Flat.

The SECRETARY. The company has authorized the plan of changing that road when the time arrives and the permission be granted?

Mr. CURTIN. What the cost is I don't know, but they are prepared immediately to carry that work forward.

The SECRETARY. \$6,000 would not build many retaining walls.

Mr. CURTIN. I only took the man's word that built the road.

The SECRETARY. Do you know that those suggestions are practical?

Mr. CURTIN. Most assuredly.

The SECRETARY. When was it built?

Mr. CURTIN. About 1874.

The SECRETARY. What are the differences in the cost of labor and material between 1874 and now?

Mr. CURTIN. It has increased considerably, but we are allowing considerable when you consider that the original road is already constructed.

The SECRETARY. In other words, then, if we should look into your suggestion as to that road, we would have to have our own roads?

Senator FLINT. Our engineer's report covers this very road. Twenty-five thousand dollars is his estimate.

Mr. CURTIN. The Big Oak Flat Co. stands ready, if the road be opened for the automobiles, to close up all the horse traffic on that road and allow it exclusively for automobile, if you so desire.

The SECRETARY. You think it would be desirable?

Mr. CURTIN. Yes, sir; I think so. Because when you reach Crane Flat in only 4 miles more you strike the Coulterville Road and come right down from El Portal.

The SECRETARY. The Coulterville Road is the road we saw coming up the valley? I was told by an expert horseman the other day that he hesitated to go over it, and that while he had gone over it, he never went over it without finding a considerable number of bowlders there that had not been there the last time.

Mr. CURTIN. I understand in recent years they have not expended much money on that road. I understand the owners of the Coulterville Road have expended but very little money on that road.

The SECRETARY. Have you taken up the question with them as to whether they would loosen up now?

Mr. CURTIN. I understand they would have to loosen up.

The SECRETARY. Do you think they would have to put that road in shape just because you want a road there?

Mr. CURTIN. Why, in self-interest they certainly would——

The SECRETARY. You think the return would be adequate? Haven't you got the horse away behind the cart? What I want to know is what you think I can do and ought to do?

Mr. CURTIN. That is the point. If a road is opened, I would imagine it a matter to name the conditions and see if we can——

The SECRETARY. We have not gone that far. What do you think the conditions are that we have to name?

Mr. CURTIN. Open the road and tell us how we have to use it.

The SECRETARY. That is the same thing—that is certainly not an answer.

Mr. CURTIN. I am unable to say anything further than to say that if the Big Oak Flat Road is opened, we will widen it. We will go further—we will help the United States and we will take care of our own road ourselves.

The SECRETARY. I have asked you whether you would submit to regulations.

Mr. CURTIN. I will cheerfully take that matter up and forward it to you. The Big Oak Flat Road Co. has not charged any toll beyond Crane Flat. That is where this road turns off and goes down. To that point the Big Oak Flat Co. charges no toll, and many conveyances come up that way. They come as far as Crane Flat, then go down and strike the Coulterville Road. Some of them go out that far to avoid the toll on the Oak Flat Road. We would go further—we would put a telephone line and have a man there to keep advised all the time.

The SECRETARY. That is so you could warn the horse-drawn vehicle?

Mr. CURTIN. I think they should be excluded altogether.

The SECRETARY. If there was an alternative road?

Mr. CURTIN. Yes, sir. If there was any danger of meeting an automobile to exclude him altogether.

The SECRETARY. Do these suggestions you make involve the expenditure of money on any parts of the road that are not owned by a private individual?

Mr. CURTIN. Well, the Government still claims jurisdiction of the road to the old State line, but exercises no jurisdiction from there to the park line, however.

The SECRETARY. That would leave how much road to be taken care of by the Government?

Mr. CURTIN. Four miles from that point.

The SECRETARY. How do you suggest you get the money for that?

Mr. CURTIN. We have already got it.

The SECRETARY. You mean in the appropriation made this year?

Mr. CURTIN. Yes, sir.

The SECRETARY. How is that? Is that money available for that purpose?

Mr. CURTIN. Our understanding is that \$50,000 was available. I took an active part, Mr. Secretary, in the proposition of urging Congress to appropriate funds upon the assumption, which I had a right to believe, that part of it would be used to widen the road.

The SECRETARY. Now, the colonel has made his estimates of expenditures.

Col. FORSYTH. There was no estimate made for widening the road for automobiles. The appropriation of \$80,000 is for the protection and improvement of the Yosemite National Park. The amount of the estimate was something like \$300,000.

The SECRETARY. That is so. You made an estimate of needed appropriations here aggregating \$300,000?

Col. FORSYTH. Yes, sir.

The SECRETARY. We got \$80,000.

Col. FORSYTH. Yes, sir.

The SECRETARY. That is for the whole purpose?

Col. FORSYTH. Yes, sir; if we take any portion of that money to widen any of these roads for automobile purposes we will have to take it away from some other purposes.

Mr. CURTIN. We doubt if that other \$30,000 would have been given at all without our effort. If there is anything further that I may add, I should be glad to do so.

The SECRETARY. I understand, Senator, that it is, of course, within our power to divert the money from any of the purposes that is needed if the situation demands it. We can not do that except upon a thorough consideration of the whole question.

Mr. CURTIN. That was our aim—to get that \$30,000.

The SECRETARY. I find it valuable to have different gentlemen with different aims all boost the appropriation.

Mr. CURTIN. I think I did my part. I had the privilege of one hour and a half, and during that hour and a half I tell you I labored for the Yosemite Valley and the Yosemite National Park.

The SECRETARY. I think that is correct.

Mr. CURTIN. Anything further?

The SECRETARY. Who is the third speaker?

Mr. C. I. MENTZER. Mr. Secretary, it seems that on this occasion each man is his own press agent. That seems to be characteristic of the year.

The SECRETARY. Whom do you represent?

Mr. MENTZER. I represent Merced and Mariposa Counties, and particularly the Coulterville Road, the one which seems to have called forth criticism.

The SECRETARY. In what way do you represent it?

Mr. MENTZER. It is a public highway, and that is our contention, and we ask that it be opened up for the use of the public—not that there is to be a toll charged for the traveling public.

The SECRETARY. That road has been an open road, a public road, as I gather from your remarks?

Mr. MENTZER. Yes, sir.

The SECRETARY. We were of the impression it was also a toll road.

Mr. MENTZER. The supervisors exercise jurisdiction over that road—the old toll road.

The SECRETARY. Is it conceded by the private interests there that it is a public road—that they have no claim?

Mr. MENTZER. For four years the county of Mariposa has exercised positive jurisdiction over the road. Mrs. McLean has the only surviving interest, and she has made no effort at all toward looking after and establishing any claim she may have had in the matter. The board of supervisors has passed a resolution—passed the necessary ordinances—what they conceive necessary to make it a public highway, and they have exercised the jurisdiction necessary under the laws of the State, and the road has become a public highway by adoption and use. A toll road, under the laws of California, may become a public highway by nonpayment of license or by abandonment. For four years there has been nothing done by the owners—there has been an apparent abandonment by those who may have any interest in the road.

The SECRETARY. There has been some correspondence on that subject.

SAN FRANCISCO, CAL., *October 5, 1912.*

Maj. W. FORSYTHE, *Yosemite Valley, Cal.*

DEAR SIR: As the owner of the toll road known as the Coulterville Road, this company begs to notify you that various articles have recently appeared in the San Francisco newspapers to the effect that it is proposed to turn the Coulterville Road over to the owners of automobiles to be used by them free of tolls, inasmuch as the road has been abandoned by the owner.

We beg leave to say that this company is the owner of the toll road from Hazel Green to the border line of the old State Park, and also from Hazel Green to Crane Flat. This road passes through the Merced Grove of Big Trees. This road has never been abandoned and it is the intention of this company to operate the same as a toll road and to collect tolls therefrom.

We would thank you to inform the proper authorities at the proposed conference soon to be held in regard to this matter that this company has decided objections to permitting its property to be taken away from it and turned over to the public for free use.

Yours, truly,

COULTERVILLE & YOSEMITE TURNPIKE CO.,
By MARY HELEN McLEAN, *President.*

1423 WILLOW STREET,
Alameda, October 9, 1912.

Maj. W. W. FORSYTHE, *Yosemite Valley.*

DEAR SIR: In explanation of the accompanying letter I would like to remind you of something which I told you at a conversation in your office. The Macauleys would not pay their toll at the tollhouse, and when I remonstrated with them, told me to

come and collect it. Not only this, but they told campers how to get by the tollgate by going through their place. Their toll would have more than paid the taxes and license, and had they paid what was due, I could have kept the road in good shape. The Y. T. Co. has regularly paid the amount agreed on for its use of the road. I have never abandoned the road nor given it up, but have complied with the law as far as I knew it and was able.

My father, Dr. John T. McLean, put more than a hundred thousand dollars in that road, and could I realize something from it, it would be a great blessing, as my own savings were used in caring for him during his last long and painful illness. I have no one on whom I can depend but myself and nothing to look forward to except hard work unless I can realize something from this road, which I would be willing to sell at a reasonable price.

I hope you are well, and that you have continued to find Yosemite as delightful a place of residence as you anticipated.

Very sincerely,

(Miss) MARY HELEN McLEAN.

Mr. MENTZER. Mr. Secretary, it is apparent from the reading of the communication that the McLeans still claim some interest that may raise a question of law and one that will be disposed of by Mariposa County. It has exercised jurisdiction over that road. It has kept the road under improvement its full length for the last four years.

The SECRETARY. Right into the valley?

Mr. MENTZER. My information is right into the valley. All the work that has been done on the Coulterville Road has been done by the board of supervisors of the county and of that district.

The SECRETARY. Has there been any work done on that road, Colonel?

Col. FORSYTH. Not that I have been able to discover.

The SECRETARY. Has there been any, Mr. Mentzer?

Mr. MENTZER. Yes, sir. This last year.

The SECRETARY. What work was done?

Mr. MENTZER. Something like \$75 was expended.

The SECRETARY. On what length of road?

Mr. MENTZER. About a mile on the grade into the valley. On the other portion there was something like \$400.

The SECRETARY. On the important part, the slope down into the valley, there was something like \$75 expended?

Mr. MENTZER. Yes; this last season.

The SECRETARY. What do you think of the expenditure of \$75 on that road as being the basis of any claim of exercising jurisdiction over the road?

Mr. MENTZER. In the last four years there has been money expended on it.

The SECRETARY. What is the total amount that has been expended on the part which Mrs. McLean claims in her letter?

Mr. MENTZER. Averaging about \$300 yearly for four years.

The SECRETARY. For a distance of about what?

Mr. MENTZER. About 13 miles—that is, on the old toll road that she claims. As far as the Coulterville Road is concerned, I say to you that

it is as smooth as any road in the valley—absolutely no question about it. The width can be enlarged without any considerable expense, and the road may be enlarged by the simple use of a road grader in many instances.

The SECRETARY. Has any estimate been made as to the cost?

Mr. MENTZER. This is an estimate made from personal observation, and I give it for what it is worth. Mr. March estimates that by the expenditure of \$5,000 from the point where it commences to be a toll road near Bower Cave to the rim of the valley here, that the road can be put in a very passable condition. As far as the grades are concerned from Bower Cave to the rim of the valley there is nothing to interfere in any way with the use of an automobile. The road is as smooth as anything here in the valley. It seems to have been the first road traveled by an automobile in the past. Years ago a photographer made the trip into the edge of the valley and he got in and out through that road, Mr. Secretary.

The SECRETARY. I congratulate him.

Mr. MENTZER. As far as that road is concerned, if you want any information in the way of engineering data, we will present it to you. The engineer we have that was going over the matter was called away—the county surveyor of Merced County. There has been some mention made about the expenditure of money looking forward to the opening up of a road and a report made by a commission, which you are familiar with. Upon investigation of that report—it was made in 1900 by the commissioner that was appointed by the Secretary of War for that particular purpose—there was a recommendation about a new road, and that new road will come sooner or later. It is going to come. We are going in the right direction when we ask for the Coulterville Road. We may assure you of the fact that there is no danger in going that way. The Yosemite Transportation Co. will put on auto stages or auto trucks to carry the people from El Portal into this valley and get them here in an hour and a half.

The SECRETARY. Aren't we getting our wires crossed? You don't agree with the Senator?

Mr. MENTZER. Of course not.

The SECRETARY. How would you take care of the horses if we put these auto trucks on the Coulterville Road?

Mr. MENTZER. The only horse-drawn vehicles that go over that road now, practically, are the stage coaches from here to El Portal. There has only been one horse-drawn vehicle over the Coulterville Road this summer.

The SECRETARY. I am not surprised to hear you say it.

Mr. MENTZER. The only way is to take you over the road and assure you, so far as the travel is concerned, there will be no injurious results.

The SECRETARY. The report of our engineers is that that road could not be used without some considerable expenditure.

Mr. MENTZER. That is to be used jointly by horse-drawn vehicles and the auto?

The SECRETARY. I assume that if we should eliminate the horse from the valley and let the automobile take its place, if we opened it up to-morrow a certain number of automobiles would begin to pile in over the rim.

Mr. MENTZER. I understand there is private property at that point. If you desire any data from an engineering standpoint along those lines, we will present it. The proper way out of the valley is along the river. In this same report made a few years ago the cost of the road would not exceed \$135,000. That carries it directly into Merced County, where the roads are good, and will connect directly with the State highways. The proposed road for 75 miles will not exceed a 2 per cent grade.

The SECRETARY. That is a matter for the State and Federal Governments.

Mr. MENTZER. The State is beginning to loosen up already, and, as you suggested, there is one man in attendance here who could speak for the Federal Government, as it were.

The SECRETARY. Don't speak to Congressman Raker here. What you have to do is to furnish him with ammunition.

The SECRETARY. There was a third representative elected to speak for the automobilists.

Col. WEINSTOCK. We finally decided, Mr. Secretary, that we probably would achieve better results if we set aside our conflicting views and harmonized, and we did. We made up a program.

The SECRETARY. I judged that was what it was.

Col. WEINSTOCK. In doing so we discovered we were reckoning without our host, because no sooner did we submit the program than you tore it to pieces in about two minutes. Under the circumstances, then, the members of the committee who had prepared themselves with a magnificent array of pyrotechnics find they will have to leave them piled up or carry them away and inflict them upon some more susceptible person. Accordingly Senator Flint changed his attitude and point of view. The Senator came with some very excellent constructive suggestions. Senator Curtin likewise came with constructive suggestions. I am not prepared to submit any constructive suggestions. I am a practical man along these lines. I therefore call upon Mr. Walker, president of the automobile association, and also upon Mr. Mordecai, who represents the central part of the State, and who likewise, I hope, will be able to give you suggestions that will be helpful.

The SECRETARY. We will be glad to hear from Mr. Walker.

Mr. WALKER. Mr. Secretary, ladies and gentlemen, like the portly gentleman who preceded me some time ago I am extremely nervous, and my nervousness covered such a period of time that I was not able to

write so it would be legible; therefore what remarks I make will be, in a measure, disconnected.

Early in this fight for the admission of automobiles to the Yosemite Valley I began to look about for some tangible and practical means of overcoming what was apparent to me as an almost insurmountable objection on the part of many people toward the admission of automobiles to the park. Realizing that it was necessary for us to agree on some one proposition we took up the matter of serving the greatest number of people—the greatest number of automobilists—and of getting what we thought the quickest action in the premises; but Senator Flint has already said the largest number of automobilists come from the south. We of the north have never learned the secret of their wizardry in the compilation of statistics, and so I do not hope to compete with him. We agreed to state the situation from the point of the greatest good to the greatest number and from the point of immediate results, and it is the conclusion of the Automobile Club of Northern California that we would very strongly urge the Secretary to consider an immediate opening of the road from Glacier Point, not as a means of ultimately satisfying us entirely, but as a means of relieving the strain or the restraint, rather, that the automobile fraternity may feel now with reference to this valley. Our views are that ultimately, and when in the judgment of the Department of the Interior it seems best, we be permitted to come over in the Big Oak Flat or Coulterville Road and pass through the Wawona Road, or vice versa. Realizing that that is an involved question, and it seems more involved the longer we listen here, I am strongly in favor of placing the California State Automobile Association on record as being satisfied at this time with permission to come first to Glacier Point over a privately owned road under restrictions that the Government may make as to the time of the passage of autos and as to the rate of speed, and, second——

The SECRETARY. How about the toll?

Mr. WALKER. I am unable to offer anything on that inasmuch as it is a proposition involved between yourself and the attorney representing the road company.

The SECRETARY. What I want to know is what you think as an automobilist. Do you think we ought to impose as a condition for carrying out this plan, that the owners of the road should submit to reasonable regulations?

Mr. WALKER. Most certainly. I feel that we should not be left entirely in their hands because of their being in possession of the only suitable road.

The SECRETARY. This road passing over the Federal domain, would we be safe in leaving it with the local authorities of that county, subject to future legal determination, or should we insist that they consent to reasonable regulations by the Department of the Interior?

Mr. WALKER. I think the best interests of the automobilists are in insisting that the Government be taken into consideration in the regulation of rates.

The SECRETARY. You mean the Federal Government?

Mr. WALKER. Yes, sir.

The SECRETARY. Is that one of the roads that Senator Flint has referred to?

Mr. WALKER. It is.

The SECRETARY. How would it come in?

Mr. WALKER. It goes through Wawona.

The SECRETARY. Where do you leave the railroad?

Mr. WALKER. It is many miles from the railroad. We reach the railroad at Raymond. Those from the north would have to come to Merced and cross either to Wawona by way of Mariposa or else go down to Brenda which is midway between Merced and Madera and cross over in that way, going up to Wawona, where we come now by automobile. We go that far at this time. It is not the widest road. It is not the road we ultimately hope to have, but in our club we feel that if we can not get a whole loaf we are willing to take a half loaf.

The SECRETARY. You know the public sentiment. You know the conditions in the valley. What do you think of the question of policy? Do you think it wisdom to go beyond the spot you recommend at this time?

Mr. WALKER. Not without the roads being fixed and after being fixed not without definite regulations as to speed and hours of travel. From some personal experiences I have come to the conclusion that it is a very wise thing to place restrictions as to speed and minimum time elapsement between two points. If the department determines to allow automobiles to go to Fort Monroe or Inspiration Point within a certain time, during which we may be permitted to travel to the floor of the valley, I think as a condition incident to that a minimum time elapsement should be provided and any one negotiating the distance in a shorter time than that called for should be placed under arrest because, if accidents happen, it would tend to give us a black eye, which we are not entitled to.

The SECRETARY. You think that should be done as a protection to the automobilists themselves?

Mr. WALKER. I think, as a matter of safety, it should be done. The question of admission of automobiles to Glacier Point does not, in my judgment, involve very many problems. You don't make any abrupt turns. You don't travel over any road that is at this time dangerous. You travel over a road which, I understand from a report from Lieut. Col. Forsyth, involves only the expenditure of a small amount of money, which perhaps in a few months' time would be available. The stage company has agreed to place that road in condition to meet the general

requirements of Col. Forsyth. That being accomplished, there seems to be no reason why we could not have relief from the barrier which is now raised against us in the valley.

The SECRETARY. Now, Senator Flint suggested a road of which there would be two branches—that is, you go from Inspiration Point first?

Mr. WALKER. It is one road to El Capitan. From there there are two branches, one going in the direction of the floor of the valley and passing Inspiration Point and Fort Monroe, the other turning to the rim and going to Glacier Point, making an ascent of some few hundred feet.

The SECRETARY. Do you advocate at this time opening both those forks from Chinquepin?

Mr. WALKER. Not of necessity. The one to Inspiration Point would involve a change in the arrangements of the stage company which they have agreed to make—having stage accommodation to meet the automobiles and come down to the floor of the valley. That involves constructive work which the other does not. The other requires only the passive consent of the Government at this time to allow the automobiles to come in and the expenditure of a thousand dollars, which the stage company has agreed to.

The SECRETARY. You understand the Government has no financial interest in it beyond the protection of the people?

Mr. WALKER. The members of our club will stand behind the Government on the question of any exorbitant rates.

Mr. LOVELL. I will ask Mr. Walker if we did not discuss the rate of \$2.50, which has been fixed by the supervisors, and ask him to state now whether that was not agreeable to him; and I want you, Mr. Secretary, to bear in mind that we of course do not care to turn this road entirely over to the automobile people. We have a very large plant—

The SECRETARY. That is one of the reasons why I think we have got to regulate it.

Mr. WALKER. Mr. Secretary, Mr. Lovell is attorney for the Yosemite Stage & Turnpike Co., and we have had considerable discussion on this subject. I consider that the toll is reasonable, provided it carried with it a provision for making the Big Trees, and I think that possibly they may agree to that. The reason I have singled out Glacier Point and that part of the road is that the idea of the greatest good to the greatest number carries with it the idea of going to the Big Trees. There are many people as much interested in viewing the Big Trees as there are of going to the valley. We will go to the Big Trees and see the valley. Many people will go to the valley as possibly you and I have gone to points of interest and have been busy, and we only wanted one glance at it, and this glance we may get is from Glacier Point and from Inspiration Point—either one of those and on this road we will have accomplished both those points. Now, the matter of getting to Inspiration Point is somewhat more involved than the one to Glacier Point. I am willing

to say that our club will be very glad to accept the opening of this road to Glacier Point. The situation seems involved—the Government does not move very rapidly. It is only a matter of a small expenditure to put the roads in shape so that those in charge of the work would be willing to trust automobiles over it indiscriminately and in the interim.

The SECRETARY. Mr. Walker, I understand your position to be, as you expressed it to me, that as conditions are you think it would not be wise to admit machines to the floor of the valley.

Mr. WALKER. Not to the floor.

The SECRETARY. You think we ought, as promptly as possible, to open the way to Glacier Point?

Mr. WALKER. I am brought to that conclusion by the situation which presented itself some years ago in the city of San Francisco. We have quite a beautiful park there. For a long time the commissioners there absolutely refused the admission of automobiles to the park. We made a strong fight and we didn't get anywhere. Finally we asked that we be permitted to use one drive. We were permitted to do it. One by one we were given the roadways of the park until to-day the larger per cent of vehicles coming in the park are motor vehicles. I think that will be the result in this case if we are permitted to come to Glacier Point. We will be able to demonstrate to the lieutenant colonel, or whoever is in charge, and whom I feel, perhaps, from his remarks, is unduly apprehensive of danger in the operation of automobiles, I believe we will be able to convince him that it is not quite the bugbear that it seems and that there is a very sane and practical solution of the question, in placing a minimum time limit and negotiating the exact distance, fixing certain hours for travel, which do not trouble the stage company.

The SECRETARY. There are a lot of minor matters——

Mr. WALKER. That is a restriction that is placed on cars in many of the cities in this State, and there would be no objection.

The SECRETARY. I think, Mr. Walker, you have been very frank and candid, and I will give your suggestion very careful consideration.

Mr. MORDECAI. As I remarked last night at the meeting, I was requested to come here by the Madera Chamber of Commerce for the purpose of furthering the interests of the Wawona Road into the valley or to the rim of the valley. Now, the old stage road from Madera to Wawona has been traveled a great number of years. I am familiar with the history of it, in fact, familiar with the history of the whole of that country for the past 40 years. I came over all these trails on horseback and came into this valley horseback 40 years ago down this trail we have been discussing here to-day, on the rim of the valley, on the Wawona Road. Now, the history of the stage road from Madera to Wawona is that it was adopted by the Yosemite Stage & Turnpike

Co. as the most feasible and practical road to Wawona and has been from that time continuously used in that respect; has been used in that connection ever since, not only for stages, but in the evolution of travel it is now used successfully and safely by automobiles as far as Wawona.

Now, the question as I understand it, Mr. Secretary, presents itself here to us, as to which is the best road to come to the rim of the valley. I do not advocate, at this time, going to the floor of the valley at all with automobiles. The question as to which is the best road in every respect, in every regard—convenience, safety, grade, scenic beauty—all those matters which should be considered in a matter of this kind, which is proposed for the convenience of tourists more than any other object. Now, it seems to me that the idea that has been advanced here of this grand loop embracing the Wawona Road coming into the valley and going out over the Big Oak Flat grade is a grand proposition, and no doubt will ultimately come to pass, but, Mr. Secretary, I should respectfully suggest that at this time we are not prepared for a proposition so large as that. I do not think that the Government is prepared to build roads from the floor of the valley up to meet those various points of interest, and taking all considerations together—the present conditions which actually eliminate any passage of automobiles from the rim of the valley down to the floor—it seems to me that the best thing that can be obtained, the best object to be attained, the best for the whole country, is the proposition to bring this road from Wawona to Glacier Point.

The SECRETARY. The suggestion made by Mr. Walker?

Mr. MORDECAI. Yes, sir. Now, as to the constructive possibilities of these roads, I am not prepared to give any data at this time, and I do not think it is necessary in view of the fact of the exhaustive report that Mr. Flint and his engineer have made here to-day. They have covered the whole question so far as I can see, and there is nothing for me to argue on at all. The only thing I should like would be that this road would bring us by the Big Trees and along the best scenic route to Wawona, to the best point of view over this valley. And in that regard it far surpasses any other road which comes to the rim of the valley. That is the point I would make, and in arguing in behalf of these roads that, I think, is an essential point. It is not only a question of grade, not only a question of expenditure of money, but it is a question as to which route will display the great beauties in any of these roads. That is one of the great questions, I think, as much as the expenditure and the grade, and for that I am heartily in favor of letting the matter stop at that, so far as the interests of my community are concerned; let us advocate the opening of this road to Glacier Point and let the matter rest at that.

Mr. SECRETARY. We seem to be approaching a degree of unanimity which is gratifying.

Mr. MATSON. On behalf of the Los Angeles Chamber of Commerce, we people of the South, in coming to this conference, came prepared to give you facts and figures, and you have received them——

The SECRETARY. That is, we are going to receive them.

Mr. MATSON. You shall have them in written form, and we are further prepared to back our documents up with the presence of our engineer, whose services we have tendered the Secretary of the Interior, in order that he may give him facts and figures. The gentleman who just spoke and Mr. Walker, also, I want to take issue with them on this trip to Glacier Point. Gentlemen, you have strayed away from the proposition which the railroad man put up just a little while ago. Why don't they bring more people into the Yosemite Valley? Because you have not the accommodations for them. Are you going to improve conditions by bringing them up to Glacier Point, leaving your people, giving them a bird's-eye view of the valley? Where is your capital coming from? Look at it from a broad point of view, neither of the gasoline-propelled vehicle or the coal-burning. Leave both out. Look at it from the standpoint of the crop that Senator Flint spoke of awhile ago—the biggest crop the world has. You want that \$400,000,000. I tell you, we people of Los Angeles demand your respect. We do not ask it, we do not crave it, we demand it. We have shown you how to keep the \$400,000,000 in the United States. We have developed a country a few years ago a desert, and we have brought money from all over the globe in the development of that country, because we have an attractive spot. We have gone 250 miles into the mountains to get water. We have played an important part in building State highways.

Therefore, I ask that special consideration be given the proposition—the relation of the trip to the Yosemite and tourist travel. We are not going to satisfy the tourist travel—there is not a man here who is going to be satisfied to drive his machine, who wants to come to the Yosemite, who is going to be satisfied to drive his machine to Glacier Point and then come down the trail with a burro. The report of our engineer is feasible. I believe you can easily be convinced of the fact that it is a good plan for permitting those machines to come into Wawona, up to Chinquapin, visit Glacier Point, and from Chinquapin down to Inspiration Point. If, in the judgment of those in charge of the park, it is too dangerous for machines to enter the valley, I would accept the modification of allowing the machines to stop at Inspiration Point; but I do believe that we are reasonable in asking that an hour—2 hours out of 24; 2 out of the 16 of daylight during the season—be allotted to the machine to come into the valley. Senator Flint very frankly told you, without conference with any of the delegations from the South, that he wouldn't want to see the automobile running at large over the valley. Neither would I. I feel that the State of California owns this park, when you come down to it, and the State of California did a great and noble thing

in turning it over to the Government to save its possible absorption by private interests. I believe we are entitled to some consideration. We want the Government of the United States to recognize the fact that we are going to use this park not in an improper manner, but we are going to develop this asset for the benefit of all people.

As Senator Curtin said last night, a Government of the people, by the people, and for the people, and we are not trying to drive the horses out of the Yosemite Valley. We are trying to make it possible for people to get in here. We can't induce our good friend Frank Miller to come in and put up a good hotel if he thought the automobile would be on top of the hill. You can't expect the railroads to give better service or better rates under the present conditions; but if you give the people consideration we would double, treble, and quadruple the traffic to this park.

The SECRETARY. We don't admit any automobiles to the Yellowstone. Mr. Child runs some very considerable hotels in the Yellowstone without any automobiles coming in the park.

Mr. MATSON. How many automobiles are there in that district? There are 8,000. We have 85,000 within reach of this park of our own, and we told you this morning we had 50,000 visiting.

The SECRETARY. That doesn't answer me at all.

Mr. MATSON. I say there are 8,000 within reasonable reach of the Yellowstone, and I tell you we have 85,000 of our own and 50,000 visiting machines, a total of 135,000 automobiles within the confines of the State of California within reach of this park.

The SECRETARY. You said that Mr. Miller, as an illustration, would not put up a hotel unless he got the automobile travel.

Mr. MATSON. No; I say that any investor—do not misunderstand my statement. I said that an investor would hesitate to put his money in a concession here in the floor of this valley if a large percentage of the travel that would use that concession were denied access excepting by burro to the valley.

The SECRETARY. That is another story.

Mr. MATSON. That would diminish the railroad travel and not increase the railroad travel. I went back, Mr. Secretary, to the line of argument followed by Mr. Fee and Mr. Burns—the railroad questions here to-day—because, I say, it has a very important relation. We have a community of interest, and we want to protect their interests as well as our own. I wish to give you just one more little thing here. During the winter our average number of inquiries at the Automobile Club of Southern California, our headquarters, are 20 per day concerning the Yosemite Valley, and approximately 3 of the 20 have come to the Yosemite by reason of the restrictions. Now, those inquiries are from the tourist element and would benefit any community through which they pass in reaching this valley, and there is only that small percentage, approximately 15 per

cent, 14 and a fraction per cent, of the inquirers come to the valley. I believe that a percentage of that kind is entirely out of all proportion.

The SECRETARY. You think there would be a definite advantage in the way of giving increased access to the public and in that way benefit the hotel or other concessions in the park if at that point on the rim where the automobile is admitted there was afforded access to the valley and that that access certainly could be furnished by conveyance—stage or horse-drawn conveyance—and that, if practicable, the automobile itself should be permitted to come as far as the hotel, that is, using one road to the hotel and not going about in the valley. Was that at certain hours of the day, as Senator Flint has suggested?

Mr. McSTAY. Yes, sir; that is the point, with one addition, perhaps. If, in the judgment of the Secretary and those in charge of the park, the present road is absolutely unsafe from Inspiration Point to the valley, that the road to Inspiration Point be opened with the understanding that the road to the valley be opened as soon as the wherewithal can be furnished.

The SECRETARY. That last provision is so controlling and important that you can omit the "if." Let us get the wherewithal.

Mr. McSTAY. We will help you if you will make the recommendation about the building of that road; we will help you get the wherewithal. I believe, beyond a question of doubt, that we can get the appropriation through Congress. I know that the automobilists of California are sufficiently interested, and I know we can secure the cooperation of the automobile clubs throughout the United States on that proposition. I pledge you the support of the Automobile Club of Southern California.

The SECRETARY. Let us get that clear. I am thoroughly in favor of the proposition that the automobilists, if admitted to the rim of the valley, ought to be afforded a feasible means of going on, so that they will not have to go back the way they came in.

Mr. HAWKINS. Mr. Secretary, I should like to tell you how I think this can be done now under your present conditions.

The SECRETARY. Please tell us something about your knowledge.

Mr. HAWKINS. I have been in the motor-car business as western manager for the White Motor Car Co., who manufacture motor-car trucks.

The SECRETARY. How familiar are you with the condition here.

Mr. HAWKINS. I have been studying this a number of years. I have been in a number of times. I have come in on one road—I am not familiar with any but the Big Oak Flat Road. I have recently, however, worked out a number of similar transportation problems for traffic people. I have recently worked out a transportation problem jointly with horses and motor trucks for the Midway & San Pedro Oil Pipe Line, running some 300 miles through southern California, under similar conditions, where there was but one road—a narrow road through the mountains under dangerous conditions—and I won't take a minute of your time,

simply to point out what seems to have been overlooked, that the road I came in over, with the exception of about 3 miles from the bed of the valley up to the rim, is a perfectly safe road for horse and automobile to go on because the passing places are frequent. There are narrow places, but passing places are sufficiently frequent that the automobile can back up or go by without any more danger than anywhere. From the rim, for 3 miles up, is, I think, a very dangerous road.

My recommendation is that inasmuch as it is about a two hours' haul for a team for the 3 miles, allowing liberally; that you let your teams go over the road from one end, starting your automobiles first, the faster vehicles first, and the slower ones afterwards, carry those vehicles to the top to the safety point, during certain hours; then stop the traffic in that direction for two hours and let the traffic come in the other direction for two hours.

The SECRETARY. Let us put that into the hours of the day.

Mr. HAWKINS. But confining it to daylight, say, at 8 o'clock in the morning.

The SECRETARY. At 8 in the morning you would permit the automobile to go up or down this road either way?

Mr. HAWKINS. No, sir; let us say they are permitted to start from here to go up at 8 o'clock in the morning.

The SECRETARY. During what period can they start?

Mr. HAWKINS. I should say during a period not to exceed 20 minutes.

The SECRETARY. That is to say all automobiles should be there at 8 o'clock and should be off by half past 8.

Mr. HAWKINS. I would say that when they are gone the horses follow. Then, that no automobile or horse that appears there 10 minutes later should start for another two hours.

The SECRETARY. Take the horse-drawn vehicles, they are going to start at half past 8.

Mr. HAWKINS. The machines start first; that is what I said. Automobiles to start between 8 and 20 minutes after and allow horses to start 10 minutes after. My proposition of 20 minutes was from 10 minutes before to 10 minutes after.

The SECRETARY. It is not necessary to agree on the exact time. I want an illustration. In the 20 minutes between, 10 before and 10 after, you would start the automobiles?

Mr. HAWKINS. Yes.

The SECRETARY. After that for what period of time would you start horses?

Mr. HAWKINS. For another 20 minutes. Let them be there or wait another 2 hours.

The SECRETARY. We wouldn't start very many in that 20 minutes. By half past 8 they would all be off. You wouldn't let any other vehicles from the bottom of the valley until what time?

Mr. HAWKINS. Until the relay of vehicles from the top of the valley had all reached the bottom.

The SECRETARY. These vehicles at the bottom would be allowed to go to the top before anybody starts down?

Mr. HAWKINS. Yes, sir.

The SECRETARY. So that that means that from half past 8 to half past 11, no vehicles would start down from the top?

Mr. HAWKINS. Yes, sir.

The SECRETARY. Now then, you would start them down from the top the same way?

Mr. HAWKINS. Yes, sir.

The SECRETARY. You wouldn't allow any additional vehicles to start from the bottom until they all got up to the top?

Mr. HAWKINS. No, sir.

The SECRETARY. That would mean no horse-drawn vehicles could start from the top until the middle of the afternoon.

Mr. HAWKINS. They would go down fast. Two hours would be sufficient to go down.

The SECRETARY. That would mean, then, if you started at half past 11 they would all be traveling during the middle of the day.

Mr. HAWKINS. If your lunch hours interfere or your eating stations interfere, change your schedule.

The SECRETARY. Have you done anything more than has already been suggested, namely, that we allow the vehicles to go up in the forenoon or afternoon?

Mr. HAWKINS. You can do it that way or at more frequent intervals.

The SECRETARY. Can you start people in the middle of the day without eating luncheon? Wouldn't it be practical to start your hours for going down after luncheon?

Mr. HAWKINS. Yes, sir. Then that comes to having vehicles go up in the forenoon and go down in the afternoon. You start after luncheon, about 1 o'clock—let us say at the rim of the valley at half past 1—and you come up every two hours. Vehicles which have come from Stockton, Sacramento, and San Francisco can then come, when these vehicles have all gone to the top, into the valley and get here for dinner.

The SECRETARY. Did you say only in the forenoon or only in the afternoon?

Mr. HAWKINS. The point that I make is that with sufficient intervals it doesn't increase the present danger of the road. It allows both horse-drawn vehicles and automobiles to use the road, so far as that particular road is concerned. From my experience with motor cars and motor trucks doing the same thing that is a perfectly simple and feasible thing to do—to start in to-morrow without any expense or any difficulty.

The SECRETARY. Assuming the road is passable and properly protected, which we have been told all along the line is not so.

Mr. HAWKINS. The road is passable. They are using it now.

The SECRETARY. But not by a combination of vehicles.

Mr. HAWKINS. The combination does not make any difference. They are going in the same direction, the fast ones before the slow ones.

The SECRETARY. Do you think the automobile can use the same road that a horse-drawn vehicle can?

Mr. HAWKINS. Certainly.

The SECRETARY. Can they use a road with equal safety?

Mr. HAWKINS. I didn't understand you to say——

The SECRETARY. That is what I meant.

Mr. HAWKINS. Where the automobile will go, and it can go comfortably over that road, it is a safer vehicle than a horse-drawn vehicle.

The SECRETARY. There is some difference of opinion on that among engineers. Have you had any experience in engineering? Are you a constructive engineer at all—road construction?

Mr. HAWKINS. No, sir. I am a mechanical engineer. The point I make—this question of motor-car traffic over bad roads—has been a specialty of mine for years in mountains and under these conditions, and I say, without fear of successful contradiction, that the motor car is safer, either as a motor truck or a car.

The SECRETARY. Suppose we send a good, heavy car up this road and something happens to the gear half way up, what is going to happen with the car?

Mr. HAWKINS. The same thing would happen to a horse-drawn vehicle if an axle broke.

The SECRETARY. How often does the thing happen to the one?

Mr. HAWKINS. I should say it probably happens a little more often with the automobile than with horses.

The SECRETARY. A good deal more often.

Mr. HAWKINS. Perhaps so in the hands of the average driver.

The SECRETARY. It would block the entire use of the road—you think we can afford to have the traffic stopped?

Mr. HAWKINS. Temporarily, as they do on a railroad. There is scarcely such a thing as not getting a motor truck out of the way.

The SECRETARY. I have had considerable experience——

Mr. HAWKINS. I have also, but it is not a considerable delay. It temporarily blocks the traffic but it can not be avoided.

The SECRETARY. It can be avoided by first providing proper turnouts.

Mr. HAWKINS. Your breakages in a motor car comes from speed. Drive a motor car at proper speed.

The SECRETARY. Mr. Walker had an accident and there wasn't anything the matter except that the steering gear went wrong. It sometimes does go wrong.

Mr. HAWKINS. It is largely a matter of speed that breaks your automobile.

The SECRETARY. Not always.

Mr. HAWKINS. But the point I am trying to make clear is that this road or both these roads in and out of here at the present time under proper regulations intelligently applied with speed restrictions, which I would insist upon, can be used—it is the misuse of the road that is dangerous.

The SECRETARY. I am addressing myself to those statements you have made that you think there would only have to be a small amount of work done at a few places where you say it looks dangerous.

Mr. HAWKINS. I don't say they have to do the work on it. You put a railing up there—the man who goes by or the lady who rides by in any vehicle feels more comfortable. It is of no consequence as a matter of safety. If you put on your proper speed restrictions you have no difficulty. It is the misuse of the road that makes it difficult.

The SECRETARY. You say if it looks dangerous just put up a wooden railing that looks like protection but is not any protection. Do you think we ought to fix those points in any other way than by putting up these wooden railings that make it look less dangerous?

Mr. HAWKINS. No, sir.

The SECRETARY. You think that it is all right without?

Mr. HAWKINS. Yes, sir.

The SECRETARY. And that the turnouts are adequate. You haven't met my proposition of a broken-down machine.

Mr. HAWKINS. You tow it out.

The SECRETARY. Say it breaks down in the middle of the route?

Mr. HAWKINS. Perhaps Col. Forsyth can tell me how many turnouts there are on that road from the floor to the rim.

The SECRETARY. They have got some, but the report has been that they ought to have more.

Mr. HAWKINS. A turn out is a very simple thing at certain intervals and a very inexpensive thing. My opinion is that it is feasible—perfectly feasible at the present—by confining your traffic to one direction at a time. It is perfectly feasible to operate it at the present time without the expenditure of a dollar. I think it can be demonstrated at any time.

Mr. LEHMER. I would like to say on behalf of the Yosemite Transportation Co. that when the time for admitting automobiles onto the floor of the valley comes the transportation company hopes they may have the privilege of operating automobiles and automobile trucks over the El Portal Road.

Mr. HAWKINS. I consider that perfectly feasible.

The SECRETARY. I want a more definite opinion. I want somebody that is able to give a more definite opinion—

Mr. WALKER. If I may be permitted, I would like to go on record in reference to this question. The enthusiastic and able speaker from the South apparently did not get my meaning. My reason for going to

Glacier Point is that it is an entering wedge in the matter. It is a means of instilling confidence on the part of departmental authorities and it is a step in the right direction pending the accomplishment of what we want. It is apparent that it requires a congressional appropriation before anything can be done as to coming into the valley to those who look to the utmost safety of everybody; that being apparent, it means a year or more to wait. I believe a solution will be found in permitting automobiles at the opening of next year's season to come to Glacier Point, but it is not my idea that it will ultimately settle the problem, but it is my judgment that at some time we should be permitted to enter the valley, coming in one way and going out the other.

Col. FORSYTH. With every desire to see the means of transportation to the Yosemite Valley increased in every reasonable way and without any desire to throw any obstructions in the paths of the auto people, it occurs to me that the railroad companies connecting with the Yosemite Valley Railroad, companies that certainly are furnishing ninety-seven out of every one hundred dollars that is expended in the interest of improving travel to the Pacific coast and to this valley, should be heard in connection with the proposition to bring autos to the valley or to the rim of the valley. What we need here and what these people desire is A No. 1 hotel accommodations in the floor of this valley. I hold no brief from Mr. Drum, the president of the Yosemite Valley Road, nor am I authorized to speak for Mr. Lehmer, but I am speaking for the railroads back and connecting directly with the Yosemite Valley Road that are putting forth special efforts to increase this travel, but it does occur to me, whether it be Mr. Miller or some other gentleman engaged in the hotel business, may be induced to come here and put in a first-class hotel; that unless simultaneously with automobile travel to the rim of the valley auto service is established between El Portal and the Sentinel Hotel, the building or construction of a suitable hotel in the Yosemite Valley is likely to be postponed a considerable time.

Mr. NELSON. I am in a position to answer several questions that have been asked. It has been my good fortune to have made two automobile trips into this valley. I have been over every road in the valley for the past 19 years. This road coming down into the valley, the Big Oak Flat Road, I traveled in an automobile in 1903, again in 1906. I found it perfectly safe, and there is not a road going in or out of this valley that is not as safe as 40 roads I could put you on within a few miles of San Francisco under similar conditions, just as narrow, just as steep, and there is no trouble going over them whatever. You never hear of anything. There could be no blockade on this road. You have three methods of getting out of the valley. If one road was wiped out entirely, you have the others. The part of this road you seem to think would be of serious importance is not traveled by horse-drawn vehicles at all.

You want to get out under the head of new business. They have been asking why it is the railroad travel has diminished. They know, and you know, and I know, it has diminished because the people who have been spending their money traveling are traveling in automobiles, and the records show it. As conditions have changed, why not meet those conditions and allow us the privilege of driving into the valley? You won't find one automobile man in a hundred that wants to go back over the same road.

The SECRETARY. You heard what I said. We don't want to argue the question.

Mr. NELSON. No; but you asked the question whether they considered this road a safe one. I am in a position to answer it is safe as it is at present, and especially if it should be traversed with a time schedule, as suggested by Mr. Hawkins, as I have been over the road.

The SECRETARY. Has anyone else got anything affirmative to contribute that has not been discussed? Perhaps, Col. Forsyth, you want to say something on that subject.

Col. FORSYTH. As I am probably the one that will enforce any automobile restrictive measures in case they come in under restriction, I am very much interested in it. I don't know anybody that likes riding in an automobile any more than I do. It is the ideal way of traveling. I have been told that the airship surpasses it, but the automobile is good enough for me; so that I have no personal grudge against the automobile. As an official of the Government, and a park official off and on for about 20 years, I have seen from personal experience and presence on the ground that the great majority of visitors to national parks have no idea but that some Government officer sat down at a desk, scratched his head, and wrote out park rules and regulations, and then he scratched his head again, and wrote another.

Now, the park rules and regulations did not grow up that way at all. They were evolved from experience. Some incident happened—some accident happened—some condition arose that made manifest the necessity of one of those rules and regulations; and that is the history of it. Now, I don't know that an automobile ever frightened any team of horses or mules in this park or any other park, but I do know that the bicycle and motor cycle have caused runaways with disastrous results; and if one frightened such teams the other would. It is one of my duties and one of my great responsibilities to see that every reasonable safeguard is thrown around the life and limbs of the public when they come to this park, and I have no desire or any other motive whatever than to see the automobile admitted to the rim of the valley and, perhaps with the experience that may result from that, permit them to cross the lower end of the valley and go from north to south and from south to north across it, provided it can be done without undue risk to those who

travel either in the automobile or animal-drawn vehicles. Now, the whole matter it seems hinges on this one point, and it is a matter of opinion—what is the reasonable protection against such risk; and it seems to me that is a question for the engineers.

The SECRETARY. Maj. Cheney, have you anything to say on the engineering question here?

Maj. CHENEY. Well, hardly in an engineering way, Mr. Secretary. Engineers don't like to discuss engineering questions when they have not started in an engineering way. I have only made some little personal observations of the roads. I have been from the floor up to Inspiration Point, and last year I went out to Crane Flat over the Big Oak Flat Road. Not, however, looking at them from a point of view of their use by automobiles. The question was not in my mind at the time and so I have scarcely compiled anything of any material value from that source.

The SECRETARY. You have heard the suggestion here that we have a report of the engineer employed by the Los Angeles people who will prepare and furnish us a statement showing just what he thinks is necessary and we can check that and make our own estimates on it. I suppose, from what you say, you think it would be better to defer any statement with regard to that matter until you have made such examination and report?

Maj. CHENEY. Yes, sir.

The SECRETARY. Well, then, gentlemen, it looks as though the general principles were fairly well agreed—I wouldn't want to say it was unanimous—but I would state my own impression from it that the fundamental question here is an engineering question and it ought to be checked up from an engineering point of view. The engineer from Los Angeles seems to think we ought to spend \$25,000 in one case, and he is prepared to make a written report as to just how that ought to be done.

Mr. HAWKINS. May I answer that, sir? There is a considerable delegation here from Los Angeles. I live in San Francisco. I have no criticism of their enthusiasm and their progressiveness. I just want to point out to you that by their method they can come by the northern route, the Big Oak Flat Road, only 24 miles over a great State highway farther than the southern route, but if we from San Francisco must come the southern route to the valley that is a hundred miles farther than the northern route, thereby removing this magnificent park 100 miles farther from San Francisco and very much nearer Los Angeles.

The SECRETARY. The gentlemen would just see that much more of the scenic beauty of this wonderful State, and that extra hundred miles would be traversed in machines now in so short a space of time under the excellent road system you have it would really be a pleasure.

We will now adjourn until 3 o'clock this afternoon.

AFTERNOON SESSION, OCTOBER 15.

The SECRETARY. I think, perhaps, this would be an appropriate time to hear from Mr. Watrous, the secretary of the American Civic Association, who has some matters which we would like to have him present.

Mr. WATROUS. Mr. Secretary, ladies, and gentlemen, one might hesitate to talk before any audience that has listened as we have listened to the eloquence of one who knows the Yosemite as Mr. John Muir knows it. But it happens to fall to me to take that hesitating step. Just to be here in the Yosemite makes one wish either for the gift of eloquence that he might voice his impressions, or for the opportunity to retire to the fastnesses Mr. Muir has spoken of to contemplate in silence the beauty and glory of our surroundings. Most of us will leave the Yosemite without indulging in either eloquence or extended contemplation. I surely shall not attempt eloquence, but simply rise to tell you that it is a very great pleasure to be here this year and to represent the American Civic Association, as last year the same association was represented at Yellowstone Park by our president, Mr. McFarland, to whom our good Secretary made such a pleasant reference yesterday.

I presume I have traveled as great a distance to attend this conference as any of my confrères excepting those officially connected with the Government, who also have come from Washington. I am here because the association which it is my pleasure to represent and serve has always taken a very deep interest in the general subject of the preservation of landscape and the development of outdoor art, and especially in our national parks and monuments, which, by wise fortune, have been secured and set aside by legislation for the people of this country and for the people of the world. We are to be congratulated that we are blessed with these parks; that they may be passed down as a priceless heritage to those who come after us this beautiful park in which Mr. Muir has spent so many years. Not only this park, but the Yellowstone, the Mount Rainier, the Glacier, and others, including the monuments. But we are not administering these parks as their worth demands. We are going along the route of least resistance and leaving undone many things that should be done.

If I may indulge in a little vision, it would be that within a very few years there may be other national park conferences, presided over by a Secretary of the Interior—and I could wish that it might be yourself, Mr. Secretary—but with one acting as secretary of the conference who is not a chief clerk of the Department of the Interior but a director of a national parks service, with all the dignity that might go with such a title, and backed by the authority that might be conferred upon him by Congress. In this connection may I pay a tribute—and I think the Secretary will permit me to pay it—to our chief clerk, who to-day is handling a great variety of details that pass through his office? I am

not violating any confidence when I say that of all those details he loves best the ones relating to our national parks. Those are the details to which he gives his attention in his hours at home in the evening and after hours at the office in the daytime, for we must remember that the parks under the present arrangement have to receive but such passing attention as can be given them from day to day after a multiplicity of other details are cared for. Patents are issued and expire by limitation; pensions are put on the roll and expire with the sweep of the scythe of time; but the parks are to endure through all time, and we must see to it that they do endure in just as near their pristine beauty as possible, without encroachments of any kind. They must be preserved in their natural beauty. But we must be very practical in their administration.

As I said before, we have been doing things in a hit-and-miss way. There has been no uniformity of legislation. The parks, as you know, are created under a great variety of acts. It is hard to find out just what act creates this park and that park; and the same is true of the monuments. We must have a uniformity of administration for the sake of the larger results we are to get, for the development and maintenance of the parks, and for the sake of efficiency. This subject of efficiency is one that is being brought out very prominently before business men and very prominently before the people of this country, because in the present administration more attention is being given and will be given to the general subject of economy and efficiency than ever before.

Most of you are familiar with the initial steps that have been taken in the creation of a national park service. The American Civic Association, more than two years ago, started out with the idea that there should be such a service. It has been working to that end, and last year in Washington, there was held a most notable meeting in connection with the annual convention of our association, devoted entirely to the subject of national parks. It was attended by many of the people of the East who are some day to go West and visit the national parks. Among those who addressed that meeting were the President of the United States, the Secretary of the Interior, who is our presiding officer to-day, as he was our presiding officer that night; the president of the American Civic Association, Mr. J. Horace McFarland, and in addition there were stories of park life by Mr. Enos Mills, and an illustrated description of some of the parks, by Mr. Herbert W. Gleason, all familiar names to you. As a result of that meeting, attention was directed to the subject of our parks by the newspaper press and the magazine press.

I am not going to tell you just how much letter writing was necessary to get the approval of some of the great monthly and weekly journals, except to say the approval was secured, and if you have read the magazines and the weeklies as well as the dailies, you know that they have been talking national parks in their editorials and in their news columns and

that they have been using pictures given them by the Department of the Interior to illustrate those editorials and news items. There is going to be a great deal more of that same kind of work. There were reasons during the early sessions of this Congress for not making a direct effort for the passage of the bureau bill which was introduced in the early days of the session. We believe, however, the time will be ripe when Congress reassembles to urge the passage of that bill, providing for the creation of a national park service. It can be passed if the people of this country will make themselves heard. I am very glad to appear to-day, by courtesy of the Secretary, as a representative of the association which has the machinery in Washington through which you can work to bring about the passage of this bill. We want your cooperation, you men of the West and of the Central States, and of the East. We need it and request it, and we want you to be quick to respond to a call that may come to you some day to direct letters and telegrams to your Members in Congress, stating that it is your desire and urgent request that they vote for the passage of the park-service bill. Our association fills the necessary function of a propaganda agency.

You know as well as I that the Department of the Interior can not be a propaganda agency. Its officers, of course, want this bureau. They realize better than we the folly of giving such meager attention and in such an unsystematic way to such a large proposition as the control of hundreds of thousands of acres of park lands. Surely, the parks have gotten beyond the day when they can receive but the passing attention of a chief clerk. They need the dignified attention of a director who may surround himself with just the kind of experts Mr. Muir has recommended—landscape architects and engineering authorities—who can solve the problems we have discussed this morning. Such a bureau can bring about order and system, and can secure for the parks the appropriations that are necessary.

The association will have another meeting at Washington on November 19, 20, and 21, when again one or two sessions will be devoted exclusively to the subject of the national parks. I wish all of you might be transported to that meeting to take part in and lend your enthusiasm to it. We are not asking legislation for the benefit of any one class of business, for any one railroad or all the railroads put together, or for any concessioners. We are interested in working for the creation and the proper maintenance of the great recreation and playgrounds of all the people. We believe that many of our people in the East are making a serious mistake when they close their eyes to the beauties of the West and set their eyes toward the beauties of the European and Asiatic countries. They will some day of course, go to Europe, but they must not confine their travel in that direction. They must be turned this way, and of course, if turned this way, it is going to be a material gain to the Pacific coast, which is a proper benefit.

I wish that the president of the association might have been here to talk to you as he did last year. He wanted greatly to come and asked me to convey his particular greetings to you. He is backed by our officers and thousands of members in the East and in the West who are as zealous as he for the complete development and further dignifying of our national parks.

Mr. Secretary, there was handed to me at noon to-day, and before I had time to submit it to you, a resolution which it is thought might be passed by this conference recommending the creation of such a bureau, and I submit it to you and ask if it be wise to read it and ask to have it passed.

Believing that the administration of the various national parks and monuments could be conducted with greater efficiency, that they would receive more and more favorable recognition by Congress for their development and maintenance and that there might be brought about a definite, systematic, and continuous policy for their administration: Be it

Resolved, That it is the sense of this conference that there should be created in the Department of the Interior a separate bureau for the conduct of all business pertaining to the national parks and monuments of our country, to be known as the national park service.

The SECRETARY. You have heard the proposed resolution. I think this can be included in the record. Has anyone present any objection to the principle or sentiment expressed in the resolution? If so, we would be glad to have our attention called to the matter and the grounds or reasons for their difference of opinion.

There seems to be no such difference of opinion. If there is none, we have the necessary information.

Now, the next subject that we have before us is the question of the private holdings in the national parks.

Mr. STEEL. Mr. Secretary, before you proceed to that, can I say a word on the question just touched on?

The SECRETARY. Proceed.

Mr. STEEL. Mr. Secretary, the question, I believe, on which we are more united than on any other, is that of the creation of a national park bureau. That was discussed a year ago and I had the privilege of attending the American Civic Association meeting in Washington last year and know the results there. I know the enormous influence it has. It is a very strong factor in working upon the Members of Congress, but an idea has occurred to me that it is possible we might also assist this work very materially. The idea occurred to me last evening, in its crude form, that there might be an organization here for the purpose of getting the Members of Congress from the national park States together. Immediately after that, however, it occurred to me that this is totally impracticable for the reason that it would not do for superintendents of parks to have anything to do with such an organization, and it further occurred to me it would be totally unwise for any concessioner to be

identified with any such movement for the reason it would be used against the organization of a national park bureau and prove a detriment. This work might be taken up without any organization by having some one interested take up the work of enlisting the commercial organizations of the national park States, and through them reaching every Member of Congress from a national park State. In that way I think we can carry it through.

Mr. MARTIN. If I am permitted to say anything in response to your inquiry as to differing opinions on the question of the resolution, since Mr. Steel has made this suggestion, if you will permit, I would like to say just a word to you of the strongest indorsement of the plan that Mr. Steel has suggested. When I received an invitation to attend this conference I was gratified, because I felt that I had accumulated in the year and a half of my residence in the West a great deal of valuable information to which the department was properly entitled. Coming here and hearing these matters so thoroughly discussed, gradually my ideas of the importance of my convictions have vanished into thin air. The ideas that I had felt have been formed better by others and expressed more forcibly than I could express them. Mr. Steel suggests a line that I think admirable, and I would say in that connection that the Northwest has joined in a hand-in-hand organization that relates to work for the Mount Rainier National Park, and it seems to me that the spirit and purpose of that organization can properly be extended, and I was mighty glad to find the American Civic Association had taken up this work, and I have the pleasure to-day of joining, for the organizations that I represent, that association, and pledging to its representative here our strongest affiliation and effort that we can put behind his work. I don't know, Mr. Steel, just how this can be brought about, but the organizations of the Northwest, recognizing as we do the tremendous use that lies in these national parks, will be glad to join in that plan and give it all the force that time and money can put behind it.

The SECRETARY. Now we will take up this question of the private holdings in the parks. I think perhaps, Mr. Curtin, we might as well take your matter first—the immediate matter here in hand. Will you please tell us briefly and in a general way what the proposition is, and we will take up anything on the map.

Mr. CURTIN. The question I am interested in personally, as well as one or two of my immediate friends, is the elimination of patented land out of the park, along the north boundary.

The SECRETARY. It seems unfortunate that there is no way of extinguishing them by purchase.

Mr. CURTIN. That is a legal impossibility. Not being able to do that legally, then those who are in the park—holding lands in the park that are bought, paid for, and patented—either ought to have those lands

removed from within the park or else be permitted to enjoy them. They ought to be given a fair deal—a square deal. They should let us get out of the park or those of us in the park should be permitted to use what belongs to us.

That is a thing we have not had the enjoyment of for a long time. This park, when created, contained 1,512 square miles of territory. It contained many thousands of acres of patented land, principally on the north and west borders, patented in most instances as timber claims—some homesteads and preemptions, but the large portion was timberland. The park was created the 1st day of October, 1890, and all the balance of the land was set apart from sale or disposition. Acts were subsequently formulated for the management of this park. From 1890 down to about 1903, somewhere along in there, there was no change in the boundary. Since that time there has been three changes in the boundary by act of Congress. One on the north included some more area, while the other two excluded some and took in some, and the result of the last great change which eliminated a large portion of the patented land was the work of a commission appointed by Congress, which I may say I was instrumental in effecting. That commission recommended certain changes and it eliminated very largely the patented lands, but there still remains quite a large body of patented land which it is proposed now, by a bill pending in Congress, to eliminate.

I take it from those who were on the commission whom I have had the good fortune to know, that there was one particular purpose in putting the boundary in that position, and that was to preserve to the Department of the Interior jurisdiction over two groves of big trees, one the Merced Grove on the Coulterville Road, and the other the Tuolumne Grove of Big Trees, and it was desired on the part of the commission to retain jurisdiction over those big trees. Portions of those trees are on patented ground—most of them on vacant ground, but all surrounding them is patented ground. The patent has gone from the Government. The proposed bill now pending to change that boundary still retains that jurisdiction in the office of the Secretary of the Interior, just the same as it is to-day by providing that that particular tract, namely, the SE. $\frac{1}{4}$ SE. $\frac{1}{4}$ sec. 23, and NE. $\frac{1}{4}$ NE. $\frac{1}{4}$ sec. 8, already in the Tuolumne Grove of Big Trees, be retained jurisdiction over. Now, that commission made that report and still carrying that object in view there should be no objection to the elimination of the balance of the private holdings.

I want to say, Mr. Secretary, that last summer considerable trouble arose between the men owning the land who endeavored to use them. I know I tried honestly to comply with the rules in that matter. At a meeting of the stockmen's association the plan was discussed as to whether or not the Forest Service would not take it in its boundaries, since there is a rule that when stock granted permission by the Forest Service shall trespass on this land the permit will be canceled. In the

discussion the question came up of seeing if we could not get some relief and eliminate those private holdings. Therefore the lines proposed by the original bill as introduced in Congress by Congressman Raker was the result of a conference with the Forest Service in the city of Sonora. When the bill was introduced in Congress the matter was discussed by myself in all its phases before the Public Land Committee and referred to the office of the Secretary of the Interior. Now, I think that bill ought to receive favorable consideration and ought to be passed for the reason that there is no way legally under the Constitution of the United States to ever acquire that patented land. Aside from the legal obstacle, which is insurmountable, we have waited patiently for 22 years—since 1890—for the relief we are entitled to, to either be permitted the use of our land or that it be purchased. No man, not even the Government, can divide my land in half.

The SECRETARY. Well, Mr. Curtin, this matter has been examined by Col. Forsyth and I understand reported favorably.

Col. FORSYTH. The report was not unconditionally favorable. It is a matter of record. I haven't anything to add to it or have my views changed on the subject. Under certain conditions, as a last resort, in case in no other way could these lands be eliminated, I am in favor of changing the boundary line.

The SECRETARY. What do you think—that it would be desirable to retain these lands in the park if they could be purchased and Congress would be willing to purchase them?

Col. FORSYTH. Oh, certainly; the present boundary line should not be changed if any other way appears.

The SECRETARY. What particular advantage would it be to the park to include this land Mr. Curtin has described?

Col. FORSYTH. The park boundary lines on the west side run in general terms just outside of two roads, the Big Oak Flat Road on the north side and the Wawona Road on the south. They follow in general very close to the western boundary from north to south. It is extremely desirable for protective purposes of the park that those roads remain on the inside of the boundary.

The SECRETARY. That is only for the purpose of retaining jurisdiction over them?

Col. FORSYTH. Exactly.

The SECRETARY. If that could be done in any other way is there any other reason why we should want to keep this particular property within the park limits?

Col. FORSYTH. That is the principal reason. But if those roads were thrown outside the park by change of boundary lines there we have a road running north and south right close to the boundary line which makes the park accessible for a hundred miles. Should anyone want to step off the road a few miles, they are inside the park. It is a menace.

It is a menace principally from fire. All people driving along the road—men are great smokers, they light their pipe and throw down a match. If the road is on the inside of the park, it is patrolled constantly by our men. Our theory of fire protection is that prevention is better than cure. We work much harder to catch a fire when it is small and put it out than after it has a good start. Now, I am opposed in every way possible to any further change in the park boundary lines in the way of diminution if it can possibly be avoided. I have urged in every annual report and every time when it could be brought up for discussion appropriately the extinguishment of foreign title to lands or anything else inside the park. You have two opposing elements right off that shouldn't exist, so that any way to acquire these lands without changing the park boundary line will solve a very vexatious problem.

The SECRETARY. What are they valued at, Mr. Curtin?

Mr. CURTIN. They run up into the millions.

The SECRETARY. On account of timber?

Mr. CURTIN. Yes, sir; and on account of the association of business enterprise. Now, Mr. Secretary, I have many thousands of acres in the lower part of the country. You destroy the value of this and you take that with it.

The SECRETARY. How is that?

Mr. CURTIN. The summer range is one and the winter range is the other. They are a common investment for one common purpose. You destroy one interest or the other; they go together. You will reach up into the millions. I am really afraid to compute the amount of money they represent. I concur with what Col. Forsyth has said. We have waited 22 years for that relief, but it is legally impossible owing to the constitution. Then we ought to get relief that can be given.

The SECRETARY. Have you considered the question of exchanging those lands for other holdings within the national forest outside the park?

Mr. CURTIN. Yes, sir; I have. But there isn't anything in the national forest that you could offer me for those lands.

The SECRETARY. Is that because of personal association?

Mr. CURTIN. Because of the intrinsic value to me. The ranges are all taken—all gone. Now, what are you going to do? I have a good many thousands of dollars invested in that business, and I await the suggestion. For me to exchange would simply mean for me to give up my home and depart from that part of the country, because the valuable lands are not there.

The SECRETARY. Are there not other lands that would be valuable for pasturage up there?

Mr. CURTIN. Yes, sir; but those ranges are all taken by men who entered the land surrounding it. That that has any value has been taken long ago.

The SECRETARY. You don't think that by making up in acreage what is lacking in quality?

Mr. CURTIN. The man who has invested his money in timberland is not interested in pasture. The man has picked it out on account of its value and left what the Government owns because he don't want it.

The SECRETARY. You mean all the valuable timberland as well as the valuable pasture has been picked?

Mr. CURTIN. At that time they got the cream.

The SECRETARY. Therefore, at this time it would be necessary to offer 2 acres for 1. It would have to be of equal value, whether large or small. Would you think it a fair proposition to make up an acreage in the national forest, whether it was twice as much or 10 times as much, that could be exchanged for the land you speak about?

Mr. CURTIN. No, sir.

The SECRETARY. Why not?

Mr. CURTIN. Because I know the whole country in there, and the Government has not got it.

The SECRETARY. Would you not be willing to exchange your holdings for all the rest of the national forest up there if we said we would give you the whole national forest for your holdings?

Mr. CURTIN. The whole national forest 's so large I would be unable to take care of it. It would be more trouble than I have got now.

The SECRETARY. I suppose that taking care of these lands is a matter of dollars and cents.

Mr. CURTIN. It is also business to look for land you don't have to take care of yourself.

The SECRETARY. I don't know what you mean. I am saying to you, suppose we give you an amount of acreage of land in a national forest outside of the national park, be that acreage large or small, and give you property of equivalent value to that which you hold in the park?

Mr. CURTIN. First name the place.

The SECRETARY. I just want to get the principle. If we can find the place which, upon fair consideration, is of equal value, would you exchange?

Mr. CURTIN. I am always open to a good bargain, but it has got to be a good one.

The SECRETARY. I think, in view of Maj. Forsyth's report and what you said, the reason you are pushing the bill is because no other reasonable project has been suggested. I am seriously speaking of that because it is being done elsewhere. We are adjusting holdings in national forests and I hope some in national parks. Where private holdings have occurred within a park area, we are trying to arrange for an exchange.

For instance, a man owns 160 acres, taken up as a homestead, as you say. Now, a little later we have created a national park there. Now, we say to this man, "here, we have difficulty in getting Congress to give

us cash to buy you out, but we have a considerable amount of land outside of the park but in the national forest, and if we can find a piece of the national forest conveniently located so it can be segregated from the national forest without interfering with its administration, but still of equal value to what you have, we will give you another 160 or 320 acres, which is equivalent in actual value to what you have inside, will you take it?" And he says, "yes"; and we are now exchanging our holdings in national forests in the State of Montana. I mean that private lands in national forests we are exchanging for other public lands in national forests, so as to give the State its group of lands together and give the forest its group of lands together, and I don't know why the same principle might not apply to this if the land is available.

Mr. CURTIN. But the great and enormous value from the timberland makes it impracticable. Then the long and patient waiting—22 years we have waited—if there be no immediate relief afforded, where is the harm coming to the Government by the change of the boundary? When you want police patrol of the road the laws of the State give it. The code affords free use of the roads for military purposes.

The SECRETARY. There may be some difficulty about patrolling the roads outside the park being called military service. At all events I think I understand the problem. I appreciate the need of prompt action. This is the first time it has been called to my attention.

Mr. CURTIN. I should like to show you on the map.

The SECRETARY. Col. Forsyth, as I understand it, there are two objections that you have to the bill. First, that you think that all practicable measures to acquire this property by the Government should be first exhausted; and, second, that you are opposed on general principles to any change in the park boundary which eliminates any ground. You want to keep all the area in the park.

Col. FORSYTH. Yes, sir.

The SECRETARY. Well, of course, that second proposition means you want to keep in the park property we don't own if the first proposition is disposed of and no means supplied to buy it.

Col. FORSYTH. I am opposed to any reduction in area of the park if it can possibly be avoided. At the same time I am opposed to retaining in the park any land or anything else in private ownership. I mean by that toll roads.

The SECRETARY. You mean we should do one of two things; either buy the private property or change the park boundaries so as to eliminate it.

Col. FORSYTH. Exactly. I say, as a last resort, in order to get rid of the private land in the park, then I am in favor of changing the park boundary, but only in that case and to that extent.

The SECRETARY. And the real reason, the only real reason, for keeping this property in the park is the more effective control which you think

you would have over these roads if the park boundaries remain as they are. There is in addition to that the general reason that we don't want to reduce the park area.

Col. FORSYTH. Yes, sir; that is, of course, a sentimental reason. The practical—the best reason for running the park boundary on the west side was, in addition to retaining the Tuolumne and Merced Big Tree Groves in the park, the additional one of retaining those roads in the park in order that the troops patrolling the park would patrol these roads. If the roads are thrown out the troops remain on the inside of the park to protect it. They can not go on the outside.

The SECRETARY. I am not perfectly clear about that. They may not patrol those roads outside of the park; it might be that we might be able to clear that question up and see if we could not get some joint action as between the State of California and the Federal Government. We might clear it up effectively.

Col. FORSYTH. That simply takes away one of the reasons for changing the boundary.

The SECRETARY. There are no special scenic features or anything of that sort?

Col. FORSYTH. Not specially, in addition to the sentimental reason. We have changed the park boundary lines two or three times in 10 years. We want to reach an end some time.

The SECRETARY. We are going to try to do so.

Col. FORSYTH. My views are in that report. There are reasons for leaving that road inside the park boundary line. Then there wouldn't be any question of jurisdiction between the State of California and the United States or the cooperation of the two Governments in dealing with those roads in view of fire protection. The great enemy of this park and all our national parks now is fire, and the most efficient fire protection I know is efficiency in patrolling—the prevention of fire, rather than putting the fire out after it starts. The simplicity of the patrol work is to have roads and patrol them; that is, under one control. If they are outside we don't have such a control. Before making that report on this subject of the change of the boundary lines—Mr. Secretary will probably remember that it was a long time before he got my report after it was called for—that matter was pondered very deeply, and I haven't anything to add to it or modify or change in that report. Those are still my views.

The SECRETARY. Mr. Marshall, you made an examination of this matter—are familiar with it—have you any views to express?

Mr. MARSHALL. The bill was sent to the Geological Survey, as I had previously made a topographical map of the country, and I agreed with Maj. Forsyth in everything except that they should be eliminated if there was no other way, because I could not give up the thought that that

magnificent area of about 50,000 acres of land, of which about 5,000 acres was private property, should not be excluded.

The SECRETARY. As I understand, there has been a great reduction in area. How large a total area is now proposed to be eliminated?

Mr. MARSHALL. The greatest width at any one place is only $2\frac{1}{2}$ miles, and several places it touches the boundary of the park. It is a very small area; about 20 sections of land.

The SECRETARY. Including the private holdings?

Mr. MARSHALL. I don't know, Mr. Secretary. I am in somewhat the same position as Maj. Forsyth. My report is in the department, and I can't see any reason for a change. I might say, however, that when the commission was appointed by Mr. Hitchcock we went into that thing as thoroughly as I believe anybody could. We knew we couldn't satisfy everyone. We left those roads in there for toll purposes and fire protection.

The SECRETARY. Those roads are privately owned roads?

Mr. MARSHALL. Yes, sir; but we can't construct a road to those portions without going to a great deal of expense, without having that much land on both sides of that little panhandle.

The SECRETARY. Well, were we to construct new roads to the Big Trees in addition to those that are now there?

Mr. MARSHALL. We recommended that the private title to lands in the park should be settled in some way.

The SECRETARY. That is, you recommended that it be acquired in some way?

Mr. MARSHALL. Yes, sir.

The SECRETARY. Suppose Congress definitely says we will not buy it and we will not exchange it?

Mr. MARSHALL. I should think your suggestion for the exchange of the land ought to be satisfactory. I don't know if there is any land available.

The SECRETARY. But, supposing we can not acquire the title to this property because Congress will not give us the money to buy with and there isn't any land to exchange, is there anything to do but to eliminate this? I mean, can we go on permanently with this property inside and with the difficulties which arise?

Mr. MARSHALL. I think not.

The SECRETARY. That is the condition, is it, Colonel?

Col. FORSYTH. Yes, sir; the condition is growing intolerable.

Mr. BOND. In connection with clearing the title of these tracts of lands, I don't think anything ought to be done in this matter toward eliminating Mr. Curtin's area in there unless we can include with them all these other areas which are scattered all around throughout one-half of this large park; and whenever you undertake to eliminate any range you have got to eliminate these holdings. I think there is just as much

necessity to eliminate these holdings scattered out through the park as those in a position where they can be commercially utilized at the present time.

The SECRETARY. That is not quite true; it is all right as a general principle. There is a difference between a tract of land which runs a little way within the park boundaries and a tract which there is absolutely no way to eliminate.

Mr. BOND. We are going to continue to have private holdings within the park, which will be a nuisance for all times. We want to get rid of all of them.

The SECRETARY. I quite agree with you.

Mr. CURTIN. On that one suggestion that we should use every effort to get Congress to appropriate the money, let me again remind you of our 22 years of patient waiting, and that the Constitution of the United States squarely settles that question.

The SECRETARY. We will meet that legal question when we come to it, as we have met it in the Reclamation Service. Congress can do in a proprietary way what it can not do in a governmental way. We can do a great deal with the proceeds of public lands and with moneys received from other sources than taxation. We will not attempt to settle that constitutional question this afternoon.

Mr. CURTIN. I have patiently waited with the other owners of these park lands for the recognition of our rights. We can fence our lands and use it. I don't want to do that. I don't want to string a fence around my land and —

The SECRETARY. We will have to face that issue when we come to it. It is true that you have waited patiently and impatiently, but with a great deal of patience during the past twenty-odd years, and it is true that Congress ought to right it. It is also true that that long waiting without any action is apt to bring the conviction that it is going to be very difficult to get Congress to take any step, but we all realize this, that the national parks occupy a very different position now than they ever did before. We have reached the stage when an agitation for a national park bureau is seriously considered; when bills are introduced in Congress and advocated by prominent and influential members of the two Houses. Under those circumstances I think it is not quite time to give up hope that we can get Congress to face this in a business like way, realizing that you ought to be dealt with and dealt with justly, and that they ought to proceed in a rational and just way. Therefore, it may be that we ought at least to make one more try and see what we can do and consider this question of exchange carefully, and at the same time consider the merits of your proposition so we can make a definite recommendation on the other alternative if that is the one we should accept. I assure you we will give it immediate attention. I have asked Mr. Ucker to call it to my attention immediately I get back to Washington,

and when Congress convenes in December, as it will, we will immediately take steps to get it before them.

Mr. CURTIN. And as to the restriction as to the use of these lands in the meantime——

The SECRETARY. What restriction is that?

Mr. CURTIN. With regard to the cattle on our patented land. If they stray over the lines they are run away down one side of a mountain and up another——

The SECRETARY. Would you be willing to herd your cattle there?

Mr. CURTIN. We are doing it all the time, but when they stray off our land they are run off. I think the colonel is only carrying out his orders. It is the rules I complain of.

The SECRETARY. That is the rule governing fencing?

Mr. CURTIN. Yes, sir.

The SECRETARY. What do you say, Colonel, in regard to the proposition of having the cattle herded there and waiving the strict enforcement of the rules——

Col. FORSYTH. That is impracticable.

The SECRETARY. How do you mean?

Col. FORSYTH. We don't know where the lines are.

The SECRETARY. Is there no way of marking them?

Col. FORSYTH. They would have to be marked; the soldiers up there wouldn't know. That is an expensive way. The soldiers there don't know where the dividing lines are between private and public lands.

The SECRETARY. Couldn't that be accomplished by the blazing of trees, so that they would know if the cattle happened to be one side of that line, and thus get a practically reasonable enforcement of the rule regarding grazing—by the blazing of trees showing the boundary line?

Col. FORSYTH. I don't think so.

The SECRETARY. As the thing now stands you think we have got to enforce the rule that Mr. Curtin can not pasture any cattle on his holdings up there unless they are inclosed?

Col. FORSYTH. Yes, sir.

The SECRETARY. Suppose he does inclose. How does that affect the park on the question of access to that part?

Col. FORSYTH. It will not interfere with traveling about through that country.

The SECRETARY. You think the administrative difficulties are such that we ought to make him go to the expense of fencing that land before he can put his cattle on?

Col. FORSYTH. I think as conditions are it is the only practical way. The soldiers do not know that this side is park land and this side Curtin land; blazing is not sufficient mark.

The SECRETARY. But why is it necessary to erect it at once? Is the situation up there so acute? Why can't there be a reasonable adjust-

ment of conditions up there under which we get a substantial compliance with rules?

Col. FORSYTH. We can't change them at the pleasure of one man or another. You have got to give a positive order—one thing or another.

The SECRETARY. But can't you give them an order that if the cattle are outside the land they are to examine the blazed trees, and if they ascertain that they are surely outside the land, then they can take them up—not otherwise? Why can't you put the proposition to the soldier so he can't arrest the cattle unless they are outside the inclosure?

Col. FORSYTH. If the lines or bounds are marked so that the soldiers know which side is private——

The SECRETARY. I say, suppose we blaze those trees up there in a way that is practical—use that kind of marking which is practical, and only that, and then we say to Mr. Curtin, go ahead and herd your cattle up there, and you can say to the soldier if you have reason to believe Mr. Curtin's cattle are outside that line, if you find you are sure they are outside of his land, arrest. Isn't that a practical rule?

Col. FORSYTH. No, sir.

The SECRETARY. Why not?

Col. FORSYTH. There is nothing to herd the cattle on one side or the other.

The SECRETARY. Except Mr. Curtin knowing he will have to herd them so they don't get outside.

Col. FORSYTH. If the soldiers up there are to go and notify Mr. Curtin or his herdsman whenever the cattle have wandered over the line of blazes, that the cattle are outside, why, the soldiers are doing nothing but looking after Mr. Curtin's cattle.

The SECRETARY. If Mr. Curtin don't keep them far enough away after his attention is called to it we will take them up, but I am sure Mr. Curtin will herd those cattle so they are kept with reasonable safety.

Mr. CURTIN. Now, just on that very point—this summer the soldiers patrolling that park drove some cattle off—I say it was on patented land, and they drove those cattle right past my door, right within a few feet of where they could find my man, and they carried them on past my place, and the colonel notified me it is not permissible to tell those men so they could put those cattle in.

The SECRETARY. The rule doesn't give him any discretion. The rule says you have got to fence your land. I can understand very readily how you have had just such experiences as that with the rule reading as it does. Now, the question is whether we can modify the rule, so that you herd your cattle so as to keep them away from the boundary, and we will give you such notice as is reasonable.

Mr. CURTIN. I own that land that runs up to the boundary, and I own on the inside of the boundary, and the Government of the United States charges me pasture on that land, which is vacant, and I say with all due

respect I am entitled to go over the land, and I yield a property right that is valuable to me because such is the rule. The colonel has to enforce the rule which is given to him, but I have a quarrel with the source from which that rule comes.

The SECRETARY. This is a peculiar condition. I want to find out if a reasonable modification can be made which, in the first place, you are going to take care of on your side, and which, in the second place, is going to enable the colonel to carry out the substantial purpose of the rule and prevent your cattle straying.

Col. FORSYTH. Another reason why this blazed boundary is impracticable: Mr. Curtin's cattle are not kept off the park land by his fence. If they can't be kept off the park land by a fence, how can they do it with an imaginary line?

The SECRETARY. They can't unless they are herded. I understand Mr. Curtin is willing to herd his cattle.

Col. FORSYTH. He is herding them now. When I have had a bunch of cattle driven 40 or 50 miles down that way, it was because my patience and forbearance were worn out.

Mr. CURTIN. Is there an instance that they didn't put them in when you notified them?

The SECRETARY. You are willing to go there with the representative of the park and mark the boundaries of your land as well as it can be done?

Mr. CURTIN. Yes, sir.

The SECRETARY. I can see that there has been a lot of trouble on both sides. I think if there was approximately as large a number of notices as the colonel states, I can understand why he got out of patience. On the other hand, if the rule has been enforced with the rigidity it seems to have had I can realize the position you have been in. Suppose, however, that in the meantime the Secretary of the Interior should provide that a certain line fixed by natural boundaries or features shall be the line within which the cattle must be kept.

Col. FORSYTH. I will consider that.

The SECRETARY. Suppose you look into that.

Col. FORSYTH. I would suggest that Mr. Curtin give me a letter giving in detail——

Mr. CURTIN. I will most cheerfully do it.

The SECRETARY. Write him and tell him in detail where such a line could probably be drawn. He may look at it. He may suggest some modifications and send it all down to me and I will look at it.

Mr. CURTIN. I might say in conclusion I am going to insist upon the passage of that bill.

The SECRETARY. You have a right to urge the passage of a bill, certainly.

Mr. CURTIN. I didn't want to be misunderstood.

Mr. ARANT. There are some patented lands included in the Crater Lake National Park, but we are not in any squabble or trouble with anyone concerning it, and I will leave it with your honor to state whether I should discuss that or not.

The SECRETARY. There isn't anyone representing the other side here?

Mr. ARANT. No, sir. I think the best way to present that would be to present it in the form of a communication. I have repeatedly reported the facts and have recommended that title to that land be extinguished or acquired by the Government by purchase.

The SECRETARY. Have you any acute situation of the character we have here?

Mr. ARANT. No, sir.

The SECRETARY. All you are urging is the general policy?

Mr. ARANT. That is all. The land is almost entirely timbered land.

The SECRETARY. We have that question in a great many parks, and I think we understand generally the general principles. I don't think it is necessary to discuss that feature. There was a question in regard to the Sequoia Park that some people are interested in. Are they still here? They not being here, we will take that matter up in the morning. We will have a session in the morning at half past 9 and not have one this evening. We will, then, adjourn until that hour.

MORNING SESSION, OCTOBER 16.

The SECRETARY. Gentlemen, you will please come to order. Now, I think we may as well this morning continue with the matter which we had under discussion last night when we adjourned, but before doing that, perhaps we ought to get into the record the fact that after we adjourned yesterday afternoon, one of those very safe roads that would only take 30 cents to put in shape, spilled a coach over the side and came near hurting seriously a number of people who fortunately escaped, but left the coach in a completely wrecked condition at the bottom of the gulch. Is that correct, Colonel?

Col. FORSYTH. That is correct, sir. They tell me there was scarcely enough left of the coach to repair.

The SECRETARY. How many people were on it and what happened to them; do you know?

Col. FORSYTH. All the passengers were well shaken up. Fortunately the coach turned over at a place where, with one exception, a slight jar was all that was received. One of the gentlemen was pretty badly hurt but no bones were broken, and the whole party were taken into their automobile, which was waiting them at the boundary and which we allowed to come up that half mile to get them and take them on out. The party had come by motor car from Crockers and from there had staged in and were returning to Crockers by stage and had almost returned when the accident happened. I might add that the grade of that hill is from 12 to 17 per cent.

The SECRETARY. I believe last year as our party returned from the Hetch Hetchy I called your attention to the condition of the road and the very effective barrier it was to the development of the upper part of this park.

Col. FORSYTH. That is the location exactly.

Mr. FRY. Mr. Secretary, may I have the privilege of asking the Colonel what was the cause of the accident?

Col. FORSYTH. The party left so hurriedly that the sergeant did not make any investigation of the cause. The road there is narrow. It was growing dark and whether something unusual caused the horses to shy from the narrow road and go over is a matter of speculation. It is doubtful if the driver knows what caused the horses to shy away.

The SECRETARY. All we know is that the coach went over—don't know the cause at all.

Col. FORSYTH. Not positively; it is a matter of speculation.

The SECRETARY. It merely adds a little emphasis to the engineering questions that are involved in this whole matter of the admission of automobiles and illustrates the absolute necessity of checking things a little more accurately than apparently some of our speakers yesterday were disposed to think. I doubt whether we can accept general engineering views of the character we were offered yesterday as a substitute for exact information on the question of the width and condition of roads in connection with this automobile matter.

Col. FORSYTH. Mr. Secretary, there is one remark I would like to add in this connection, and that is that a mere semblance of a barrier at a dangerous point is not sufficient. The barrier must be one sufficiently substantial that if a coach or a car caroms against it it will withstand the shock. One speaker, yesterday, stated that something that would indicate that the coach couldn't go over there would be sufficient to prevent it.

Mr. MCSTAY. Mr. Secretary, as long as these matters are being made an official record I believe it will be well, if you will pardon me, to mention what road that was. My attention was called to the fact that during this discussion it was not mentioned what road that occurred on.

Col. FORSYTH. That was at the crest of the mountain on the Big Oak Flat Road at the upper end of the Tuolumne Big Tree Grove.

The SECRETARY. Well, of course, as I see it, it doesn't really matter what was the particular location or what particular road. The circumstance, happening at the time it did, simply serves to call our attention to the fact that you can not dispose of these matters in the offhand way which many of the gentlemen suggested yesterday. That "if" that has been put into this question all the while with regard to the admission of automobiles to this park, which ought to appear in capital letters, ought now to be put in double caps and black-faced, so we shall understand that we must pay a great deal of attention to the "if."

Now, we have the matter of the Sequoia Park, and we might as well take it up right now.

Mr. McSTAY. The Automobile Club of Southern California wrote a letter to the Interior Department during the month of September, making application that the Sequoia National Park be opened to automobiles, and according to the information in the hands of the Automobile Club of Southern California, Capt. Whitman, who has just retired, I believe, as superintendent of that park, has reported on that matter. I also understand that the present superintendent, Mr. Fry, has likewise reported, and in order to save time any information that I can personally give you in order to set those facts before this conference and to the attention of the Secretary, I would be obliged to the Secretary if he would call on those who are familiar with the conditions—Capt. Whitman, for example, and later, Mr. Fry and others.

The SECRETARY. Captain, perhaps either you or Mr. Fry, whoever is most familiar, can give us a brief statement of just what is involved.

Capt. WHITMAN. On the sole point of entrance of automobiles?

The SECRETARY. No; I don't understand that that is the question alone, is it?

Mr. McSTAY. No; I think not. I think the general advisability is what you seek—the general advisability of opening that park to automobiles.

The SECRETARY. Yes; and in what way, if it can be done at all?

Capt. WHITMAN. This matter has already gone of record in my annual report, which is in your hands, having made the statement that I consider that the admission of automobiles to the Sequoia National Park is feasible and is one link in the chain of development. Parks will not be developed until the people go there and until they have hotel accommodations and good roads. This, in my opinion, is one of the prime factors in bringing that result about. Working it out on an engineering basis, Mr. Fry and I found that by the construction of 6 miles of road we could give automobiles a practically separate road into the park from the road used by the wagon; in that way eliminating all danger and providing a magnificent scenic route much more beautiful than the present wagon road and presenting no engineering difficulties that could not be overcome at an estimated cost of \$40,000, which would give an excellent road and the grade of not over 8 per cent—7½ per cent—and I really believe that the automobile should be not only admitted, but encouraged to come in, because it brings with it the money that we want and the people we want, and in that way tends to develop the park, and in this respect it can be done with safety.

The SECRETARY. This 6 miles of road, where would it begin?

Capt. WHITMAN. At a point on the Middle Fork of the Kaweah River to which the electric-power company has extended the road for their own use in building an aqueduct in which they propose to run water.

The SECRETARY. What is the condition of that road?

Capt. WHITMAN. That is a very good road as far as grade goes. It is dusty in places, but the grade is easy, and the road is in constant use by our own wagons, and on the hill above is the Giant Forest Road, which is still in existence and in good condition.

The SECRETARY. What is the width of that first road?

Capt. WHITMAN. It is wide enough for teams to pass, and, like all mountain roads, it has some places where it is very narrow, on account of the ledge of rock, which goes right down to the creek bed and has to be blasted through; but at other points there are many turnouts.

The SECRETARY. Are those sharp turns or narrow turns protected in any way?

Capt. WHITMAN. On the outside edge?

The SECRETARY. Yes, sir.

Capt. WHITMAN. No, sir; they are right following the creek bed. They are not very precipitous. This road is right along the creek all the way up.

The SECRETARY. Do you think we ought to admit automobiles without some provision for the further improvement or protection of the Whitney Power Road?

Capt. WHITMAN. Yes, sir; as far as that road goes, I think it can be used now by both automobiles and wagons. In fact, the Whitney Co. use their tremendous automobile trucks on the lower portion of that road now, where conditions are practically the same.

The SECRETARY. What about the other road?

Capt. WHITMAN. The other road is used by wagons and by everybody now. It is the only road into the Giant Forest in the Sequoia Park. It is about the center of the park, I suppose, and goes no farther. The proposition is to link those two at a point very near the terminus of the Giant Forest Road—not exactly at this end, but within a mile so.

The SECRETARY. That is to say, the 6 miles of road would connect those two roads?

Capt. WHITMAN. Yes, sir.

The SECRETARY. Are those roads toll roads?

Capt. WHITMAN. No, sir; they are both Government roads.

The SECRETARY. What title?

Capt. WHITMAN. They belong to the Government—Interior Department.

The SECRETARY. Both those roads?

Capt. WHITMAN. Everything inside the park concerning those two roads belongs to us.

The SECRETARY. What length of road in each case is under our jurisdiction?

Capt. WHITMAN. Twenty-one miles of the Giant Forest Road inside the park, all under our jurisdiction, and the other about 11.

The SECRETARY. Well, has any suggestion occurred to you as to fixing this road which you recommend should receive \$40,000, except to get Congress to appropriate the money?

Capt. WHITMAN. None other. That is all I could do.

The SECRETARY. You recommend it be done?

Capt. WHITMAN. Yes, sir; in the interest of the development of the park.

The SECRETARY. Then it looks as if it was up to that very effective agitating body down at Los Angeles to get busy.

Capt. WHITMAN. Yes, sir. I would like Mr. Fry, Mr. Secretary, to add what he knows about that. He has been there a good many years and I haven't.

The SECRETARY. Mr. Fry, tell us about it as you see it.

Mr. FRY. Mr. Secretary, Camp Sierra, situated in the very midst of the Giant Forest, is the only tourist camp within the Sequoia National Park, conducted under concession by the Interior Department, and is surrounded by the most scenic and picturesque country that could be found throughout the world. The only method of reaching Camp Sequoia in this Giant Forest is by way of either the Southern Pacific or the Santa Fe to Visalia, thence by the electric car line to Lemon Cove Station, thence a distance by wagon road some 40 miles to the camp. This road leading into the Giant Forest is all mountain road—that portion of it lying within the park between the park entrance and Camp Sierra is 19 miles in length. The portion of the road, the upper portion of the road between Camp Sierra and Collins Mill, a distance of 12 miles, is practically a two-track road—it doesn't exceed a grade at any place of 8 per cent.

The SECRETARY. What is the general grade?

Mr. FRY. The general grade is about $4\frac{1}{2}$ per cent. That portion between Cowan Mill and the west park entrance at the lower outlet is about 12 feet in width and 10 miles in length. It has 62 passing points for teams or any class of vehicles. The portion of the county road below Lemon Cove Station and the park entrance is a very much poorer road than anything we have in the park. There is no entrance from the east, south, or north. There has been no accident in that vicinity to my knowledge since automobiles have been operated. The demand for using the Giant Forest road never before came before the acting superintendent's office until three years ago some few demands were made, and they kept coming at intervals, until, during the month of September, there was a demand made at one time representing 64,000 automobile owners for permission to enter the road.

The SECRETARY. Forget it.

Mr. FRY. I was showing the pressure. That is the character of the country and the road. Now, if there is any question, Mr. Secretary, that you would like to ask in regard to the forest other than what Capt. Whitman has said already, I will be pleased to answer it.

The SECRETARY. I don't think there is anything else. In explanation of my interjection, I wish to say that even the automobile people who attend this conference have come to me and told me privately what they really think of this question, although they have joined in a general request to admit automobiles, which will discount the general representations very, very heavily. I assume that it means that automobilists generally would like to have admission to the park if admission can be had upon the proper conditions of comfort and safety, and they usually pass that question up to us. When we ask them the question, they very frankly admit that they do not believe that existing conditions are such as to justify admission and as to what changes are to be made they put that up to the engineers, so that it goes back, as Col. Forsyth has said, to sane, reasonable engineering advice. We will recognize both sides and not attempt to be radical either way, but try to get at the fundamental facts and then decide.

Mr. McSTAY. May I say a word right here? We have just taken the opposite position in this matter from that which we took on the Yosemite road proposition. We brought our own engineer's report on the Yosemite matter, presented it, and on behalf of the automobile club, I have no apology to offer for the nature of our report. I believe we come before you in a comprehensive and businesslike manner. I take the position that the Interior Department of the United States is merely a department of the people and should be so considered. I consider that the petition of 64,000 people or 6,400 people is entitled to consideration. I further take the position that the parks, the Yosemite Park, the Sequoia National Park, and all parks, belong to the people and should be opened to the people. In this matter of the Sequoia Park, I was very pleased that it was possible to have such testimony and such evidence as had been offered by the engineers and superintendents of the park itself, which I believe demonstrates the fact that the park is now in a condition to open to the motorist without the construction of this 6 miles of road. The construction of the 6 miles of road, as I understand Capt. Whitman, would add greatly to the facilities and would enable a perfectly independent automobile road, but, Mr. Secretary, there is one thing should be considered and I believe it should be considered seriously by the Interior Department, and that is the fact that California, not alone the park, but California, is the playground of the United States.

The SECRETARY. Pardon me, but I do not think it is necessary to emphasize or repeat what we have heard on the subject. I don't think it will be helpful to give assurances of this character. If Los Angeles is interested in this question, it is up to them to help us get the \$40,000 necessary to build the road.

Mr. McSTAY. We will be very glad to do that, but, Mr. Secretary, when a State in the Union undertakes to build some 20,000 miles of

road, there is a purpose in that and the purpose is to reach these points. It is what the State of California is doing, and we are anxious to have the cooperation of the Interior Department. It is going to take not less than two years' time to build a road to the entrance of this park. If we know the park is to be opened—if it is opened—then we can go to work and endeavor to have the macadamized roads built to the entrance to these parks, and that is the particular point we had to bring out, that we have a vast amount of work to do during the next three years and we are particularly anxious to connect these points before the Panama Exposition.

The SECRETARY. You are no more anxious than I am. I started with that two days ago—that I was in favor of opening the national parks to automobiles if it could be done under proper conditions. It is not necessary two days and a half after to argue with me the proposition and to assume it is necessary to convince me. Let us start with the supposition that some things are settled. I am thoroughly convinced that the parks belong to the people. Very well. I want to know who are the people, and I do not conceive that either 64,000 or 664,000 automobile users in the United States constitute the whole people. It is necessary to take care of both kinds and all kinds of people in the national parks, and the question is whether we can take care of the 64,000 without doing injury to the rest of the population.

Mr. McSTAY. You have the evidence of your engineers in this matter.

Mr. PILLSBURY. Mr. Secretary, I am vitally interested in this park—I am planning this summer to take in some 6,000 people. I should like to tell my own experience in going through this park. Leaving Visalia in the morning on the electric to Lemon Cove, one takes the stage and goes about half way over a mountain road—arrives there about noon, stops at a wayside farmhouse for lunch, and spends the rest of the day at this little farmhouse, it being too far to make it clear into the park that day. The next day over a continuation of the same vile road to the entrance to the park and then on up into the grove. It takes, therefore, two days to reach this park. Now, I am planning, as I say, to take 6,000 people into this park and into the Kings River Canyon, and to do this I can not afford to put in two days' time in reaching this Camp Sierra, and must put on an automobile stage between Visalia or between Lemon Cove and the entrance to the park. The good road commences at the entrance to the park. The only practically first-class road is within the confines of this park—the part that automobiles are now excluded from, and it seems unreasonable to me to have to be obliged to put in automobiles over the vile part in order to connect with the good part and make it in one day, as I would be obliged to in taking my parties there.

The SECRETARY. What is your suggestion?

Mr. PILLSBURY. My suggestion is that automobiles be allowed to go through this park over its present road. It is ever so much better and safer than the automobilists are now allowed to go over in reaching the General Grant Park at the other end of this national park.

The SECRETARY. Capt. Whitman, what have you got to say to the suggestion just made?

Capt. WHITMAN. Mr. Pillsbury, in his comparison between the Sequoia and General Grant Roads, is referring to the county roads. In the General Grant Park there is no grade and there are entirely separate roads for automobiles. Horse vehicles do not use that one. As to the safety of the present Giant Forest Road, I am loath to state, as much as I would like to see the automobiles come in, that I do not consider that they should be admitted on that road on account of its precipitous sides and narrow places where the granite rock outcrops. There is too much hauling—the teams that haul our supplies, etc., up there run from six to eight horses and string out a long way on this road, and I prefer to stand on my first ground that a separate road be built even if it does cost \$40,000. It is worth it in the end.

Mr. PILLSBURY. After making the trip through the Sequoia Park to the Sierra Camp I went over to the General Grant Park, starting at Los Angeles, in an automobile stage, which is allowed to go into this park. It is one of these large cars that hold about 25 people. They run all summer long, almost on a 10-minute schedule without a stop. They went over roads which are so bad compared with the road going into the Sequoia end of this park that there is no comparison. The turns were so bad the auto couldn't make it without zigzagging to get around some of the turns.

The SECRETARY. That may be a good reason for not continuing that. The argument that we have done something, if it is a mistake, of course, does not carry very far.

Mr. PILLSBURY. Of course, this place I spoke of is a county road and not within the park.

The SECRETARY. Let me say that this argument carries no particular weight with me. The fact that we do use or permit automobiles to go over very bad roads where they are the only roads that people can go over, and where the county authorities choose to take the chances, seems to me to have very little application to the question as to whether in a pleasure ground we should permit that practice. The United States Government is looking after these roads and it is in charge, and there will be a very different measure of responsibility when we permit the use of the road in such a way as to lead to serious accident. Where outside or county authorities say that is the best they could do and these poor roads are the only roads there are the people have to use them. We don't have to let people come into parks over that kind of road. I mean we don't have to permit that kind of vehicle over this road.

Mr. PILLSBURY. The roads in the park are about 75 to 90 per cent better than the roads outside, and that much safer.

The SECRETARY. When all engineering advice is that we ought not to use these roads and can not use them in safety, I can not see that we advance very much when we know that outside they are worse.

Mr. PILLSBURY. Well, if your engineers are automobilists—I looked the roads over carefully. I went into the General Grant one day and out the next, just to see what the condition of the road was, and I contend they are perfectly feasible and safe.

The SECRETARY. Are you an engineer?

Mr. PILLSBURY. No; but I have had a great deal of experience in the California mountains.

The SECRETARY. If you were Secretary of the Interior and some individual rose in the audience and said that he was interested in carrying people in automobiles and it would be easier and better if he were allowed to do it and that he thought it was perfectly safe and yet the engineer familiar with the matter said he didn't think it could be done safely, what would you do?

Mr. PILLSBURY. It is a difference of opinion.

The SECRETARY. Who do you put your money on—the engineer or the man who knows his own business and therefore thinks he ought to take automobiles over the road?

Mr. PILLSBURY. I think, Mr. Secretary, that Mr. Fry has stated that he considers the roads absolutely safe in their present condition. He has been in the park for a great many years and has had wide experience.

The SECRETARY. Then you think you can support your side by the head ranger's story. Is that right, Mr. Fry?

Mr. FRY. As long as automobiles run, we will have accidents; but I base my theory on this, that automobiles are running and do run on much worse roads than we have in the park, and I would approve of them going over the Giant Forest Road only under certain restrictions; they can run the 19 miles in less than two hours.

The SECRETARY. What restrictions do you think would help?

Mr. FRY. The restrictions should be that certain portions of the day or hours of the day that portion of the road be thrown open to automobilists.

The SECRETARY. Have you an adequate force to enforce regulations of that kind?

Mr. FRY. In addition to the military we have ample force.

The SECRETARY. You mean using the military?

Mr. FRY. The military is there during certain seasons, but if the military was not there it would require perhaps one additional man.

The SECRETARY. How would you check with one additional man?

Mr. FRY. At the park entrance. We would station a man at the park entrance and one at the mill. At the upper end give him a limit

of time and he mustn't reach that point prior to a certain time, and let people in general know that rule. This would be automobile day, and people who had horses that were frightened at automobiles would know that certain days or certain hours would be automobile days and therefore would shun it.

The SECRETARY. Your idea is that we might exclude the horse vehicles on certain days in the week?

Mr. FRY. Not exclude them, Mr. Secretary.

The SECRETARY. You mean we can exclude them or notify them if they come on it is at their own peril?

Mr. FRY. That they went on subject to these restrictions, and the automobile traveler must obey those restrictions in every particular. The run can be made from the forest or out of the forest in less than two hours, with what I consider apparent safety. I am suggesting this as a measure in justifying this matter between the horse-drawn vehicles and the automobile.

The SECRETARY. Now, let us get facts. Your suggestion, as I understand you, was that certain days in the week the automobiles might be permitted——

Mr. FRY. That is it exactly.

The SECRETARY. Do you understand that on those days horse-drawn vehicles are to be excluded or permitted to come in?

Mr. FRY. Permit them to come in.

The SECRETARY. Provided they and the automobiles comply with certain regulations?

Mr. FRY. Yes, sir; the automobile. The automobile is placed under a restriction.

The SECRETARY. That restriction is that he shall run at a certain speed?

Mr. FRY. Yes, sir; and give the right of way—shut off his engine, as in the Grant Park.

The SECRETARY. Your theory is that with this restriction we can let them come in with safety?

Mr. FRY. With apparent safety.

The SECRETARY. Why do you qualify the word "safety?"

Mr. FRY. I do not mean, Mr. Secretary, that you can run an automobile anywhere with perfect safety.

The SECRETARY. Apparently we can't operate a horse-drawn vehicle with perfect safety; but go on—is that all you meant by "apparent safety"?

Mr. FRY. No. I don't believe, Mr. Secretary, you understand what I mean by safety. What I mean, Mr. Secretary, is this: That there will be no more danger so far as the team is concerned on that road, in my opinion, than there is in the San Joaquin Valley on a wagon road.

The SECRETARY. No more danger?

Mr. FRY. I don't believe so. Of course, if the brakes should give way the Interior Department wouldn't be responsible for frightening horses.

The SECRETARY. Now, Mr. Fry, I suppose that if vehicles were driven with the greatest of care on the roads we have in any of these parks that there would be extreme unlikelihood of an accident, but we don't have vehicles driven with the greatest care, and we do have accidents, and we do feel responsible for it. Why do you think we wouldn't feel just that way if we had an accident in the Sequoia or Grant Park? Do you think that if we notify people that it is done at their peril, and that they must comply with restrictions, which if they do comply with, there will not be any accident, and if a particular man doesn't comply and makes mistakes and an accident happens, that in that way we relieve ourselves from responsibility?

Mr. FRY. Not exactly.

The SECRETARY. Then I assure you that I feel responsible so far as I am concerned.

Mr. FRY. It is, then, unpreventable.

The SECRETARY. But do you think the likelihood of accident increases with the mixing of the two vehicles, even though under restriction?

Mr. FRY. The likelihood for accidents is more frequent with the increase of travel, but I do not believe with these restrictions there would be more accidents than with the same number of animal-drawn vehicles.

The SECRETARY. You think the restrictions are feasible and practicable?

Mr. FRY. I think they can be made feasible and practicable.

The SECRETARY. The ones you suggest?

Mr. FRY. Similar to them. I wouldn't be favorable at that time under the condition of the road to the constant pouring in or out of automobiles. These restrictions are just for the automobiles. There are some 24 towns within the vicinity that can be reached representing something like several thousand people. They can leave home in the morning and be in there in the night. They would arrive at the park entrance in the afternoon. No automobiles should be permitted to go out that afternoon. The automobiles should stay in. They should come out before noon on the days that were thrown open. This should be ample restriction to protect the teamster.

The SECRETARY. Captain, you have heard what Mr. Fry has said. Does that modify your view at all?

Capt. WHITMAN. Not at all, sir. Mr. Fry, like myself, would like to see the automobiles come in, but the Giant Forest road is so long, the freight teams that bring our forage to our camp take four to five days for the round trip and they are going all summer, and it would be absolutely impossible in that length of road to set any morning or afternoon or day in the week that that road would be free from wagons. If it happened to be a piece of level road that automobiles could go over with perfect safety in a short time, it would be all right. I believe there

is no hour any day in the week that there are not heavy teams going or coming on that road.

The SECRETARY. You don't think it would be practicable to have Mr. Fry's plans put into effect?

Capt. WHITMAN. No, sir; I do not think it would be feasible. The automobiles and wagons are bound to be on the road at the same time, and the freight teams move so slowly; they are always present.

The SECRETARY. We will have to ask Mr. Pillsbury to postpone bringing the people in for one season at least.

Mr. PILLSBURY. We have a soldiers' camp within about 2 miles of the entrance to this park and telephone connection with the parks. There is absolutely nothing easier than to designate the hours for automobiles being allowed over the road.

The SECRETARY. Does that meet the captain's suggestion at all, about the wagon roads and teams that are on the roads all the time?

Mr. PILLSBURY. Yes, sir. We are only asking—only expecting—certain hours in the day—some notification must be given about times and—

The SECRETARY. You mean there would be telephone stations all along the route? The teams, as I understand the captain, are strung out along the road, going in and going out.

Mr. PILLSBURY. There is one class of teams—that is, the Government teams. All the others would make the distance from the soldiers' camp to the entrance in a short time.

The SECRETARY. Half a day?

Mr. PILLSBURY. It would be less than half a day.

The SECRETARY. Are you speaking now of automobile or carriage?

Mr. PILLSBURY. The stage for tourists—the ordinary way at the present time. Automobiles would make this park easily without any danger at all, any more than on any ordinary mountain road, in less than two hours. If they were given only two hours, that would be found most suitable. It is not necessary to go to any expense that I can see to let them come there.

The SECRETARY. I have discussed with Col. Forsyth during the recess the question of regulations along the general lines on which you are talking—somewhat the same as suggested yesterday—and he has very pronounced views as to the impracticability of that particular method of handling this matter. Colonel, it is the same question we were talking about. What have you to say about it?

Col. FORSYTH. For a road 16 or 20 miles long, with a steep grade, it is utterly out of the question, Mr. Secretary, as long as there are heavily weighted freight wagons. We can not count on their making regular schedule time on a road of that length. It takes a loaded freight wagon nearly all day to come from El Portal up here, half of it a horizontal road, nearly.

The SECRETARY. How about the passenger wagon?

Col. FORSYTH. You must provide for breakdowns of an automobile. How are you going to get it out of the way on a road that is not wide enough for two teams to pass.

The SECRETARY. Captain, can you tell us whether there are turnouts on the road we are now discussing?

Capt. WHITMAN. Yes, sir.

The SECRETARY. How often?

Capt. WHITMAN. Some 62.

The SECRETARY. In what distance?

Capt. WHITMAN. In 10 miles. There are very frequent turnouts, Mr. Secretary, but nevertheless the turns are so sharp that you frequently get caught between those two, as I did coming down on my last trip. We met a freight wagon and one wheel jumped over the axle of our wagon. Mr. Pillsbury's suggestion to stop the traffic at certain hours can not be applied to the passengers who want to get down and must catch a train. If they leave the tourist camp and start for a railroad station they are going to get there with a livery stable rig or anything they can get.

The SECRETARY. That is one point that has not been mentioned. What about train schedules? How are you going to regulate the traffic in and out with regard to existing train schedules or any schedule the trains should work out?

Mr. PILLSBURY. It is necessary to put in automobiles to make the trip in order to connect with the train service.

The SECRETARY. We are not all the people. How about the man who has the horse vehicle, can not run an automobile, or prefers to ride in a stage wagon?

Mr. PILLSBURY. The horse vehicle does make the trip from Sequoia Camp to Lemon Cove in one day and connects with the train.

The SECRETARY. Do you think that schedule could be maintained if the proposed restriction as to hours were used?

Mr. PILLSBURY. Yes, sir; that is, on the down trip. Going up it takes two days; only a day and a half, but they make you stop over at this farmhouse a half a day.

The SECRETARY. So that the train schedules are morning and evening arrivals?

Mr. PILLSBURY. Yes, sir.

Mr. VALENTINE. Just a point that has not been discussed. In the San Bernardino Mountains they have been doing a great deal of heavy freighting by team. This year they put on large trucks. I believe that your great objection, Mr. Secretary, is the matter of six and eight horse freight teams. If you would put on auto trucks in hauling that freight it would be in the interest of economy, and I think would solve the whole proposition.

The SECRETARY. I think that is as beautiful an illustration of the point of view of the automobilist as any we have had at the meeting. I know there is a very simple solution to many of my automobile friends—eliminate the horse entirely and have it all done by automobiles—but national parks have not reached that stage of evolutionary progress, and it amounts to the same proposition as the \$40,000 road. We would have to have means to buy the automobile truck, and Congress thus far has not been extremely liberal in that connection.

Mr. PILLSBURY. I am perfectly willing that you gentlemen who are interested in the Sequoia National Park should bring whatever new evidence may occur to you or whatever additional argument there may be to bear on my engineering advisers, and I would be glad to hear of the result.

I have found it almost infeasible or impracticable to change a man's opinion once it is formed. It seems to me it is very much easier in a case of this sort, when we run up against opposition, to go around the other way.

The SECRETARY. How do you expect to get around the engineers?

Mr. PILLSBURY. I can not get into the park except through one entrance. It is putting a great hardship not alone on me but on thousands of others.

The SECRETARY. I understand the desirability of making a change, and I also understand the difficulties in the way—those that seem to impress my engineering officers.

Is there any other park where we have any of these questions?

Mr. McSTAY. Mr. Secretary, I understand the Crater Lake Park is opened to automobiles and that something like 450 machines have used primitive roads in conjunction with horse-drawn vehicles during this season, and it seems to me that we are making flesh of one and fish of another, and we people of southern California would like to get in on something if it is possible to do it.

The SECRETARY. You have had it indicated, as plainly as I can indicate, how you can get in. What is the situation at Crater Lake, Mr. Arant?

Mr. ARANT. As to the question of admitting automobiles into the park or the feasibility of admitting them, we do not come in that list. Automobiles have run into the Crater Lake Park since the creation of the park, and up to the last two years without any restrictions whatever. However, there has not been a great many in there up to about three years ago, but before I could give you an idea as to the condition of things there I would have to enter into a brief description of the roads into the Crater Lake National Park. We have very primitive roads in that park. Running into the park from western Oregon and eastern Oregon is a road that was opened 47 years ago across the Cascade Mountains through a heavily timbered section of the country for the purpose of bringing

supplies across the mountains to Klamath for use at the post, and the road at that time was constructed simply by cutting out a way through the trees, bushes, and logs, and the road is very crooked and narrow and there has been but little improvement on that road, even since that section, the Crater Lake section, has been created into a park, for the reason that the appropriations have not been sufficient to make any great improvements. The soil over which the roads run is a lava flow, presumably from Crater Lake. When we remember that there has been 13 cubic miles of earth displaced by that volcanic flow, which has spread out over the adjacent country, we can readily see it would reach a considerable distance.

So the entire mileage of roads into Crater Lake Park is made over this lava formation and it is porous and cuts up readily with the travel over it into a very fine dust and it blows out in the summer time and washes out in the spring and winter, and these roads become what you might almost call a rut, the width of a wagon, and in only a few places any more than that, and a foot or more below the level of the ground. That is the condition of the road with such improvements as could have been made since it has been a park and with as few turnouts as could be made also. I think about five years ago and that is about as early as automobiles were used in that section of the country, there were a few automobiles came up in there because there were no restrictions. There were then less than 2,000 people visiting the park during the summer, but as automobiles became more common and more commonly in use the number of visitors to the park increased. At about that time it was regarded as quite a curiosity that there were two automobiles up on the rim of the crater. It was spoken of a number of times one day that there were two automobiles up there. Later on they were very common and ran in there, as I say, without any restrictions until the beginning of the season of 1911, when there was a restriction placed upon automobiles running in there.

The SECRETARY. When was that regulation adopted?

Mr. ARANT. The season of 1911, last year.

The SECRETARY. How long prior to the opening of the season, Mr. Arant?

Mr. ARANT. All during the winter or early spring months.

The SECRETARY. Was that when Secretary Ballinger, who resides in Seattle, was Secretary of the Interior?

Mr. ARANT. I believe it was.

The SECRETARY. What were the regulations?

Mr. ARANT. The restrictions are that automobiles may be admitted to run upon the roads in the Crater Lake National Park from 6.30 to 9.30 a. m., and from 3.30 to 6.30 p. m., and the speed limit is 6 miles an hour, excepting on the straight stretches of the road and no teams are in sight, when the speed may be increased to 15 miles an hour. And it is expressly

stated that a team has the right of way, and that an automobile driver must handle the grade in such a manner as to give the team perfect safety. If they meet on a grade the automobile is to take the outer side of the hill, regardless of the direction in which they are going, and if the team appears to be frightened the automobilist shall bring his machine to a stop, and if the horses are frightened he shall get far enough away so as to give the team plenty of room, and if they meet on a narrow place on the road the automobile shall back up and get out of the way of the team. Last year, under these rules, there were 279 automobiles in the Crater Lake Park.

The SECRETARY. During the whole season?

Mr. ARANT. During the season of 1911; and at the same time there were teams passing back and forth on the road.

The SECRETARY. I take it that this regulation in regard to the hours that automobiles might be admitted was not put into effect so that teams might keep off the road?

Mr. ARANT. They paid no attention to it. They travel the road now in the forenoon and also in the afternoon just the same. And this year to the 1st day of October, the season opening very late this year—as late as the middle of July, or later, to the 1st day of October—there were 500 automobiles—that is, in round numbers; in actual numbers, 492 automobiles—to October 1.

The SECRETARY. Now, Mr. Arant, can you tell us how many vehicles were there in that period?

Mr. ARANT. I couldn't; but a great number less than have been coming in there before; more automobiles and less horse-drawn vehicles. The travel in the park this year has been at the least 50 per cent automobiles; probably more.

The SECRETARY. Tell us something about the road. You told us about the condition of the road as to ruts. Is the road along the edge of cliffs of steep grades?

Mr. ARANT. There are some grades, and the road leading in from the south boundary of the park runs on what is called the rim of the Anna Creek Canyon, but not near enough to the canyon at any place, I might say any number of places, so that there is any danger. It runs a little distance—

The SECRETARY. It is not on the rim of the canyon?

Mr. ARANT. It is on a timbered bank which lies above the canyon. Some places it runs near the canyon, but not near enough to be dangerous.

The SECRETARY. Do you think there are any dangerous points of the kind we have in this valley in the Crater Lake Road; and if so, how much?

Mr. ARANT. Not particularly so. There might be some places that would be regarded as a little dangerous—a person could go off if they wanted to; but there is plenty of room not to go off. As I say, this valley

is a level, timbered valley into which this road runs which is right along the rim of the canyon.

The SECRETARY. All right. I am much obliged.

Mr. PILLSBURY. I am also interested in Crater Lake; just came from there a week ago yesterday in an automobile. I went over this road, and the road is along the rim of this canyon, and the places where it approaches close to the canyon an extra road has been made to drive out to the rim. The really dangerous part of the road is the last mile, just as you get to the rim of the canyon. The road is quite steep and very winding.

The SECRETARY. Is it near the edge of any drop off?

Mr. PILLSBURY. No; but it—

The SECRETARY. But you wouldn't say there was any such condition existing there as here at all?

Mr. PILLSBURY. I shouldn't say the road was any more dangerous than the one in the Sequoia National Park.

The SECRETARY. I asked you the question whether or not you would say the conditions there are at all comparable with those that exist here in this park?

Mr. PILLSBURY. Not in this park, but in the Sequoia they are quite similar.

The SECRETARY. I have not been there, so I can not ask questions intelligently about it.

Mr. Marshall has been making a reconnoissance of the proposed Estes Park region in Colorado, and that is one of the questions he has had to observe there. What was your observation there?

Mr. MARSHALL. I might first say I am one of the timid kind and afraid of automobiles. I have been in them when they were going 40 miles an hour and some that didn't go at all, and I was afraid both ways. I went to the park and went in by what was considered by the people in general the dangerous way for an automobile to be used. I may say in this case that I am neither defending nor opposing the automobiles in the park. Mine is just simply an attempt to inform you the best I can. About four years ago they had very crude roads getting into the proposed Estes National Park—narrow, bumpy, and very rough. Since that time, and it has been going on for about four years, there is what might be termed a fair road—not much better than the average road in a national park, not as good as the old Collin Road in the Sequoia. The road is only about as wide as an automobile. The turnouts are few. There is a roaring, beautiful river on one side and a hill on the other, like we have right here. It is 32 miles from Loveland to Estes Park. Thirty miles of this is through this canyon. They make the trip in two hours. They have a White steamer there for stage use and they go around these curves so fast they take your breath away. I am frightened to death all the time and they seem to think it is nothing, and we passed horses

going and coming. The automobile when it comes in sight of a turn blows the whistle and goes around very slowly, less than 6 miles an hour, which can be done better with a steamer than the average gas car, and they meet these horses going and coming and don't pay any attention apparently to the danger at all. I have had some little experience with Government mules. We had six on the team last summer. They had been pastured around Cheyenne.

We drove three days across country from Cheyenne. At the first turn on this road we met an automobile. The automobile came to the turn and stopped. The mules crouched. They finally went on. When they made the next turn, they met another automobile. They didn't like it very much, but they went on. About the third time they didn't pay any attention. I am told that since they started this automobile system on two or three roads some of the grades, say 18 per cent and steep on both sides, that they haven't had a single accident.

The SECRETARY. Did you get an estimate as to the difference between the horse-drawn vehicles and the machines entering the park?

Mr MARSHALL. I don't think the horse-drawn vehicle has increased or decreased, but the automobiles have made the increase. The automobiles have that country, and apparently no one objects, and the animals are not afraid. Now, when you come to the Collin Mill Road, with its freight teams and mules, don't those same animals see the automobiles down below? Is there any more reason to believe they would be more frightened on the grade than they are there? And if the animals, two or three or six, start to run away, if you go off 50 feet you might just as well go 500. There are plenty of turn outs on the Collin Mill Road. It is one of the best we have. I am not advocating either one thing or the other. There should be no objection to the automobile when the automobilist knows that if he fails to meet the regulations he will be excluded entirely; he will be cautious and careful. From the experience I had in the proposed Estes Park they are extremely careful; the drivers were particularly careful to stop on each curve and blow the whistle. I don't think any objection to having an automobile stage or truck, whatever you call it, from El Portal right into the Sentinel Hotel; nor do I see any objection to using any certain road—this or the Wawona, Big Oak Flat, or any other. I do not believe it is going to be any more dangerous, Mr. Secretary, than it is to-day; and horses will frighten—I have had them run away myself from a sack of barley, and an automobile doesn't run away from a can of gasoline.

Mr. CURTIS. Will you permit just a word of testimony in support of what Mr. Marshall has just said? Last year I had the pleasure of going through this big canyon, known as the Loveland Canyon, for 20 miles in a large gas car, and we had a very cautious chauffeur, and a portion of the trip was after dark, and we met along that road innumerable horses, teams, and trucks, and people in coaches, and the entire road is so crooked

that I did not believe there was 50 feet of straight road in the whole canyon, and yet we went there at a fast speed and had no trouble whatever, and I have found that people through that park were heartily in favor of automobiles, and as a man who is interested somewhat in automobiles, having one myself, I think that Loveland Canyon is one of the wildest and wickedest pieces of road I ever went over in my life, and yet we had not the least bit of trouble. The road was so narrow it was just wide enough for the automobile, and yet by cautious travel, which we did that evening, there was no trouble whatever.

MR. ARANT. Mr. Secretary, I want to say, like my friend, Mr. Marshall, that I am not advocating automobiles only so far as they might be a benefit, but I want to say that in our park, the Crater Lake Park, at the time of admission of automobiles, or the time they commenced running in there, the visitors to the park during the season numbered less than 2,000.

This past season there has been more automobile travel; the number was 5,109 up to the 1st of October, or, I believe, a little later in October, probably the 5th; and as far as accidents are concerned, I am happy to say there hasn't been an accident of any kind from an automobile in the park since automobiles have been running in there. There have been no collisions between persons traveling in coaches or private rigs, horse-drawn vehicles and the automobile people. They respect each other's rights. If an automobile comes out behind a team in one of these narrow places, he sounds the horn and as soon as the team finds a place for the two vehicles to pass he either turns out of the road and lets the automobile pass or stops in the road and lets the automobile go around. This talk I have heard here of excluding automobiles from certain roads or separating them is a new thing to me entirely. We don't pay any attention to it up there and there don't appear to be any necessity for it in that park. I will say that in a way I am not advocating the use of automobiles any further than so far as it is a benefit to the people, but it would undoubtedly cut down the attendance in the park 50 per cent or more to exclude automobiles. Now, the distance from the surrounding towns and railroad stations and abiding places there is too far to Crater Lake Park. Crater Lake, which is the principal object of interest, lies right on the summit of the Cascade Mountains, and is, of course, a little distant from the valleys and towns in the valley; it is 85 miles from Medford and 62 miles from Klamath Falls, the nearest points to the lake. Those are the nearest points and villages, and the people in the town of Klamath Falls, as well as those on the western side, have only Sundays for recreation. They start out early in the morning—Sunday morning, the business men or clerks or the working people—they make the round trip to Crater Lake and back in a day.

THE SECRETARY. That is the principal use of the Crater Lake Park? People who come out in the forenoon and go back in the evening?

Mr. ARANT. Yes, sir; those that are near enough. Of course, those from a greater distance stay overnight or even a longer time.

The SECRETARY. But there are comparatively few who stay a longer time than that?

Mr. ARANT. That is, just during a part of the day?

The SECRETARY. A longer time than overnight?

Mr. ARANT. Yes, sir.

The SECRETARY. This change that was made in the rules up there limiting automobiles to certain hours of the day—was that made on your recommendation?

Mr. ARANT. I believe it was; yes, sir.

The SECRETARY. How did it come about? I understood you to say you saw no reason why the two vehicles could not use the road at the same time.

Mr. ARANT. Well, the experience has taught me that.

The SECRETARY. Up to that time you thought there ought to be a separation?

Mr. ARANT. I believe I was directed by the department to draw up a set of rules under which automobiles might be admitted. Whether that was added to my rules or whether I suggested it I could not say.

The SECRETARY. It was not a matter of particular importance to you at that time or you would remember it.

Mr. ARANT. I can't remember.

The SECRETARY. Was Secretary Ballinger up there himself immediately prior to the adoption of those rules?

Mr. ARANT. He was up there, but without having occasion to look the matter over. I can not remember when he was there, but I believe it was the preceding season—1910, perhaps, or 1909; I couldn't say positively.

The SECRETARY. Well, now, Capt. Whitman, you have heard the expressions of opinion of these gentlemen with regard to their observation and experience. What impression does it make on you?

Capt. WHITMAN. I am still speaking only for my own little park. As regards the Giant Forest Road, it is not a question of familiarity of animals with machines—that is a mere matter of education—but on the Giant Forest Road there are many places where I don't believe an automobile could pass a wagon. I know in driving down, myself, we took every precaution, and the teams coming up are loaded with sleigh bells, so they can be heard. Nevertheless, you come around a sharp point and are confronted with a hay wagon or a heavy wood wagon, and in some cases the teams had to be unhitched and the wagon hauled back. Now, whether the automobile is always in condition to back up if caught, I wouldn't be prepared to say. I am not an automobile driver. I am not familiar with what they do under all conditions and what their possibilities and capabilities are.

The SECRETARY. Col. Forsyth, you have heard what these gentlemen have to offer in the way of personal observation. What effect does it have on your judgment?

Col. FORSYTH. I still think, Mr. Secretary, that there are features even that I am not prepared to deal with—to give an opinion on. It is a question of engineering. I think that if the roads are made safe, and the question as to what is safe brings out such diversity of opinion, it must be settled by the engineers. My only opposition to the automobile in this park is the safety to human life. Every summer but this one we have had a number of people killed and a larger number maimed, badly injured. The Army hospital over there has been of immense usefulness every summer but this. The motor cycles and bicycles frightened the stage teams. I have seen them do it, and the runaways have been accompanied by loss of life. We do know that perhaps the majority of automobile drivers are careful. You can't pick up a paper but what you read of some chauffeur who is not careful—there is a machine turned over and a man killed. Now, if that happens on level roads, it is going to happen with more deplorable results on mountain roads. You don't have to have the advice of an engineer on that. That is common sense, but I agree with Mr. Marshall that you are just as liable to have your neck broken by being thrown down 50 feet or 500 feet. An automobile owner came to me not very long ago. He said that he felt that he ought to clear his conscience. He had come in with a grievance against the Government. He had a right to come in here with his machine.

The SECRETARY. He thought he had a right.

Col. FORSYTH. He thought he had a right. That was his grievance. He had come in to look over the roads, however. He was taken up on the Big Oak Flat Road. He had been up to Fort Monroe on the Wawona Road. He thought it was only fair to his conscience that he come in and tell me that he wouldn't bring his own machine over either of those roads. If he ever came in the park with the road in the condition it is, it would be in a hired machine. He thought too much of his car to risk it. My attitude on the automobile question is that I don't want to have to haul any dead bodies to our hospital and embalm them and ship them out, nor do I want to have any broken bones set, or anything of that kind. The most careful people of human life and limb that I know are we Army and Navy professional men. It is all right when it comes to killing a man—I don't mind that quite so much as I do when it comes to women and children. Now, one automobile owner came to me and said, "What matters it to the Government if we want to risk our lives? What business is it of the Government? The Government shouldn't care." Sufficient answer to that is to say that the Government does care; but we can go a little further than that and

say that if the man who wanted to come in in his car knew the danger he was running and he broke his neck, why, all right. I am just as enthusiastic in having everybody see these parks as anybody, but I want them to do it in safety and comfort. I don't believe in enjoying scenery at a risk. I want everybody to come in. Build roads, so that they can come in without being in jeopardy. Now, while I am preaching, I will just go a little further. One of the primal causes of government was the desire of a number of men to shift from individual shoulders to a few selected men the responsibility of looking after the safety of all that were concerned in that organization. That was the very first incentive that brought about government

Now, in connection with all the national parks, the bill setting aside that park either says so explicitly or by implication that the park shall be a place of resort and recreation for the people, a place of benefit and enjoyment for the people for all time. Now, when the Government sets aside a park for that purpose, it takes on itself the obligation of making that park accessible for all the people; that is, possible for all time. Now, that obligation goes with the very establishment of parks, but that obligation is limited. It is overshadowed by this other obligation on the Government to throw around the people every reasonable safeguard to life and limb. Now, that obligation is of greater importance than the other. It overshadows it. It is fundamental. That very same obligation in a different aspect compels our Government to send our Army and Navy to distant lands to protect our lives and people. That is the same obligation resting on us right here, on the Secretary and on myself, in the protection of life and limb here in the park.

Now, in the way of mountain roads, this park is much more dangerous than the Yellowstone Park in the main. The roads here are pretty narrow. This Big Oak Flat Road is only 8 feet wide in perhaps a hundred places in 4 miles, where a rocky cliff rises abruptly on one side and sinks down abruptly on the other. Now, no teams and motor cars can pass each other there, nor are the turnouts sufficiently numerous, so that my position on the automobile question is I want a reasonable safeguard to life and limb, and if that is provided, why nobody will welcome the automobile more than I.

MR. FRENCH. I am not particularly interested in this argument, but I have been waiting and listening for a proposition that would solve the going over of a road in two different directions with different vehicles and to my mind it has not been set forth. I have had experience in railroad construction and necessarily I have been up against these problems. I will give you my idea. It may be as wildcat an idea to the others as theirs are to me. From my experience with the railroads—they have been laboring from year to year for safety—the first thing is to go to work and get a sufficient roadbed; the next is the service. From 50-pound rails we have now run to 150-pound rails. That is what

you have got to have in an automobile and wagon road. Now, you have a road here 16 miles long with sufficient places, I think, at intervals, for a double track. Why, if you have a road 16 miles long, why can't you have 3 or 4 or 5 miles, as the road adapts itself, put in a double track as long as you can? Then you don't have to hold teams at one end of the road or the other. Start them each way and drive into those sidetracks at different intervals. Then put up a block system which is operated by the railroads. That lets your teams over the road in each direction at the same time. Now, for the machine that breaks down: Make it obligatory on every machine or wagon that goes through there to carry a switch rope and when the machine has a breakdown make it obligatory on those parties that are in good condition to use those and draw the other machine from the passage. That is the way we do on the railroads.

Mr. WALKER. While I am not vitally interested in any of the involved problems that have been discussed this morning, I am vitally interested in the success of the automobiles in getting into the parks, and listening to the arguments—some from technical sides, some from practical—reminds me of a situation which presents itself every day at the Boston School of Technology. Each class has a problem presented to them for finding out the engineering necessities of a certain bridge. There is no method of engineering by which they can safely go over the bridge that is given them, but each class walks over that bridge every day to school. Now, that is the problem we are confronting in some degree here—the question of our Army engineers, who are necessarily and laudably conservative in everything they do as opposed to the practical, because from the engineering point of view they don't seem feasible, from the practical point of view they are carried out every day. It seems to me that the Army engineers are very conservative in their judgment as to the actual conditions and actual facts—that they might come out of their shell for a while and see the other man's point of view and be a little more lenient than Capt. Whitman's stand. It looks to me as if he is a little too rigid. I am sure, with a little common sense, devoid of engineering, and the ethics of the road, we should come to an early and easier solution of the problem.

The SECRETARY. I am glad you came to the front again because I want to ask you some questions, and first let me say to you that I had at the last conference much the same experience that Mr. Marshall has described to you here to-day, and in the experience I had last summer through some of the very roughest mountain territory in the Northwest and over some of the worst roads I have seen I was impressed with the extent to which the horse and horse-drawn vehicle on one side was adapting itself to the advent of the automobile, and the extent to which the automobilist appreciated the conditions put up to him, both for his own safety and that of other people on the same road. I want to add to that the observation that I made in going on a single road. I went up

a particular canyon on a pretty good road for a mountain road—I should say just a little better than some of these roads we have had under discussion in the park—not a great deal, but some better—in an automobile that passed a large number of vehicles, some coaches carrying passengers and some ordinary vehicles of the country, driven apparently by people who were simply going on the road to and from the park for their own pleasure or on business from home to the neighboring towns, and we had comparatively little trouble—occasionally a horse indicated a disposition to shy; but the automobilist that I was with was very careful, and while it looked a little skittish once or twice we got by in a way that was very impressive, having the two vehicles operating on the same road.

Coming back, however, I came back with a gentleman who, in my opinion, from such observation as I might discover, knew just as much, if not a little more, about his machine than the man who went in, and we passed a large number of vehicles; but we didn't pass a single one of them that its occupants didn't look until we got safely by as if they might have to get up the side of the precipitous mountain on one side or take a chance of jumping off on the other. I had to interfere once in a while myself to the great surprise of this man, who was thoroughly convinced he was going down this canyon with the greatest care. The difference in distance was only half a mile and just the way the men handled those two machines was as different as night from day. Neither one was careless, neither one had indulged in intoxicants, and yet I was impressed with the difference in the way they handled their respective machines. What is your observation?

Mr. WALKER. There is no regulation in the world that is going to prescribe—that is going at all times to cover that case; it is an individual matter. I could draw a parallel case. I have ridden in stages where the stage driver seemed to be a very dexterous and skillful driver where he has put on his brakes in time. If anything ever gave way we were gone. I have come around the same curve with another man who, when he approached this curve, decreased his speed so that when the time came to put on his brakes he was not in the necessity of using it in such a way as to relieve the possibility of accident 50 per cent. This is a personal equation that you can't deal with by regulations. There is no way you can possibly regulate the use of these stages so that one driver would throw on his brakes at a certain point in such a manner that wouldn't endanger the lives of everyone in that stage.

The SECRETARY. That is perfectly true. The problems on the automobile have not been worked on as many years as they have with the horse and carriage. You had an experience of your own in which you found the machine was lacking in some respects.

Mr. WALKER. Yes, sir; but I had that same experience with wagons.

The SECRETARY. What do you say as to the increase of danger in the use of automobiles and wagons where you mix the two vehicles on the same road?

Mr. WALKER. That is a difficult question to answer unless we bring to bear in mind some individual situation. It is so general.

The SECRETARY. Take it as a general thing, does the advent of the machine increase the danger in your opinion?

Mr. WALKER. Generally speaking, having in mind the increased amount of travel on the roads generally, the proportion of accidents is no greater at this day and age with the automobile and the team on the road than it was prior to the coming of the automobile. There was an intermediate period when automobiles were new, and, as our friend from Crater Lake says, it was a wonder to see two at Crater Lake. During that period there was a proportionately greater danger than at the period before they came or at this present period, but we are now at a point where the wonder is past. I say it is possible to go down this road past every team with the exception of the stage teams and not have any trouble.

Now, there is a reason for that. Stage men get young horses. They get them because they have spirit. They break them in here. Perhaps some of them have never traveled the road in any other place. They are not brought in contact with any other place, therefore they present an element which is very much like the case of the automobile and team 6, 8, or 10 years ago. But this is a condition that will have to be overcome. In order to overcome that in a park where it does exist, automobiles should go in under restriction until the horses are adapted to those conditions. There is an element that few people here realize. If it had rained heavily last night and we had automobiles, a dozen of them, in the floor of the valley, I venture to say that not half of them could get out this morning. That is a question for automobilists to consider, and that is quite apparent because there is a heavy dust condition on that one road—on the Big Oak Flat Road.

The SECRETARY. Is that the only condition under which you think we could not use that road?

Mr. WALKER. Oh, no; I spoke of the Wawona Road because I have favored it from the very start, believing it would serve to accomplish good to the greatest number of automobilists. It makes it possible for us to have an entering wedge into this valley. I have convinced just such conservative men as Col. Forsyth and yourself that it would sooner or later be a practicable thing to do. I have favored the Wawona Road because it gives us an avenue to come to Glacier Point. The last 4 miles from Inspiration Point down present very few opportunities for the passage of teams. It is a precipitous grade and a dangerous one and I fully believe before automobiles are allowed to go there, something should be done, but not that automobiles might go and come for a season

or two without accident, but I do not believe the department is in position to make of little consequence the existing condition of the road. I believe it is a condition they must take notice of and I heartily agree with Col. Forsyth in his present refusal to concede that automobilists can go down that last 4 miles. He does not believe they can go so far; that is where we differ.

The SECRETARY. I do not understand that to be his position. I understand that before they come that far he thinks that the road should be improved and put in condition——

Mr. WALKER. That is where we differ. I believe automobiles can come to Inspiration Point under restrictions with safety. It is possible for teams to pass in nearly every place up to that point. I have answered your question as to the proposition of accidents to-day as compared with the number of accidents that existed before the automobile came.

The SECRETARY. You told me that the percentage had not increased, in your opinion.

Mr. WALKER. I believe not.

The SECRETARY. And you think that that is an answer to my question?

Mr. WALKER. If it is not, if you will frame it so I can understand it I will try to answer in the same way.

The SECRETARY. Of course, you know what many so-called statistics are and how they are compiled. I would have to see them and know a little more about them than either of us know at the present time. I doubt the accuracy of the statement. I travel a great deal in a machine. I have a very large number of friends who have machines, and I think I am safe in saying that it is the opinion of the overwhelming majority of them that the percentage of accidents has increased due to the machine, at the present time. They are all equally confident that that will change and that it has changed very materially, but you would have to present much more reliable statistics than are available, so far as I know, before I would change my present opinion that in the present condition of things the automobile has increased the number of accidents.

Mr. WALKER. I didn't apparently understand your question. I agree with you that the number of accidents has increased in recent years, but the accidents are to the automobiles and not to those in the horse-drawn vehicles.

The SECRETARY. I wish that were true; but I could give you a long list on the other side. Unfortunately, it is not altogether true. Mr. Myers, have you statistics on hand—can't you help me with them?

Mr. MYERS. I didn't help catch this bear.

Mr. WALKER. Here is a percentage that is in favor of the automobilist.

Mr. MYERS. I have understood, Mr. Secretary—of course, it is a question whether the Secretary will take my statistics—there were more people killed last year by reason of accidents—by horse accidents, or

vehicles drawn by horses—than there were on the railroads of the United States.

The SECRETARY. That may be. I don't know that it has anything to do with the case.

Mr. MYERS. There was a greater percentage of accidents by horse vehicles than by automobiles.

The SECRETARY. That still wouldn't affect the case.

Mr. MYERS. As near as I remember the case—I am not very much interested in the automobile case; I had a horse run away with me the other day—I would say from my observation that the increase in mortality or the increase in accidents as considered with the increase in the use of the automobile has not increased.

The SECRETARY. Once again, I don't think that comes within reach of the question. Of course, there is a vast increase in traffic due to the use of the automobile. Now, if you add that to the horse-drawn vehicles and say that the percentage of all the accidents is reduced, it may be perfectly true, but the question is whether the automobile has increased the total number of accidents.

Mr. MYERS. Why, certainly.

The SECRETARY. And the question is also whether or not it has increased it in such a way as to add to the danger of the person who is traveling in the horse-drawn vehicle.

Mr. MYERS. I don't think it has.

The SECRETARY. Where are the statistics upon that point? There are a lot of people traveling in automobiles now that didn't travel at all before; there are a great many more traveling because the automobile is in existence and that is an addition to our total travel, and it may be that the percentage of accidents is less than with the horse, and it may be that the automobile will ultimately supplant the horse. The question now is whether the percentage of accidents in horse-drawn vehicles has or has not been increased by the advent of the automobile—which is still not answered by any statistics or facts we have gotten so far.

Mr. MYERS. From that standpoint they have increased, because the use of the horse has decreased so rapidly.

The SECRETARY. Still, that does not touch the question. What we are getting at is this: The question in which we are interested is whether or not the introduction of the automobile in these park roads is going to increase the danger to horse-drawn vehicles, so that even if thereafter the travel by horse-drawn vehicles is decreased 50 per cent the remaining 50 per cent would have a greater chance of accident than before?

Mr. WALKER. You made the question very general in the first place. I asked you to be specific and bring some individual instance or experience.

The SECRETARY. I don't think it would be instructive to take a specific instance. What I want is the question—I will try to make it clear now—Does the advent of the automobile increase the percentage of

danger to people who still persist in using that outgrown animal, the horse?

Mr. WALKER. In general, I would say no.

The SECRETARY. My impression is to the contrary. If you have any facts or information that you think would correct that impression, I would be very glad to have them.

Mr. WALKER. You asked for an opinion, not for statistics.

The SECRETARY. Your opinion must necessarily be based on something.

Mr. WALKER. I can only give you an opinion, since that is all you asked for.

The SECRETARY. I am now asking for facts: On what do you base your opinion?

Mr. WALKER. I have ridden in an automobile throughout the country for a number of years. It is a hobby of mine. I don't confine myself to any particular locality, and I drive a great deal, and I say that to-day the element of danger due to the operation of automobiles generally is no greater to the horse owner in proportion to the amount of travel on the roads than it would have been at a time when all the people on the roads were driving teams. To-day the element of danger to the horse-drawn vehicle is no greater than it would have been had an equal number of people been in transit in wagons only.

The SECRETARY. That is what you judge from, your observation?

Mr. WALKER. Yes, sir.

The SECRETARY. I am very glad to have your observation. My observation, however, does not accord with that. It seems to me perfectly apparent that the automobile has added a new danger to such vehicles as use horses that did not exist before.

Mr. WALKER. Yes, sir; it has.

The SECRETARY. To meet that danger, do you think, or do you not, that increased width of roads and that sort of thing is essential?

Mr. WALKER. They are not necessarily essential, but they would aid materially in an endeavor to reduce any element of danger.

The SECRETARY. Then isn't this an engineering question, to be judged in a sane and reasonable way, going over the roads and getting the exact facts as to whether or not their condition as to width, surface, and grade is such as to justify putting the automobile in and what, if any, changes we ought to make?

Mr. WALKER. I would like to call your attention to what we have in engineering—a term known as the "factor of safety." That belongs in engineering as a fundamental principle. I only ask the engineers to be a little more careful in the use of the factor of safety.

The SECRETARY. You mean a little less rigid?

Mr. WALKER. A little less rigidity in the use of the factor of safety, and a little more careful in its use, lest they absolutely debar us by reason

of such conditions from traveling over these roads with our machines by asking Congress for so much money that we won't get it. That is all.

The SECRETARY. You have no quarrel with me on that.

Mr. ARANT. One day this season we had 39 automobiles in the Crater Lake Park. Now, this whole subject is new. We are new, but we have had several years' experience in Crater Lake Park in running automobiles and teams on the same road. We have never yet had a complaint or accident that I have heard of. I have myself, in one of these machines, met a team on a narrow road at a sharp turn, and we backed up the hill several hundred yards to a point where we could pass. That is always done, so far as I know. Another point on this same proposition to show that we work harmoniously—in a region where they raise wild horses and put them in the harness while they are young, and it is astonishing how they are afraid of a piece of wood at first, but half a dozen times and they are not afraid.

The SECRETARY. I think we want to hear from Mr. Colby.

Mr. COLBY. I am glad to have the opportunity of speaking a few words before this conference is over. We are glad to meet you here face to face. We have had considerable correspondence with you, but the opportunity presented of saying a few words directly, I think every one will agree, amounts to a great deal more. I am going to say a little for the club I represent, the Sierra Club, and also other mountain clubs, and clubs of a similar sort, and the relation they bear to the national park. I mentioned this to a gentleman recently, and he said, "What, are you going to blow your own horn?" I said, "Yes; I am going to blow it loud but not long," because I want the Secretary to take away a definite understanding of the relation the clubs do bear to national parks. We have been working here for a great many years on park problems. The Sierra Club is probably as near a child of this national park as anything could possibly be. We were born as a result of that endeavor, and the publicity which John Muir and those who had foresight enough to see that this park was essential and that its preservation should take place before private monopoly had control of it and put it in such a condition that it would be impossible to include it in the national playground that resulted in its establishment.

Mr. Secretary, I don't think you would be sitting in that chair to-day if it were not for our club. The Federal Government would not be in this valley to-day if it were not for our club. We were the main instrument in bringing about the recession of the valley to the Federal Government. Mr. Muir and others of us saw it was not being properly taken care of, included as it was in the greater national park which our members had gotten established through the publicity they created and the power they brought to bear on Congress. The argument was that it was a dual government existing here, and the conflict was so great we rose up and said the Yosemite Valley should be receded to the Federal Government. We

were attacked most severely. We suffered all kinds of abuse from certain sources. We managed to convince almost everyone who was open-minded that that was the right thing to do, and because we insisted upon it—Mr. Muir and I went to the California Legislature lobbying, but we lobbied in a fair, open manner—were willing to tell anybody what we were there for and what we were going to do, and we convinced enough legislators, with the assistance we had from different parts of the State, that it was necessary to turn this valley back to the Federal Government, where it properly belonged. Not only is this park national, but it is international in character.

This park is the only one of its particular kind in the world, and while we are here for a few years, yet we owe a duty to the whole world and we will have that international mind that President Butler spoke of at the late Mohawk conference, where he said we should have an open mind and realize we are living in this world with all the different nations existing side by side and that we owe a duty to them all, and it is the same way with this park and this valley and everything that is in this park. We should have in view the rights of the people which the whole world have in coming here. Now, we have done other things along the same lines. I simply have given that for an illustration. Whenever an appropriation for the Yosemite comes up we try in any way we possibly can to bring to bear upon Congressmen—we influence our own Congressmen strongest, and they are certainly of that frame of mind; but we have tried to bring to bear upon the appropriations—and though Senator Curtin believes he was instrumental in getting that extra \$30,000 for the Yosemite Park this year, we got our board of trade and our chamber of commerce to telegraph to our Congressmen and as many others as we could reach, and got our friends in the East to do the same thing. I think we had some small part in securing that \$30,000. We are familiar with the whole Sierra from one end to the other—all these parks. We have 1,500 members now. Their families and friends feel our club is the club to which they can appeal when anything goes wrong. If the trails need to be put into condition or there is a part of the mountain region that requires improvement, they call upon us first to try to help them; so, in a way, we are an instrument standing between the Government and the people.

Out here locally we occupy that peculiar position which I can best illustrate by a brief story. There was a graduate of Yale came out West. He wanted a little California western life and thought it would be a good idea to live on a farm for a year or so. So he called on a farmer to whom he was directed for a position. The farmer said, All right. See those sheep out there on the hill slopes? Go out there and watch those sheep and drive them into this corral this evening." So he went out, and when evening came around the fellow didn't appear. The farmer got a little scared and a little later, along toward 8, it was pitch dark, he took his lantern and went out toward the corral. He found the fellow out

there in a very exhausted condition, his tongue hanging out of his mouth. The farmer asked what the trouble was and he said, "Those confounded sheep; I can get those in the corral all right, but I can't get in myself. I have put lots in the corral, but there are a lot more out on the hill." There in one corner of the corral, huddled together, they found a half a dozen jackrabbits. It points this proposition, that we out here approach the actual conditions which exist because we are on the ground, and we are in a position to present those facts and try to do it to the best of our ability. In our publication—and ours is the only publication that takes the same interest and pays the same attention to national parks—we publish all we can, everything the Secretary of the Interior says, every word of wisdom that drops from his lips, we try to catch and publish in this magazine; also the different park superintendents.

The SECRETARY. Do you spend as much each year as the gentleman spent on the road to Coulterville?

Mr. COLBY. A good deal more than that. Those publications reach a great deal further with a small expenditure. We are trying to educate the people of this country with relation to national parks. If it had not been for us Yosemite recession would not have occurred. Mr. Muir was the great controlling factor, but he is the president of our club and it was only through the instrumentality of our club and the literature we published and spread abroad that we were able to educate the people and make them realize it was the proper thing to do, and, as I think, time has proven it is justified, although we are still subjected to criticism. Senator Curtin is confident that if this valley had remained in the control of the State that with his power in the State legislature and the influence of the automobilists in the State legislature that he could have put automobiles in the floor of this valley at any moment. We are blamed because automobile men are kept out. We hope they will be able to come in when the time comes, because we think the automobile adds a great zest to travel and we are primarily interested in the increase of travel to these parks.

The SECRETARY. You represent the Sierra Club, and I see Mr. Muir is here. You have personally been over this valley a great many times. You are familiar with these roads. You say that the position of the Sierra Club is that the automobile ought to be admitted when the proper time comes. Do you think the time has come?

Mr. COLBY. I think it is very close at hand. I feel, as far as the Glacier Point proposition is concerned, that automobiles should be allowed to go as far as Glacier Point with perhaps that thousand dollar expenditure, and as far as coming down into the valley is concerned, that we should rely upon engineering reports, because naturally when it comes to turn-outs and the erection of barriers and so on to prevent the machines from going over, you should exercise every precaution, but with the construction of these turnouts and the construction of these walls in the most dan-

gerous places automobiles could be safely allowed to come to this valley at the present time.

The SECRETARY. Another fundamental question is also involved. What do you think of the joint use of the roads by automobiles and horses as compared with the countersuggestions as to a separate road?

Mr. COLBY. I believe in joint use. The cost of construction of a separate road is too great, and it is an obstacle which we can not overcome. I think the testimony given here by Mr. Marshall and Mr. Curtis and by yourself regarding these difficult mountain roads over which you have ridden, and also the Kings River Road, over which an automobile stage climbs daily, illustrates it. If we take parallel conditions we don't find accidents. We must take parallel conditions. We find the same conditions on Market Street if a driver gets drunk or his machine gets wrecked as we do anywhere in the mountains. It doesn't matter where he is. I think I have about covered what I have to say—maybe a word or two more.

We want to cooperate in every way possible with the Interior Department. I don't know when I had a feeling of greater pleasure than when I received the communication from Mr. Ucker and the publications of the department, which show the department was taking an active interest in these parks and was intent upon seeing that the people realized what they had to enjoy and that they were taking a share of the burden which we had assumed and which we were trying to bring about in our publications by spreading the information all over the world. We send to every club in foreign countries as well as in this country. The time is so short I will eliminate most of what I intended to say and simply close by stating that while we may seem impractical to some, and I wish the Forest Service men were here, for, while some of them are members of our club and we work in great harmony, I think they have the idea that we are too great idealists and want to preserve everything if we can—that we would take the whole world and shut the Forest Service out. We are just as jealous of allowing territory to be included in national parks which should not be included as we are in including territory which should be preserved in national parks, because we realize that all territory which should not be included in a national park weakens the park when there is reason for it being outside.

We wish to make our position as impregnable as possible. In this matter of extension of national parks we certainly are going to be as cautious as anyone could be in examining the reasons for such extension. We had the very great good fortune the other day of giving a dinner to Ambassador Bryce on his way through San Francisco, returning from Australia, and it was one of the most enjoyable dinners I ever attended. He is president of the English Alpine Club, and is as interested in the natural wonder lands as anyone in the world. He told us that he felt that if we could educate our children to love the things of nature, teach

them what nature has to teach, take them out there to see that they understood the trees and flowers and plants, and then, as they grew older, to take them up in the mountains and make them mountain climbers and lovers of the mountains and these wonderful national parks, that that would do more good than all the statutes the legislature could pass in creating a spirit of morality and in raising the moral tone of this country.

THE SECRETARY. Mr. Colby, I may say that if on account of the shortness of time you have been compelled to omit anything, that this will be written up and revised and you may add such matters as you desire and as would be appropriate.

MR. COLBY. There is one point; our club has been in a way the guardian of these parks—the self-appointed guardian, as it were—because we feel that the Federal Government has need of our help, and we are here to watch for any encroachments; and let me say that since the park was created, if it had not been for the watchfulness of our club at times that this park would have been torn to tatters and very little learned as to this valley.

MR. PARSONS. Mr. Secretary, ladies, and gentlemen, I am representing the mountaineers and also the Sierra Club. I have a little further to add to what Mr. Colby and Mr. Muir have already said. What they have said has perfectly and completely set forth the attitude of these clubs. There are, however, a few concrete suggestions that have occurred to me. I have been waiting since the beginning of this meeting for a certain class and their opportunities and rights to be mentioned. We are discussing at great length the automobilists. We have been discussing the ordinary traveler, who has money to come and go; but nobody has said a word for the shopgirl, working for \$8 or \$10 or \$12 a week, and the clerk who may get \$12 or \$15 a week, and has a beggarly week or 10 days or less.

Now, these parks ought to be open to them. They can be opened to them easily on certain conditions. If arrangements were made whereby the transportation companies, on dates of holidays, and on proper occasions, should give excursion rates to that class of people, and if the concessioners in the valley who have the hotel concessions were required as a part of their concession and a consideration for such concession, to place in the Little Yosemite and the Tuolumne Meadows, say, at first, and later on by Lake Washburn and Lake Tenaya, chalets where ordinary meals of the plainest and most moderate expense could be provided, then anyone of meager means could get in here for a week end or a few days, with a blanket, and enjoy this magnificent region and have a grand holiday and go home having had a magnificent outing. Those things are done in foreign countries. Germany and Austria have an organization of 125,000, to say nothing of disorganized walkers, and France has over 200,000.

Mr. MARTIN. If you will permit me just a moment in order that there may be spread on the minutes of this conference an expression of the desire of Seattle and Tacoma that this conference next year be held in the Rainier National Park. I quite appreciate that this conference can not settle the matter at this time. We feel, however, that in logic and the geography of things that Rainier National Park is entitled to the next meeting, and further than that, Mr. Secretary, in the utmost frankness, we want to say that we want the meeting because we need the good that it can do. The situation is much the same that was presented to me in a visit to Washington at one time in a remark which Speaker Reed made. We went to secure an appropriation for one of our expositions and we were very much afraid of Mr. Reed, and a small committee of us were sent to meet and conquer him first. He heard our story, the desire for an appropriation, and very much to our surprise he said, "Gentlemen, I am with you, and I will give you my help, and I will say this, that you are the first committee that I have ever seen here in Washington from the Southern States, coming here in an appeal in your 'interests.' Others have come here always in an appeal for their 'rights.'"

Now, Mr. Secretary, Seattle and Tacoma have been quarreling a long time over their "rights." Now, sir, we have come together and we propose to present what we believe to be our interests in the matter and to present them solidly. We have heretofore been in that position that even our own Congressmen shied away from actual support because they were afraid of offending. Now, we are together, and since we are together and present this solid working force, we appeal to the department to give us this opportunity of closer touch and better information with large conditions. We hope it will be possible next year for the conference to meet in the Rainier National Park.

Mr. STEEL. Mr. Secretary, I would like to add, for the city of Portland, for the city of Medford, and for Crater Lake, a good hearty second to this invitation.

The SECRETARY. Well, now, some time ago, through the generosity of an individual, there was something that approached a fitting recognition of the work and life of the distinguished member of the Sierra Club who addressed us yesterday, in the creation of the Muir Woods National Monument, and perhaps, Mr. Dezendorf has something to tell us about that particular reservation or national monument.

Mr. DEZENDORF. Mr. Secretary, it is my honor to have charge of the national monument which it was deemed wise to name after the distinguished gentleman, the president of the Sierra Club, Mr. John Muir. This monument is situated between a broad expanse of the Pacific Ocean and the Golden Gate City, which welcomes the world to the Panama-Pacific Exposition in 1915. It has been my fortune or misfortune to have had charge in the past of the national monuments in the State of Arizona, and while we have not had any appropriation from Con-

gress for the protection of the national monuments, yet we are expected to do so, and I fail to see why Congress can not understand that it is necessary to have appropriations to protect from destruction or depredation the beauties of the national monuments as well as the parks. I can see no distinction between the two, unless it is that the national monuments are so wonderful and so beautiful that they feel they can not destroy them. The beauties of this park and the others have been described here, but the Grand Canyon of Arizona is beyond description. The tongue of man can not describe it properly. The national monument, the Petrified Forest of Arizona, contains the oldest dead, but once alive things that exist, the petrified trees, which are millions of years old, as I understand from Mr. Muir, who has inspected them, and the Muir Woods National Monument contains some of the oldest living and most beautiful things in the world. I refer to the majestic trees there—the redwoods. But from actual personal experience it is now impossible to properly protect these beautiful national monuments, and I hope Congress will see the necessity of providing for the protection of these monuments at an early date. I thank you and invite you to hold the meeting in 1915 in the Muir Woods National Monument near the exposition city.

The SECRETARY. Now is there anything further that any person wishes to call to my attention before we adjourn?

Mr. PILLSBURY. Just a word, Mr. Secretary. It has only been my pleasure to visit four of these national parks. I would very much like to see some of the others. Next to that I would like to see pictures of them. I was greatly entertained by seeing some of the Yellowstone. I offer as a suggestion that the different ones bring pictures of their parks that we may all gather what information we can of the things we are never to see ourselves.

The SECRETARY. That brings to my mind a suggestion that possibly has some value. I don't know. It is, that there ought to be in the different park hotels collections of pictures of the other parks; advertise the other parks that they in turn advertise you. Perhaps that will be of some value.

Mr. McSTAY. I would like to just emphasize slightly what Mr. Walker said in regard to the technical side of this proposition. I have the greatest admiration and respect for the Army officer and the Army engineer. Is it fair to take the attitude and position of our good friend, Col. Forsyth, and expect him to absolutely forego his lifelong association with the horse? Is it a fair proposition? Is there not a middle ground that is fair to all of us?

The SECRETARY. Let me try to make clear to you again that I do not intend, necessarily, to follow the advice of Col. Forsyth or Capt. Whitman. I intend to do what I said before. I intend to get from your engineer his report as soon as I can get it and I intend to have Col. For-

syth and his engineers check it, and then I intend under my official obligation to decide as between any points of difference which may then still exist what I think should be done. If it is necessary to enable me to decide it intelligently to have some one else examine it who is not representing either you or the Army engineers, this will be done. What I am after is the facts, and I am going to be just as critical in examination of the gentlemen opposed to the automobile as I have been in examining those in favor of them.

Mr. McSTAY. The Automobile Club of Southern California, when the Secretary gets to the certain point where his hands are tied—it is going to take money—let me tell you that we are a live organization—not only our southern California people, but California is full of live organizations who are in a position to assist the Secretary in securing these funds, which are absolutely necessary. You put the question to us or made the statement that it would probably be necessary for that \$40,000 road. I understand Capt. Whitman's position. Capt. Whitman knows that that lower road is the natural, practical, scenic road. He knows that the expenditure of \$40,000 will open up the highest grades of the mountains of the Sequoia Park and he doesn't want to temporize. He wants the proper road opened. I believe he has got the proposition, and I want to say that if the Department of the Interior will avail itself of what assistance we can give in securing the necessary legislation, we will be very glad to take it up good and strong.

The SECRETARY. Don't use that "if." The department will welcome your assistance. I said in the beginning and all the way through that that is what we want. Get busy.

With that we will adjourn.

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