ANNUAL REPORT

1915

NON-CIRCULATING BOOK
MUST BE USED IN LIBRARY

Annual Report
1915

TRIPLICATE

DEPARTMENT OF THE INTERIOR

WASHINGTON

REPORT ON THE ROCKY MOUNTAIN NATIONAL PARK.

INDEX TO CONTENTS.

October 5th, 1915.

	Page.
General Statement	1
Roads	3
Trails	7
Lakes	11
Mountains	13
Glaciers	15
Fish	16
Animal Life	17
Forest Fires	19
Rangers	20
Ranger Stations	21
Fire-wood	22
Permits	23
Concessions	24
Reservoirs	25
Cattle	26
Mineral Claims	27
Patented lands	28
Telephone lines	29
Transportation	30
Casualties	31
Visitors	32
Recommendations	33

C. R. TROWBRIDGE.

Acting Supervisor.

DEPARTMENT OF THE INTERIOR

WASHINGTON

TRIPLICATE

Estes Park, Colorado.

October 4th, 1915.

To the

Hon. Secretary of the Interior,

Washington, D. C.

Sir:-

Pursuant to instructions of Departmental letter of September 24th, 1915, I make the following report on the affairs of the Rocky Mountain National Park.

GENERAL STATEMENT.

The Rocky Mountain National Park was created on January 26th, 1915, on which date the Act of Congress was approved. (Public 238-63rd Congress). This Park is located in the northern part of Colorado and has an area of 358½ square miles, and includes the principal part of the Rocky Mountain Range, the highest point being Longs Peak which is 14255 feet, and fourteen mountain peaks that are over 13000 feet above sea level. The park is accessable to tourists and travelers at numerous points on the eastern and western boundaries, where trails have been in existance for a number of years.

There are two roads within the boundaries of the Park which are accessible from the county roads without passing through private property before entering the Park. The most central point from which the public can enter the Park to different points therein,

is Estes Park, a small village located about three miles from the nearest point to the Park boundary, and approximately 7½ miles from the main entrance where the Fall River road enters the Park.

The nearest point from the main entrance to a railroad is 29½ miles. The Supervisors office for this Park was opened July 10th, 1915, and located at the village of Estes Park, the nearest points to railroad stations from that place, being Lyons, Colorado, 22 miles, Loveland 33 miles, Fort Collins, Colo. 46 miles and Boulder 40 miles. Automobile stage lines making regular trips between these points and Estes Park with special rates during the tourist season. I assumed charge of the Rocky Mountain National Park as acting Supervisor on July 1st, 1915, and was unable to accomplish as much as I desired owing to the fact that I was unassisted, no appointments of employees being made until August 10th, when one ranger was appointed, consequently there has been little progress made this season, toward improvements in the Park.

ROADS

Fall River Road.

The Fall River Road, which was constructed with State convict labor in 1914, before the National Park was created was built to a point about two miles within the Park boundary. Construction of this road is now being continued to a point three miles distant from where the convict work ended. This work is being done under contract by the State of Colorado at a cost of $18,000, $2,500 of which is to be paid by the Department of the Interior. The contractor commenced under the present contract, on July 2nd, 1915, and expects to complete the work by November 1st of this year. This road when completed will terminate at the junction of the County road, about 9 miles north of Grand Lake, a distance of approximately 19½ miles within the Park boundary and will reach the highest point, when crossing the Continental Divide at about 11,300 feet above sea level.

That part of the Fall River road which was built by convict labor is in fair condition and requires repairing at certain points. It is entirely too narrow, in some places being only 8 and 10 feet in width. The point known as the second "switch back" which is reached by a 12% grade, was not sufficiently wide for the average vehicle to change direction without a "see saw" movement which made the point extremely dangerous, there being no protection to prevent a vehicle from going over the embankment.

This defect has been remedied by cutting into the bank a distance of 8 feet, thereby enabling a large automobile to make the turn. Contract has been let for the construction of a stone retaining wall at this point and when completed all chances of accidents at this point will be eliminated. At the time of building the "convict road" no culverts were constructed and this is necessary at points 400 feet apart where the grade is 8% or more. These culverts should be installed as soon as possible in the spring of 1916, and the gutters opened up. The county road extending into the Park on private holdings is in bad condition. A survey of the balance of the Fall River road should be made, before any further steps are taken to continue the construction. The survey which was made in 1913, was a preliminary survey only.

Road to Sprague's.

There is a roadway entering the Park running parallel to Glacier Creek approximately 1½ miles in length which was constructed by Mr. A. E. Sprague at his own expense, and leads to his summer resort, located in the Park. Access to this road is through private property. The road is in fair condition and an expenditure of $100.00 would improve it considerably.

Road to Bear Lake.

Continuing from Sprague's resort in a westerly direction and extending to within one mile of Bear Lake is a roadway, 2 miles in length, in poor condition.

At an expenditure of about $300.00 this roadway could be made passable for automobiles, if a log bridge was constructed across Glacier Greek in close proximity to Sprague's resort.

Copeland Lake road.

There is a roadway entering the Park near Copeland Lake and extending a distance of approximately 1½ miles. The road is in poor condition and was built by the Arbuckle Supply & Reservoir Co., and is passable for horse-drawn vehicles only and leads to a trail to "Wild Basin".

Road to Mill Creek Ranger Station.

This road runs parallel to Mill Creek and extends about ½ mile into the Park. The road is in poor condition and in order to enter the Park at this point it is necessary to pass through private lands, over a road which is exceedingly bad. Very few visitors enter the Park at this point except with saddle horse. This road could be repaired within the Park at small expense, but unless the road outside the Park were put in proper condition there would be no object in expending any money on the road within the Park at this point. Most of the traffic over this road is by local residents removing fire-wood which is obtained in the vicinity of the Mill Creek Ranger Cabin and known as the "Pole Patch".

Beaver Creek Road.

There is a roadway which starts from the "High Drive" in Horseshoe Park, outside the National Park and crosses the National Park boundary line in Setion 19 T. 5N., R. 74W. and extends for a distance of approximately 1¼ miles. This roadway was built to remove timber sometime in 1910 and is in fair condition, but would require considerable expense to put in proper shape for automobiles.

Grand Lake County Road.

A roadway extending approximately 1¾ miles within the Park boundary which is a part of the Grand Lake - Fall River road has just been completed under the supervision of the county commissioners of Grand County. The expense of the construction of this road was defrayed with State and County funds. The road runs through timber where a 40 foot right-of-way was cut. It is designated a 16 foot roadway but is considerable wider in numerous places. The grade is less than 1%. It will eventually connect with the Fall River road which is now under construction. The roadway at the present time ends in Sec. 24, T.4 N., R. 76W. The work was performed by day labor. Corrugated iron culverts were used in the construction. There is considerable timber along the right-of-way which should be disposed of in the same manner as was done with the timber on the Fall River road.

TRAILS.

Most of the interesting parts of the National Park can be reached by trail only, which are in farily good condition, and if the Spring opens sufficiently early in 1916, they can be put in good condition for use of tourists during the summer season. There are approximately 128.5 miles of trails in the Rocky Mountain National Park, as follows:

Grand Lake Trail. (via Flat Top Mtn).

The principal and most widely known trail within the National Park is the one leading from Estes Park to Grand Lake. This trail enters the National Park 6½ miles from Estes Park and crosses the western Park boundary ½ mile from Grand Lake, 18¼ miles within the National Park. This trail has been cleared of all timber and with some repair work done above timberline will be considered a good trail.

Grand Lake Trail. (via Milner Pass).

This trail leaves the Fall River road 12½ miles from Estes Park and crosses the western Park boundary, 12½ miles north of Grand Lake where it joins the county road. Length of trail 11 miles.

Bierstadt Lake Trail.

Leaves Flat Top Trail near Mill Crrek Ranger Station, follows old saw mill road, full distance. Some of trail is in bad shape and in need of repair. Distance from Ranger cabin to Lake 1 mile.

Bierstadt Lake trail. (From Glacier Creek)

From Glacier Creek to Bierstadt Lake starting at the junction of Storm Pass trail. Distance 1¼ miles. Built by the Forest Service, in 1914. Trail in good condition.

Bear Lake Trail.

Joins the Flat Top trail 1½ miles from Bear Lake. Trail in fair condition.

Bear Lake Trail.

From "Miners cabin" to Bear Lake. Distance 1 mile. Trail in good condition.

Loch Vale Trail.

From "Miners Cabin" to Loch Vale distance 3 miles. Trail needs repair. Built in 1913 by the Estes Park Improvement Association.

Storm Pass Trail.

Leads from Glacier Creek to Storm Pass, distance 4 miles. Built by the Forest Service in 1914. Trail in good condition.

Trail to summit of Longs Peak.

Trail enters National Park 1 mile above Longs Peak Inn, and leads to the summit of Longs Peak 14255 feet high. Distance 6 miles, 2½ miles by foot trail only. Trail needs some repair.

From Mill Creek Ranger Station to "The Pool".

Trail passes over "Steep Mountain" from the Ranger Station to the "Pool", a distance of 2½ miles. Trail in fair condition.

Trail to Fern; Odessa and Helene Lakes.

From Moraine Park past Fern and Odessa Lake terminating at Helene lake. Distance 6½ miles. A new trail from Fern Lake to Lake Odessa was constructed in the fall of 1914. This trail should be repaired and extended so as to join the Flat Top trail, passing Lake Helene and Two River Lake.

Lawn Lake Trail.

Leads from Horseshoe Park to Lawn Lake. Distance 6 miles. Needs repair.

Ypsilon Lake trail.

Branches from the Lawn Lake trail ½ mile from Horseshoe Park and extends 4 miles to the Lake. In good condition.

Crystal Lake trail.

From Lawn Lake to Crystal Lake, Distance about 1 mile. Trail poorly built and needs construction.

Tombstone Ridge Trail.

From Moraine Park through "Windy Gulch" to Poudre Lakes. A scenic trail but is in poor condition. Distance 15 miles.

Lost Lake Trail.

Trail follows the north fork of Big Thompson river to Lost Lake. Distance about 9 miles, from Park boundary line.

Specimen Mountain Trail.

From Poudre Lakes to "The Crater", on Specimen Mountain. Trail poorly constructed. Needs considerable repair work. Distance 1½ miles.

Poudre River Trail.

From Pingree Park to the South Fork of the Poudre River and then up the river to its source at Poudre Lakes. Distance about 15 miles. Little work, other than "blazing" has been done on this trail.

Sand Beach Lake Trail.

From Copeland Lodge to Sand Beach Lake. Distance 6 miles. Trail in good condition.

Thunder Lake Trail.

From Copeland Lake to Thunder Lake in "Wild Basin". Distance 9 miles. Trail in fair condition.

Ouzel Lake Trail.

From Copeland Lake to Ouzel Lake and Ouzel Falls. Distance 7 miles. Built by the Forest Service. In good condition.

LAKES.

Within the boundaries of the National Park are over 100 lakes. The following is a list of the largest and most important, showing the approximate altitude and area of each. Those marked with X have been stocked with fish.

Lake.		Area in Acres	Altitude.
Arrow Head		30	11000 ft.
Bear	X	11	9542
Bierstadt		13	9385
Black		4	10690
Blue		3	11340
Chasm		6	11943
Crystal	X	7	11470
Cub		6	8680
Fern	X	13	9550
Gibraltar		20	11000
Four Gorge Lakes		10 to 20	11500
Husted		7	
Lawn	X	65	10950
Lost	X	25	
Louise		6	
Mills		10	10000
Nakoni		15	11100
Nanita		50	10770
Odessa	X	17	10055
Ouzel		12	9930

Lakes.		Area.	Altitude.
Sand Beach		55	10150
Thunder		15	10570
Two River	X	8	10650
Ursulla		7	9980
Verna		20	10150
Ypsilon	X	15	10572
Poudre Lakes		10	10750
Forest		15	10500
Loch Vale		20	10240
Rainbow		18	11770
Hour Glass		8	11230
Spruce		10	9700
Tourmaline		6	10500
Helene Lake		4	10650

MOUNTAINS.

The Rocky Mountain National Park is composed of an area of Mountain Peaks. Forty-three peaks being over 10000 feet above sea level. The highest point being "Longs Peak" which reaches an altitude of 14255. There are 14 peaks over 13000, 17 over 12000 and 7 over 11000. The following is a list of Peaks and their altitudes:

Longs Peak	14255	Terra Toma peak.	12586
Mt. Meeker	13911	Mahona peak	12629
Chiefs Head	13579	Thatchtop	12600
Hagues Peak	13554	Mt Ida	12600
Mt. Fairchild	13502	Andrews Peak	12564
Mt. Ypsilon	13500	Mt. Dunraven	12548
Pagoda Mt.	13491	Specimen Mtn.	12482
Mummy Mt.	13413	Mt. Chapin	12458
Storm Peak	13335	Tanima peak	12417
Mt. Alice	13310	Flat Top Mtn.	12364
Lady Washington	13267	Snow Drift Peak	12280
Mc Henry Mt.	13200	Nakai peak	12221
Mt. Copeland	13176	Mt. Adams	12215
Taylor Peak	13150	Mt. Craig	12005
Mt. Chiquita	13052	Battle Mtn.	11930
Mt. Julian	12928	Mt. Dickinson	11874
Stones Peak	12915	Meadow Mtn.	11634
Hallett Mtn.	12715	Bighorn Mtn.	11473

Mountains (continued)

Mt. Patterson	11323
Mt. Tileston	11244
Estes Cone	11017
Nisa Mtn.	10791
Mt. Ementah	10737
Lookout Mtn.	10744
Mc Gregor Mtn.	10482

GLACIERS.

Halletts Glacier.

Altitude 13000 feet. Distance from Estes Park 17 miles, 7½ by roadway, 6½ by horse trail, then 3 miles by foot.

Sprague's Glacier.

Altitude 12000 feet. Distance 3½ miles from Fern Lake. 14½ miles from Estes Park.

Tyndall Glacier.

Altitude 12000 feet. Located at summit of divide. Can be reached with saddle horse over Flat Top trail. 13 miles from Estes Park.

Andrews Glacier.

Altitude 11750 feet. Located two miles from Loch Vale. Trail to Loch Vale only. Distance from Estes Park 15 miles.

Taylor Glacier.

Altitude 12500 feet. Distance from Loch Vale 2½ miles. Trail to Loch Vale only. 15½ miles from Estes Park.

FISH.

It has been the custom of the State Game and Fish Commissioner to stock certain lakes and streams in this locality with trout, and this has been continued since the National Park has been created. Since January 1915, 165,000 trout have been placed as follows:

Head waters of the Big Thompson River	"Brook trout"	25000
Head waters of the Big Thompson River	"Rainbow"	30000
South Fork of the Thompson river	"Rainbow"	30000
South Fork of the Thompson river	"Brook trout"	20000
Upper Fall River	"Rainbow"	30000
Lower Crystal Lake	"Rainbow"	10000
Two River Lake	"Rainbow"	5000
Odessa Lake	"Rainbow"	5000
Fern Lake	"Rainbow"	10000
		165000

There are two private fish preserves in the Park stocked by private parties, one owned by A. E. Sprague, consisting of two lakes covering an area of 20 acres, stocked with Eastern brook, and Arrowhead Lake sometimes known as Heinricy Lake, which was stocked in 1914 with 30000 "Native trout". The latter can no longer be considered a private fish preserve as Mr. Heinricy was denied the use of this lake as a reservoir by the Secretary of the Interior in June, 1915.

ANIMAL LIFE.

Deer.

Owing to the protection under the game law of the State, deer have been increasing rapidly, there being about 600 in the Park, and surrounding the boundary. They are rarely seen on account of the heavily timbered country.

Elk.

In 1912, 20 head of Elk were shipped from Wyoming and put into the Forest, a part of which is now the National Park. In 1913, 25 more were shipped from the same place. A portion of these animals died, and at present there are approximately 30 elk in the National Park and vicinity.

Bear.

There are only a few bear in the Park and these are specimens of the "Common Black" bear.

Sheep.

The Big Horn sheep are found in considerable numbers and some of them are exceptionally tame, tourists having approached within a few yards of them. From what information I have been able to obtain, the increase for the last year has been exceptionally large.

Wild birds and fowls.

Game birds are scarce within the Park. The Ptarmigan may be found in small numbers on the range above timber-line. Owing to the open season on Grouse in the State of Colorado, they have become nearly extinct in this locality, but under the protection afforded by the Park Rules these birds will increase rapidly.

Fur-bearing Animals.

To a person wishing to see Beaver at work an exceptional opportunity is afforded to visitors, owing to the fact that the Beaver are plentiful in various localities in the Park. Other fur-bearing animals are few owing to the fact that they have been trapped in past years, prior to the establishment of the National Park.

Predatory Animals.

There are coyotes and mountain lions roaming within the Park and if they increase to any extent, will become a detriment to the preservation of other animals, when action will be necessary looking toward their destruction.

FOREST FIRES.

Owing to the fact that there has been a great deal of rain during the Summer, very few fires have occurred. Several fires were caused by careless campers but were extinguished by passers-by.

There are 6 tool boxes located in different parts of the Park which will be supplied with the necessary paraphanalia for fighting forest fires, in addition to installing tools in the Ranger cabins.

RANGERS.

There are only three rangers provided for this Park at a salary of $900.00 per annum, which salary I do not consider sufficient to attract the right kind of men, for this class of labor. This is an expensive locality to live and by the time a ranger has subsisted himself and his horse, he has little left for his efforts. In my opinion the salaries should be increased to $1200.00 per annum. A chief Ranger is not required for this Park until the number of rangers has been increased to five or more.

There should be a uniform designated for the rangers for summer use and this matter should be decided before the season of 1916. An olive drab uniform such as used by the U. S. Army, leather leggins, and soft, drab felt hat would be desirable.

RANGER STATIONS.

There are four ranger cabins within the Park, and located as follows:

Mill Creek Ranger Station.

Located on Mill Creek ½ mile from boundary line and about 7 miles from Estes Park village. Partly furnished. Connected with telephone.

Fall River Ranger Cabin.

Located on the Fall River road, 5miles from Park boundary line and about 14½ miles from Estes Park village. About ½ mile from terminus of present contract of Fall River road. Partly furnished.

Shelter cabin. Flat Top trail.

Located on Flat Top trail, 11 miles from Grand Lake and 15 miles from Estes Park. Not furnished.

Specimen Ranger Cabin.

Located at Poudre Lakes. Located about 3 miles from the western boundary, and ten miles from eastern boundary line by trail. 19½ miles from Estes Park village. Not furnished.

FIRE-WOOD

Free fire-wood permits are issued to residents of Estes Park and vicinity, for their own use with the understanding that they are to volunteer their services when necessary to suppress forest fires. These permits are issued for "dead and down" timber located in the "Pole Patch" near Mill Creek Ranger Station.

Permits are issued for fire-wood for "Commercial purposes" at the rate of 50 cents per cord. This wood is also taken from the "Pole Patch".

There is sufficient "fire killed" and "dead and down" timber located in the "pole patch" to supply the residents of Estes Park and vicinity for a number of years.

Ten "free permits" for fire-wood have been issued this season, for 74 cords, and one permit for two hundred cords for "commercial purposes" to the Y. M. C. A. Conference of Estes Park.

PERMITS.

The following permits have been issued.

Shepard N. Husted	Permit to guide. Per annum	$25.00
Charles E. Hewes	permit to guide. " "	$25.00
Glenn E. Mills	Permit to guide. " "	$25.00
Clifford S. Higby	Permit to guide. " "	$25.00
A. E. Sprague	Permit for 3000 ft. logs	unscaled.
W. R. Kibbe	Permit for 3000 ft. logs	unscaled.
D. J. March	All cut timber on Fall River road.	$80.00
Y. M. C. A. Conference.	200 cords fire-wood.	$100.00

CONCESSIONS.

No concessions have been granted other than the continuation of the permits for hotels and resorts issued by the Forest Service prior to the creation of the Park.

There are six resorts within the Park boundary as follows:

Summer Hotel and Resort at Fern Lake. Higby Bros. permittee's. Permit expires December 31st. 1915. Rate per annum $15.00.

Summer Hotel and Camp, at "The Pool". Higby Bros. permittee's. Permit expires December 31st, 1915. Rate per annum $10.00.

Summer Hotel building and Fish Preserve, at Bartholdt Park. A. E. Sprague, permittee. Permit expires December 31st, 1915. Rate per annum $35.00.

Summer camping grounds at Lawn Lake. Willard H. Ashton, permittee. Permit expires December 31st, 1915. Rate per annum $15.00.

Shelter cabin, at timber-line, Longs Peak. Enos Mills permittee. Permit expires December 31st, 1915. Rate per annum $15.00.

Summer camping grounds at Bear Lake. E. A. Brown, permittee. Permit expires December 31st, 1915. Rate per annum $15.00.

In my opinion the rates heretofore made by the Forest Service for permits for resorts were entirely too small.

RESERVOIRS.

There are a number of irrigating ditches and reservoirs located in the Park, title to which is in the name of private parties and corporations. This matter will be investigated at first opportunity and report made thereon.

CATTLE.

There have been no permits issued to transport stock through the Park, and only one instance is known where stock was transported and the owner of said stock has been notified by me, of the Rules and Regulations covering this matter. There is no stock grazing in the Park at the present time under permit and the Department has decided not to allow the use of lands within the Park for grazing purposes.

MINERAL CLAIMS.

There are several so-called Mineral Claims within the Park and this matter is now under investigation to find whether or not the claims are valid.

PATENTED LANDS:

There are sixteen locations of patented lands, homestead entries, timber and stone, and pre-emption entries within the Park. One of these locations is that of Daniel T. March in Sec. 11, T.5N., R74 W. which is just within the boundary line on the Fall River road at what is now known as the main entrance to the Park.

TELEPHONE LINES.

There is at the present time within the Park boundaries two telephone lines, one being located parallel with Mill Creek, which was used to connect the Mill Creek Ranger Station with the public telephone line. The line extends approximately ½ mile within the boundary and 3½ miles outside. The line is in good condition with the exception of ¾ mile which requires reconstruction. It is the intention to install a telephone instrument in the Mill Creek Ranger station this Fall.

The Fall River line extends from the Public exchange in Estes Park, running parallel with the Fall River road to the Main Entrance of the Park, and has been extended by the contractor of the Fall River road for a distance of 1½ miles. I believe it will be advisable to install a telephone instrument at this point and continue the line to Fall River Ranger Station, a distance of 3½ miles and eventually to continue the line to Specimen Ranger Station, a distance of five miles from the Fall River Station.

The telephone line extending from Estes Park to Longs Peak Inn which was supposed to have been turned over to the Department as outlined in the letter of Secretary of Agriculture to the Secretary of the Interior dated April 3rd, 1915, should not be accepted, as it does not enter the Park at any point and is of no use to this office and would be a source of needless expense to keep in repair.

TRANSPORTATION.

There is no transportation furnished this office and it has been necessary to hire an automobile on numerous accasions to make trips to certain points of the Park which are accessable. Had there been available transportation no doubt more frequent trips would have been made, and it might be advisable to consider the purchase of an automobile to be used in connection with the administration of this office.

CASUALTIES.

During the month of August, Bertha Herbaugh of Highland, Ill. dislocated her elbow on the trail to Fern Lake. Proper action was taken at the time, consequently the affair was not serious.

On September 2nd, 1915, Dr. Thornton R. Sampson of Austin, Texas, left Grand Lake with the intention of going to Estes Park and was last seen on the Flat Top trail about two miles from Grand Lake by a licensed guide. On notification of his disappearance September 14th. prompt action was taken to locate his where-abouts and volunteer searching parties were organized, assisted by Forest Service rangers and Park rangers, but without result. The supposition is he became bewildered after reaching Flat Top Mountain and was unable to locate the trail. It is also possible that Dr. Sampson may have been struck by lightning or may have had an attack of heart failure.

Since the disapperaance of Dr. Sampson the line of cairns which distinguish the trail across Flat Top mountain have been rearranged and numerous other cairns which were in existence have been destroyed. The cairns at the present time are arranged about 200 feet apart and it is the intention to paint them white with a black circle about one foot from the top.

VISITORS.

It is impossible to report the number of persons who visited this Park during the season of 1915, other than a rough estimate. The majority of people entering the Park enter through the eastern boundary, as a rule from the village of Estes Park. During the Summer season of 1914 a check was kept of the number of visitors to this region and an estimate of 56000 persons was made at that time. From observation and information obtained from business men in this locality I would state that the number of visitors to Estes Park during this season was ten thousand less than the previous year viz: 46000.

Estimating that two-thirds of this number entered the National Park, this would make the approximate number of visitors 31000.

The following list shows the number of patrons of the resorts within the Park, during the past season.

Higby Bros-Fern Lake. Hotel and Summer Camp	1055
Higby Bros- "The Pool". Rest House. (estimated)	25
W. H. Ashton-Lawn Lake. Rest House. (estimated)	100
Enos Mills-Longs Peak. Shelter cabin. Lodging and meals.	430
Enos Mills-Longs Peak. Shelter Cabin. Without lodging or meals.	1664
A.E.Sprague-Bartholdt Park. Hotel and Summer Resort. (estimated)	800
E.A.Brown-Bear Lake. Summer resort and camp. (estimated)	500

RECOMMENDATIONS.

I herewith submit the following recommendations:

That this office should have the services of a clerk and stenographer at a salary of nine hundred dollars per annum.

That a two seated automobile be purchased for the use of this office.

That the salaries of Rangers be increased to $1200 per annum.

That the force of rangers be increased to four for the present.

That the legislation be recommended for an appropriation of $50000 for the continuation of the Fall River road.

That the telephone line on Fall River road be extended to Specimen Ranger Station.

That a shelter station be constructed on the eastern slope of Flat Top Mountain.

That the following new trails be constructed, if an appropriation is made sufficiently large for this purpose:

Trail on Tombstone Ridge. Terminating at Poudre Lakes. Distance 15 miles.

Trail from Lake Helene to Flat Top Mtn. Distance 1½ miles.

Trail from Odessa Lake to Lake Helene. Distance 1½ miles.

Recommendations (continued)

Trail from Fern Lake to Hour Glass lake via Spruce lake. Distance 3 miles.

A trail from "The Pool" through Forest Canyon to Poudre Lakes. Distance 15 miles. This trail would pass through the best timbered region in the National Park.

A trail to Mills Lake and Glacier Gorge. Distance about 3 miles.

A trail from Fall River Ranger Cabin to the northern boundary of the Park at a point where the Poudre River crosses the boundary line. Distance about 5 miles.

Foot trail to Chasm Lake, located at the head of "East Gorge" of Longs Peak.

NOTE: The average cost of trails in this locality is approximately $150.00 per mile.

Very respectfully,

C. P. Trowbridge
Acting Supervisor.

DUPLICATE

12-15 Report Annual

ANNUAL REPORT
on the

Rocky Mountain National Park, for the year 1916.

CONTENTS
-------O-------

Page.

1---------General Statement.

3---------Roads.

7---------Trails.

8---------Telephone lines.

10---------Miscellaneous "Special Use" permits.

10---------Cattle grazing.

11---------Ranger stations and shelter cabins.

13---------Guides

13---------Resorts.

14---------Visitors.

15---------Timber cutting.

16---------Forest fires.

16---------Employees.

17---------Game.

17---------Reservoirs.

18---------Recommendations.

C.R. Trowbridge
Acting Supervisor.

DUPLICATE

DEPARTMENT OF THE INTERIOR

WASHINGTON
ROCKY MOUNTAIN NATIONAL PARK

Supervisor.

Estes Park, Colo.,

October 15, 1916.

To the

Honorable the Secretary of the Interior

Washington, D. C.

Sir:

I have the honor to submit the following report of conditions and administration in the Rocky Mountain National Park for 1916.

GENERAL STATEMENT.

The Rocky Mountain National Park was created by the Act of January 26, 1915 (Public 238, 63rd Congress). The Park is located in northern Colorado, and embraces an area 25 miles in length in a northerly and southerly direction, with a maximum width of 17 miles, covering in all 358½ square miles. It is accessible for automobiles at four different points, and numerous trails lead to the various places of interest within its boundaries, the most central point of entrance being, on the Eastern slope, from the village of Estes Park, and on the Western, from the village of Grand Lake.

The village of Estes Park, distant approximately 7½ miles from the main entrance to the National Park, is 22 miles from Lyons, Colorado, 43 miles from Loveland, and 42 miles from Fort Collins, the three nearest railroad points, and is connected by automobile stage

lines making scheduled trips. There are also automobile stage lines running direct from Denver, Boulder and Greeley, to Estes Park. This region, under the present schedule of railroads and automobiles, is only 4 hours distant from Denver. From the village of Estes Park many picturesque roads and trails extend toward the Park boundaries, most of them entering the National Park.

During the winter of 1915-16 the administrative office was located in the Federal Building in Denver, but is now located in the village of Estes Park. If the bill for the proposed extension of the National Park becomes a law and the Park boundaries are extended to closer proximity to the village of Estes Park, an office and residence for the Supervisor should be constructed by the Department, within the boundaries of the Park.

ROADS.

Fall River Road:

The Fall River Road, which is now under construction by the State of Colorado, extends into the Park a distance of approximately 7 miles, and work is now in progress under a contract made by the State Highway Commission for the further construction of two miles, which the contractor expects to complete in the fall of 1916.

According to a survey of this road completed in July, 1916, by surveyors of the Geological Survey, there still remains to be constructed 16.13 miles to a point where the proposed road will join the County road from Grand Lake, in Section 13, T. 5 N., R. 75 W., distant approximately 10 miles from Grand Lake.

That part of the road now completed is in fairly good condition for a mountain road when it is taken into consideration the small amount expended for maintenance. The three miles of road constructed in 1915 should be dragged and surfaced in many places. During the spring thaws there were a number of "washouts" which destroyed stone embankments and the roadbed at different points. Under verbal instructions of May 20, 1916, from the Superintendent of National Parks, that this was considered a State road until completed and that no Park funds were to be expended for maintenance, authority was obtained from the State Highway Commissioner to employ laborers at the expense of the State to place this road in proper condition for the traffic of 1916.

In order to properly maintain this road for travel, two men and

a team should be employed during the months of June, July and August, and I doubt that the State authorities will take this necessary action.

That part of the road constructed in 1914, and known as the "Convict Road", is entirely too narrow, and in order to prevent accidents should be widened in a great many places. During May and June, 1916, twenty-six corrugated iron culverts were placed on this section of the road, and gutters opened to connect with them, expense paid from the Park appropriation.

Grand Lake County Road:

The roadway running north from Grand Lake, and which will eventually connect with the present Fall River Road, has not been extended this year, no work having been done by Grand County on this road since 1915.

Road to Sprague's:

The road to Sprague's resort on Glacier Creek, entering the Park from the Y. M. C. A. conference grounds, is now in good condition, considerable work having been done in June, 1916, from the Park appropriation.

Bear Lake Road:

That is now known as the Bear Lake Road, commencing at a point on the Sprague Road in Section 1, T. 4 N., R. 73 W., was reconstructed

DEPARTMENT OF THE INTERIOR
WASHINGTON

in July and August for a distance of 1.3 miles, to a point in Section 12, T. 4 N., R. 73 W., at the junction of the Bierstadt Lake Trail. This road crosses Glacier Creek, over which a bridge was constructed, and there has been considerable automobile traffic since it was completed in August. At a comparatively small outlay of money this road can be extended to within one-half mile of Bear Lake, and eventually to Loch Vale. This will provide rapid and easy transportation, by a new and scenic route, for a great number of tourists who would not undergo the hardship of a horseback trip.

Copeland Lake Road:

This road enters the Park in Section 22, T. 3 N., R. 73 W., a short distance west of Copeland Lake, following for a distance of approximately 1½ miles the North St. Vrain Creek. A small amount of work was done on this road this season making it passable for automobiles. This road should be extended whenever funds are available, and thereby open up a part of the wildest section in the Park, commonly known as "Wild Basin".

Sand Beach Lake Road:

This road enters the Park approximately a half mile north of the Copeland Lake Road, and runs parallel to it for a distance of approximately 5½ miles to Sand Beach Lake. The greater part of this road is nothing more or less, at this time, than a trail, no work having been done on it for several years. The property owners in the

locality of Allen's Park desire that this road be opened up, and are anxious to contribute their share on that part which lies outside the Park boundary.

Mill Creek Road:

This road runs parallel to Mill Creek, and extends approximately a half mile into the Park to the Mill Creek Ranger Station. The road is in poor condition, and unless it is made passable for automobiles outside the Park, I do not believe it advisable to make any expenditures on that part which is within the boundaries. In entering the Park over this road it is necessary to pass over several tracts of private property. Most of the traffic at this point consists of hauling fire-wood by the inhabitants of Estes Park.

Beaver Creek Road:

This road commences at the highest point of the "High Drive" in Horseshoe Park, and enters the National Park in Section 19, T. 5 N., R. 74 W., and extends for a distance of approximately 1½ miles, some parts of which pass over private land. It is in fair condition, but unsuitable for automobiles at the present time.

TRAILS

The most interesting and scenic parts of this Park can be reached by trail only, the majority of which are in good condition. New new trails have been constructed since the Park was created. Commencing June 1st, most of the existing trails were cleaned of fallen timber and kept in repair during the summer. Considerable work was done on Flat Top trail, extending from Grand Lake to Mill Creek Ranger Station, a distance of approximately 18 miles. Small bridges and culverts were constructed where nedessary and on the summit of Flat Top Mountain, extending about four miles, a line of cairns was constructed, numbering 163. These cairns average five feet in height, the tips of which are painted white and black in order that they may be distinguished under all conditions.

A great number of new trails should be constructed and so recommended in my last annual report, but the present appropriation does not admit of expenditures for this purpose.

TELEPHONE LINES.

The Department controls and maintains two separate telephone lines, one being in T. 4 N., R. 73 W., known as the Mill Creek line, extending approximately 4 miles from the Mill Creek Ranger station to the public telephone line, one half mile of which is within the Park boundary. Permits have been issued for the following connections with this line:

Byerly & Rogers, resort at Fern Lake.

Approximately one half mile of this line should be reconstructed this fall.

The other is known as the Fall River line, and extends from the Estes Park telephone exchange to the present terminus of the Fall River Road, a distance of approximately 13 miles, two miles of which was newly constructed this season, and a mile and a half is a reconstruction of the old line following what was known as the "Convict Road". This line will be carried to Grand Lake, material having been purchased for the further extension of 15 miles. When the Fall River Road is completed to the Fall River Ranger Station, which it is expected to be about November 1st, the line will be extended to that point this year. There are two telephone instruments connected with this line and located at convenient points within the Park. Permits have been issued for the following private connections:

Daniel J. March, Fall River Lodge.
Bradley & Patrick, Horseshoe Inn.
Fred J. Bunnell, residence.

George Tritch, residence.
F. O. Stanley Power Company, power house.
Estes Park Fish Hatchery--Use of State. (No charge.)
Old Man Ranger Station--Forest Service. (No charge.)

The above permits expire December 31, 1916.

I believe it advisable to construct a branch line from the Mill Creek line, extending up Glacier Creek to the Bear Lake Road, a distance of approximately two miles. This would allow the resorts of A. E. Sprague in Bartholdt Park, and A. E. Brown at Bear Lake, to connect with this line. There is sufficient timber for poles in close proximity to this proposed line.

The rate now charged for connection with the Government lines is $6.00 per annum, and attention is invited to the advance in the charges made by the Forest Service for connection of telephone lines controlled by them. Owing to the high price of materials, it might be advisable to increase the rate in the Park Service.

MISCELLANEOUS SPECIAL USE PERMITS.

	Annual rate.
Arbuckle Reservoir Company, land for pasture and barn	$10.00
Enos Mills, irrigation ditch	No charge
D. K. Dannels, irrigation ditch	" "
N. R. Lee, cabin at irrigating reservoir	" "
J. H. Hutchinson, roadtto irrigating reservoir	" "
H. B. & B. Ramsey, irrigation ditch	" "
Farmers' Ditch & Reservoir Company, cabin at irrigating reservoir	" "
Enos Mills, telephone line to timberline on Long's Peak	" "

CATTLE GRAZING

Under instructions of the Department no permits are issued for cattle grazing in the park, but straggling cattle have crossed the boundary on both the Eastern and Western slopes and caused considerable damage to roads and trails.

Only one permit was issued during the year for the transporting of cattle over Park lands and this was issued to J. Christensen for 100 head.

RANGER STATIONS AND SHELTER CABINS.

Mill Creek Ranger Station:

Located on Mill Creek, one half mile from boundary line and seven miles from Estes Park village. Constructed of logs. Shingle roof. Partly furnished. Connected with telephone.

Fall River Ranger Station:

Located on the Fall River Road, five miles from the Park boundary line and about fourteen and one half miles from Estes Park village. The Fall River Road when constructed will pass directly in front of this cabin. The cabin is constructed of logs. Rubberoid roof. One half mile distant from telephone station. Furnished with stove and cooking utensils only. It is left open for the use of travelers.

Specimen Ranger Station:

Located at Poudre Lakes, three miles from the Western boundary, ten miles from the Eastern entrance, nineteen and one half miles from Estes Park village, and close to the proposed Fall River Road as shown by accepted survey. Constructed of logs. Rubberoid roof. Furnished with stove and cooking utensils. Cabin left open for the use of the public.

Shelter Cabin-Flat Top Trail:

Located at Timberline, 100 yards from Flat Top Trail, 11 miles from Grand Lake, and 15 miles from Estes Park. Constructed of logs.

DEPARTMENT OF THE INTERIOR
WASHINGTON

~~enclosed~~. Corrugated iron roof. Furnished with stove and cooking utensils only. This cabin is left open for travelers.

In all the above cabins are cached tools for suppressing forest fires.

GUIDES

The following permits were issued for guides during the past year, at the rate of $25.00 per annum:

Shepherd N. Husted	Charles E. Hewes	Edward W.Rowand
Clifford S. Higby	Glenn E. Mills	Sidney M.Golden
Harry L. Higby	Harold M.Dunning	Emil Johnson.

RESORTS.

There are six resorts within the Park boundaries, shown as follows:

	Rate Per Annum
Byerly & Rogers, summer hotel and camp at Fern Lake	$25.00
Byerly & Rogers, camp at "The Pool"	25.00
A.E.Sprague, hotel and fish preserve in Bartholdt Park	50.00
Bradley & Patrick, shelter house and camping ground at Lawn Lake	50.00
Enos Mills, shelter cabin at Long's Peak	25.00
A.E.Brown, shelter house and camping ground at Bear Lake	25.00

All the above permits expire December 31,1916.

VISITORS.

There were more visitors in this region than ever before in one season and during the months of July and August the hotels were filled and for several weeks tourists were turned away owing to the lack of accomodations. The different hostelries are now arranging to enlarge, in order to handle the anticipated increased patronage next season. The threatened railroad strike in the early part of September prevented a great many from visiting the Park and had a tendency to shorten the stay of those that were there; otherwise the tourist business for September would have been as heavy as that of the previous two months.

It is impossible to report the total number of persons entering the Park but a conservative estimate would place the number of visitors in Estes Park and vicinity on the eastern slope and Grand Lake on the western slope at 70,000. At least two thirds of this number entered the National Park, which would make in round numbers 47,000.

The following list shows the number of persons patronizing the different resorts in the Park during the season:

"The Pool"	Not operated
"Fern Lodge" - Fern Lake	1084
Lawn Lake Shelter Cabin - Lawn Lake	300
Longs Peak Shelter Cabin- Longs Peak	717
Spragues Hotel - Bartholdt Park	745
"Camp Comfort" - Bear Lake	787
Total -	3633

TIMBER CUTTING.

No permits are issued for the cutting of timber, except "dead and down" timber in different localities which have been burned over in past years, and on the right of way of the Fall River road.

All timber on the right of way of the three miles of Fall River road, constructed in 1915, has been sold to D. J. March and will be removed this Fall.

Timber located in the area burned in 1915 has been sold to A. Griffith.

Timber for firewood is given free to residents of Estes Park and vicinity, for their own use, with the understanding that they volunteer their services when necessary to suppress forest fires. These permits are issued for timber located in the "Pole Patch", near Mill Creek ranger station. Residents near Grand Lake are allowed firewood under the same conditions, to be obtained in Section 18, Township 3 North, Range 75 West.

Permits are issued for firewood for commercial purposes at the rate of 50 cents per cord and obtained from the same localities, with the exception of firewood for use of the Y. M. C. A. Conference, which is obtained in Section 7, Township 4 North, Range 73 West.

FOREST FIRES.

On October 31, 1915, a large fire occurred in Section 14, T.5 N., R.74 W., covering an area of approximately 325 acres, a part of which was on private land. The fire originated in a pile of sawdust on the site of a dismantled saw mill. With the assistance of volunteers from the village of Estes Park and vicinity, the fire was suppressed after burning two days. During the summer of 1916, owing to the scarcity of rainfall, the Park area was exceedingly dry and the danger from fire was extreme, but fortunately none occurred within the Park. A number of fires occurred just outside the boundaries, but proper action was taken to prevent their spreading. During the past year eleven fire-tool boxes, fully equipped, have been installed in different parts of the Park. There is at present eighteen fire-tool stations - thirteen on the eastern slope and five on the western slope.

EMPLOYEES.

There are at present employed one Chief Ranger at a salary of $1800.00, and four Rangers at a salary of $900.each. Also one temporary Clerk and Stenographer at $1200.00, whose term of service expires October 15, 1916. I consider the number of rangers now employed sufficient for all present needs, but the salaries paid are not sufficient and should be increased. It is impossible to employ men of the class required for this work at the rate now paid.

GAME.

There is no evidence of the slaughter of game during the past year in the Park, a strict vigilance having been kept during the winter months for hunters and trappers. Mountain sheep are plentiful and no doubt increasing and have been seen more frequent by tourists than in former years. It is now possible to approach them quite closely and one instance is known where an automobile came within thirty feet of a group which did not disturb them. One ranger reports seeing one hundred and eighty-two in one group near Specimen Mountain.

Firearms are not allowed in the Park and a notice to this effect is posted at all entrances.

RESERVOIRS.

The following is a list of irrigation reservoirs in the Park, the rights of which were obtained prior to the creation of the National Park:

				Approved
Western Construction Co.	Sec.15,	T3N	R73W	(Pending)
Copeland Park Reservoir	" 15-21,	"	"	"
Bear Lake Reservoir	S.12-13-14-23,	T4N	R74W	"
Longs Peak Res.& Irr.Co.	Sec.18,	T3N	R73W	June 29,1898
Supply Res.No.1 R.R.Mathews	" "	"	"	Oct. 1, 1910
Copeland Res.Town Longmont,	Sec.22	"	"	June 26,1916
Glacier Res. S.R.Lee	Sec.1-2-3-4-8,	T6N	"	Sept.26,1913
Lyons Lake Res.Town Lyons	Sec.12	T3N	R74W	Apr. 9, 1914
Thunder Lake Res. C.S.Burford	Sec.12	"	"	" " "
Box Lake Reservoir,C.S. "	" 13	"	"	" " "
Green Lake " " " "	" 14	"	"	" " "
Long Lake " " " "	" 13	"	"	" " "
Billings and Buckle Res.	Sec.25-26-27,	"	"	Mar. 15,1904
Hutchinson Res.J.H.Hutchinson	Sec.35-36	"	"	July 9, 1914
Lawn Res. Farmers Irr.& Ditch Co.	Sec.24-25	T6N	R74W	Dec. 19,1903
Hines Reservoir No.2	Sec.29-30-32	T3N	R75W	June 20,1907

RECOMMENDATIONS.

I herewith submit the following recommendations:

That the Department endeavor to obtain necessary legislation to increase the annual appropriation for this Park. The present appropriation being only ten thousand dollars, there is a very small amount left for improvements after necessary expenditures are made for maintenance and protection;

That the salaries of rangers be increased;

That the boundaries of the Park be surveyed and properly marked;

That when sufficient funds are available an office and residence for the Supervisor be constructed;

That arrangements be made with the Department of Agriculture for the transfer to the Department of the Interior, of the "Polo Creek Ranger Station", located on the Western slope, in Section 19, Township 3 North, Range 75 West;

That the appropriation for 1918 include authority for the purchase of an automobile for use in the administration of the Park.

Very respectfully,

C. P. Trowbridge,
Acting Supervisor.

ANNUAL REPORT

1917

Annual Report
1917

ANNUAL REPORT
FOR THE YEAR 1917
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

L. C. Way, Chief Ranger in Charge.

Table of Contents.

	Page
Accidents	9
Bear	6
Bear Lake-Sprague Road	3
Beaver Creek Road	2
Birds	6
County Roads	3
Deer	6
Elk	6
Eastern Approach	4
Fall River Road	3
Fish	4
Forest Fires	7
General Statement	1
Improvement	7
Mountain Sheep	5
Mill Creek Road	2
Predatory Animals	6
Southern Approach	4
Trails	8
Travel	1
Violation of Regulations	6
Western Approach	4
Wild Animals	5
Winter Sports	8
Women Nature Guides	8

ROCKY MOUNTAIN NATIONAL PARK

L. C. Way, Chief Ranger in Charge,

Estes Park, Colo.

GENERAL STATEMENT.

The Rocky Mountain National Park was created by the act of January 26, 1915 (Public No. 238, Sixty-third Congress). Under the act approved February 14, 1917 (Public No. 316, Sixty-fourth Congress), entitled "An Act to add Certain Lands to the Rocky Mountain National Park, Colorado." approximately 43 miles have been added, making the present area of the Park approximately 400 square miles. Exclusive jurisdiction over this area has not as yet been ceded to the Federal Government by the State of Colorado.

TRAVEL.

Due to a severe winter and late spring the roads and trails within the Park were not opened to the public until after June 10th, and in high elevations not until July 15th. This prevented many early arrivals enjoying the Park. No count was taken of people entering the Park prior to July 4, 1917. The aggregate number of persons entering the Park from July 4 to September 30, 1917, is as follows:

Estes Park entrance.....

Long's Peak entrance.....

Grand Lake entrance.....

Total.....

Automobiles:

Estes Park entrance.....

Long's Peak entrance.....

Grand Lake entrance.....

Total.....

Number of States Represented.....

Colorado.....

ROADS.

Within the Park boundaries there are only five miles of road under absolute Park jurisdiction:

BEAVER CREEK ROAD. Beginning at a point on the east line of Sec. 24, T. 5 N., R. 74 W., 6th P. M., and extending thence northwesterly a distance of 1½ miles to a point in Sec. 14, same township and range. This road is used only as a logging road for the removal of burned timber and by fishermen, and is in bad condition.

MILL CREEK ROAD. Beginning at a point in Sec. 6, T. 4 N., R. 73 W., 6th P. M., and extending thence to Mill Creek Ranger Station

in Sec. 1, T. 4 N., R. 74 W., 6th P. M., distance 1¼ miles. This road is extensively used by parties going over Flattop trail to Grand Lake and side trips from said trail; also for hauling timber and wood from old burns. It should be placed in first class condition for present use and to open up public camping ground sites.

BEAR LAKE-SPRAGUE ROAD. Beginning at a point on the north line of Sec. 8, T. 4 N., R. 73 W., 6th P. M., and extending thence southwesterly to a point in Sec. 13, T. 4 N., R. 74 W., 6th P. M., distance 2½ miles. This road is in good condition and is extensively used by parties going to Bear Lake, Loch Vale, Glacier Gorge and Sprague's. It should be extended to Bear Lake.

In addition to the above, we have within the Park boundaries approximately 50 miles of county roads, generally in very poor condition. Steps should be taken to have these roads placed under the control of the National Park Service as soon as adequate appropriations can be secured to place them in good serviceable condition.

Contracts have been let for the completion of additional sections of the Fall River road by the State of Colorado, one section on the western slope and one on the eastern slope of the Continental Divide. Contracts for connecting sections to complete the road will probably be awarded this Fall, and it is expected that work will begin early in the Spring of 1918. Little has been

accomplished this season on account of the late season.

EASTERN APPROACH.

Roads from Fort Collins, Loveland and Lyons, Colorado, have been in poor condition this season, especially sections passing through Larimer County. During the early part of the season it was at times impossible to move freight from railroad terminals at Fort Collins, Loveland and Lyons, Colorado, to the Park. Our supply of provisions and coal ran low, and building operations within the Park were retarded.

SOUTHERN APPROACH.

The travel over the South St. Vrain road via Boulder and Lyons, Colorado, has increased 150% this season due to the condition of the road, which has been good, and to scenic attractions.

WESTERN APPROACH.

This approach will not become popular until the Fall River road across the Continental Divide is completed. Travel over this approach, however, has increased this season via Granby, Colorado, and road conditions have been generally good.

FISH.

Through a cooperative agreement with the Colorado State Game and Fish Commission we have secured from the Estes Park Hatchery and planted in streams within the Park 340,000 Eastern Brook trout. Two

hundred thousand black spotted trout will be available from this hatchery, and a shipment of 10,000 Black Spotted trout will be received from the Federal Government hatchery at Leadville, Colorado, about September 20th. Both consignments will be placed in streams and lakes within the Park. Fish generally have not risen to the fly as readily this season as last, but fair catches have been the rule.

WILD ANIMALS.

Due to the closed season in the State of Colorado, and to close supervision over game by Park officials, very gratifying results have been obtained from a game standpoint within the Park. Unfortunately the Colorado Legislature has declared an open season for 1918. This is regretable, since deer have become very tame and during the winter range in the lower altitudes near the Park boundaries.

Mountain Sheep (Bighorn). Mountain Sheep (Bighorn) have increased wonderfully. The lamb crop this spring was reported to be the largest known here. The sheep have become surprisingly tame. Bands numbering 192 have been approached to within 50 yards without causing them to scatter. The writer this summer approached within 50 feet of two rams without their becoming frightened. Unfortunately a few of the sheep are affected with scabies, and steps are being taken to eliminate the disease before the entire band becomes affected.

The fact that sheep can be approached in automobiles and

seen in this way most every day adds to their value within the Park.

Deer. Deer are also on the increase within the Park, and are becoming wonderfully tame. Herds of 63 have been counted. They show little fear of human beings, and pictures are easily secured.

Elk. In 1914 twenty-five elk were shipped in from Yellowstone. Several died the first year, and others drifted from the Park. The remnant of the original band, however, has now secured a good footing and is growing rapidly. Seven calves were counted this year, and the known band now numbers 27 head

Bear. Bears are not numerous within the Park. Three black, one brown with cub, and one silvertip, have been reported this season.

Predatory Animals. A start was made last winter to eliminate predatory animals, but as a great amount of necessary improvement work was carried on by the Ranger force, little was accomplished, five fox and seven marten being the extent of this work. Two lions were reported within the Park, but we were unsuccessful in our attempt to trap them. Two deer and one sheep have been reported killed by lions. Much better results are expected from this work this coming winter.

Birds. Song and insectiverous birds, through the elimination of the cats and the small boy with his rifle, are increasing, 175 different species being reported for this season. An exceptional increase in ptarmigan is also apparent.

VIOLATION OF REGULATIONS.

Several minor violations of Park regulations have occurred this season, none, however, flagrant enough to make court action

necessary. In all cases an amicable settlement was made, which resulted in hearty cooperation by the offending parties.

FOREST FIRES.

Five fire calls were responded to by the Ranger force, three within the Park and two on National Forest lands adjacent to the Park, none of which resulted in damage. Our new fire plan, introduced this season, has proven very effective, great credit being due to local people for cooperation, and especially to the Rocky Mountain Parks Transportation Company, the greatest amount of time required in any case being seven minutes to place at my disposal six men and an automobile for a fire which occurred in Beaver Creek Canyon. Their prompt response on this occasion prevented a disastrous fire.

IMPROVEMENTS.

Chief among our improvements this season is the construction of eighteen miles of metallic circuit telephone line from the Mill Creek Ranger Station to Grand Lake, giving communication between District Rangers and the Supervisor's office. This work has been done, mostly on snowshoes and skis, during the winter months.

Three new caches for fire tools, log construction, large enough to afford shelter in case of emergency, have been completed, and work is progressing rapidly on others. This work is being done entirely by rangers. The new caches replace the board boxes now in use.

A new log shelter cabin with fireplace, located on the Cache la Poudre river, is about completed.

Residence for Chief Ranger in Charge. Size 24 x 30 with a 10 x 12 addition and a 10 x 30 porch. This building has been occupied since May and is rapidly nearing completion.

TRAILS.

One mile of new trail has been built. This trail will ultimately reach Lakes Nanita and Nakoni on the Western Slope. Owing to the small amount of money available we could do no more than put the old trails in passable condition.

WINTER SPORTS.

A winter sports carnival was held in February, 1917, which is, I believe, a new departure in National Parks. The carnival was a decided success, 463 people participating in the sports, which consisted of snowshoeing, skiing and tobogganing. The Colorado Mountain Club and the Estes Park Outdoor Club brought out 85 members. While the members of these clubs are thoroughly familiar with the Park under summer conditions, they are all agreed that winter conditions equal if not surpass summer, both from a scenic as well as a pleasure standpoint. Work is now under way to improve ski runs and toboggan slides at Fern Lake. Carnivals will be held yearly hereafter.

WOMEN NATURE GUIDES.

Another new attraction introduced this season is the Nature Guide. Young ladies versed in flowers, birds, animals and trees, teach men, women and children nature lore. They have been highly

successful and popular this season, and fill a long felt want. They are required to pass an examination as to their qualifications as nature teachers and in first aid work and knowledge of the country. Their operations (unless accompanied by a first-class guide) are limited to one day trips below timberline and to sections they are familiar with.

ACCIDENTS.

I regret to report three serious accidents, one resulting fatally, within the Park this season.

Mrs. Peter Hondius, of Estes Park, Colorado, while participating in a toboggan race during the winter sports carnival in February, was thrown from a toboggan, resulting in a broken leg.

On August 2nd Miss Eula Frost, of Sterling, Colorado, in company with Mr. Homer Thompson, of Estes Park, Colorado, attempted to cross a large snow drift near the Fall River Road. Miss Frost lost her footing and pulled Mr. Thompson down. They both slid down the drift, Miss Frost a distance of approximately 500 feet, striking outcropping rocks which caused her death. Mr. Thompson missed the rocks and continued to slide another 500 feet to the lower edge of the drift, receiving several serious cuts and bruises, none of which proved fatal.

Several minor accidents occurred this season, due to automobiles running into equestrians, resulting in minor cuts and in one case the breaking of a horse's leg.

ANNUAL REPORT

1918

Annual Report
1918

September 14, 1918.

File No. 142.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

I enclose herewith Annual Report for the Rocky Mountain National Park, for the Fiscal Year 1918.

You will note that I have tabulated the visitors by States, with explanatory notes as to how this data was secured. The checker at Estes Park will remain on duty until October 1st, and we will wire you additional number of visitors October 12th, as per your request. No attempt has been made so far to estimate the number of visitors missed by checkers. An estimate as to these will be submitted on October 12th, together with an estimate for Grand Lake. I am trying to secure accurate figures from hotel keepers at Grand Lake, which will perhaps amount to 15 per cent of the total attendance.

I trust that this report will be in sufficient detail.

L. C. Way

Very truly, yours,

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON



August 24, 1918.

Dear Mr. Way:

Please forward to this Service a report of the conditions of affairs in and the management of Rocky Mountain National Park during the past fiscal year. This report must reach this office not later than September 20. If for any reason you can not possibly have the report here by that time, notify us of this fact by September 15, at the same time stating the reasons why it is impossible for you to comply with this request.

In order that the report when printed may contain the very latest information obtainable as to travel in the park, you are requested to omit from your manuscript the actual figures, but on October 12 you should compile the figures for the entire park season and telegraph this information to this Service for insertion in the report here.

The manuscript of the report should as far as possible be typewritten, double-spaced, free from interlineations, consecutively paged, and provided with a table of contents. Exhibits should each be suitably marked, and referred to by such marks wherever mention is made of them in the body of the report. Unimportant exhibits, or photographs not connected with or showing the condition of the park, should be omitted.

In preparing this report, it is suggested that you refer to the report of the Acting Superintendent of Yellowstone Park published in the Annual Report of the National Park Service, copy of which you have, as we wish you to submit a more detailed report than you prepared last year.

Please do not follow the wording of the reports of previous years for Rocky Mountain National Park, except so far as the general statement at the beginning of the report is concerned. What we want is a new, original report, in considerable detail. It is suggested that you use your monthly reports to the Service as the bases of this annual report.

Give particular attention this year to such features as tourist travel, the wild animals of the park, etcetera, and make any comments that you think would be of interest to the public. Bear in mind that we want you to tell the public, not us particularly, just what has transpired in the promotion, administration, protection, maintenance, and improvement of Rocky Mountain Park during the past year.

Cordially yours,

Horace M. Albright

Acting Director.

Mr. L. C. Way, Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

September 28, 1918.

File No. 142.

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

Your letter of September 23rd is received.

The Glacier Basin Road, as a National Park Road, is now extended to the Mill Creek Road, as described in my Annual Report. The status of the Beaver Creek Road is identical this year with the status last year. The National Park Road does not begin until it reaches the old boundary line. From the old boundary line to the junction with the High Drive Road, the road crosses private property. It seems impossible to determine the exact status, some claiming that it is County Road, others that it is not. Through an oversight, the Mill Creek Road was omitted from this year's report. Conditions this year are identical with those reported in last year's report. I enclose a description, which can be inserted after the description of the Beaver Creek Road, if you so desire.

I enclose herewith administrative map, with the roads marked in colors, and a legend, as you suggest.

Very truly yours,

Superintendent.

Enclosure.

Dictated by M. Way
& Signed in his absence to
avoid delay. JAS Clark

Table of Contents.

	Page.
General Statement	1
Travel	1
Travel by States	2
Roads	5
Trails	10
Bridges	11
Concessions	12
Construction of Buildings,	13
Repairs of Buildings,	14
Construction of Telephone Lines,	15
Maintenance and Repair of Telephone Lines	15
Camping Grounds,	17
Wild Animals and Birds,	18
Birds, Flowers, Shrubs and Trees,	23
Catalogue of Birds of the Rocky Mountain National Park,	25
Catalogue of Plants of the Rocky Mountain National Park,	37
Ranger Force	53
Fish,	54
Forest Fires,	55
Winter Sports,	56
Accidents,	57
Violations of Regulations,	58

ROCKY MOUNTAIN NATIONAL PARK.

L. C. Way, Superintendent, Estes Park, Colorado.

General Statement.

The Rocky Mountain National park was created by the act of January 26th, 1915 (38 Stat. 798). Under the act approved February 14th, 1917, (39 Stat. 916), entitled "An act to add certain lands to the Rocky Mountain National Park, Colorado," approximately 43 square miles have been added, making the present area of the Park approximately 400 square miles. The above acts provide that not more than $10,000.00 shall be expended for administration, pritection and improvement in any one year, without special act of Congress. Exclusive jurisdiction over the above area has not yet been eeded to the pederal Government by the State of Colorado.

T r a v e l .

An absolute check on the number of people entering this Park can not be had under the present conditions. We have no entrance gates, and no official checkers to ascertain the number of people, or where they come from. This is a disadvantage from the standpoint of the visitors, as well as from that of the Park, for with official entrance gates and checkers, we would be in a position to give needed information to the visitors, which would add to their pleasure, as well as information on traffic, and other regulations, necessary for the safety and protection of all.

Travel to about June 15th, this year, was exceptionally heavy, at which time a cold wave swept the country, with heavy rains almost daily, and travel fell off greatly, increasing again after August 1st, and continuing through August and into September. The following tabulation shows the actual count:

Travel by States in the Rocky Mountain National park, Season 1918.

Estes Park and Long's Peak Entrances.

State.	Autos.	Passengers.
Alabama		2
Arkansas	14	66
Arizona	11	39
California	33	152
Colorado	7663	31765
Connecticut	8	3
District of Columbia		7
Delaware		1
Florida	3	19
Georgia		14
Idaho	2	7
Illinois	72	421
Indiana	19	80
Iowa	161	735
Kansas	495	2111
Kentucky		7
Louisiana	9	45
Maine		1
Maryland		2
Massachusetts	1	17
Michigan	11	48
Minnesota	7	22
Mississippi	4	25
Missouri	219	1043
Montana	4	13
Nebraska	1152	4879
Nevada	1	5
New Hampshire		
New Jersey		2
New Mexico	11	44
New York	10	53
North Carolina		4
North Dakota	1	10

State	Autos	Passengers
Ohio	12	62
Oklahoma	237	1079
Oregon	3	13
Pennsylvania	3	33
Rhode Island		1
South Carolina		
South Dakota	9	38
Tennessee	1	11
Texas	132	597
Utah	5	28
Virginia		2
Vermont	3	14
Washington		1
West Virginia		1
Wisconsin	2	15
Wyoming	178	743
Total Private Cars,	10488	44280

Transportation Companies		
Rocky Mountain Parks Transportation Company	409	2954
Denver Herdic Transportation Company	229	1232
Boulder Transportation Company	3	16
	641	4202

Foreign Countries	
Australia	2
Belgium	1
Canada	10
China	1
Dutch East Indies	2
England	2
Egypt	3
France	1
Hawaii	3
India	2
Japan	4
Mesopotamia	1
Mexico	5
Persia	1
Russia	1
Persia	1
	40

Unclassified, October 1, 1917, to June 15, 1918, 7114

Recapitulation.

	Autos	Passengers
Private Cars	10488	44280
Transportation Companies	641	4202
Foreign Countries		40
Unclassified		7114
	11129	55636

The above figures are actual count; no estimate given of visitors missed by checkers.

The above figures were obtained by having men stationed at entrances, who counted the number of people in each authmobile or other vehicle, as they passed; the classification as to states being determined by the license number on the machine. It can be readily seen that many persons from other states than Colorado would hire machines in Denver, or other points, for a trip to the Park, yet they must, under this system, be recorded as Colorado people. Again, all evening travel could not be counted. Checkers were employed by the Denver Civic Association, from June 15th to September 15th, count pryor to and after those dates being obtained from hotel registers. From checks made at different times after checking hours, it is estimated that we failed to record twenty per cent of the people entering the National Park.

The increase in camping parties this year is very apparent, 90 per cent of which included entire families, who remained from one to four weeks. Travel generally, however, was not so heavy as last year. One of the characteristics of visitors to the Park is the desire to prolong their stay. They apparently plan a few days' trip, out of curiosity, which, after investigation, changes to a longing to remain. This desire brings them back year after year.

Roads.

County roads within the National Park, and approaches thereto, were greatly improved this year, over last, County and State officials having charge of the work. The County and State roads within the Park have not yet been turned over to the Federal Government, and until such action is taken by the State authorities, the National Park Service is prohibited by law from spending money for improvements or other purposes.

Big Thompson Approach.

Widened and greatly improved this year, but should be double-tracked the entire distance from Loveland and Fort Collins to Estes Park entrance, to adequately handle the hundreds of automobiles using this entrance each season, from Fort Collins and Loveland. Considerable resurfacing has been done, and drags used, to good advantage, resulting in a smooth, hard road.

Longmont-Lyons Approach.

Greatly improved the entire distance, from Longmont to the Estes Park entrance, improvements showing to best advantage from Lyons, where road enters the foot-hills. Road has been resurfaced and widened, adding greatly to the pleasure and safety of passengers. Where, in the past, there were several very dangerous places, this year's work has eliminated them, and now careful driving insures safety the entire length of the road. This road is less scenic than the other two approaches on the Eastern Slope, but is extensively used, due to shortening of distance to Denver,

the bulk of mail and freight for the National Park and the Village of Estes Park coming in over this approach, which carries practically all of the winter travel. This road should be double tracked.

South St. Vrain Approach.

Offers a choice of routes to Lyons, thence to Denver, via Boulder or Longmont; to Ward, thence to Denver, via Boulder over Switzerland Trail route. This route is gaining in popularity, and travel will soon equal older established routes, due to many interesting features, yet little known; and the amount of improvement work done each year by Boulder County insuring a safe and comfortable passage, regardless of ordinary weather conditions. At the present date, it is considered the best road to the National Park.

Granby Approach.

Could be improved greatly, by changing the present road to follow along and within the West boundary line of the National Park, paralleling Grand River, and connecting with the Granby road at a point southerly from the South boundary of the National Park. This would not only shorten the distance between Granby and the Grand Lake entrance, but would add to the scenic value, and g give a better road bed. Very little work has been done on the present road, which, during rainy seasons, has been almost impassable, this being especially true duringthe spring and fall.

General Information on Approaches.

The Big Thompson and St. Vrain roads are equally attractive froma scenic standpoint, the former following the Big Thompson River, which flows between perpendicular walls, from 100 to 500 feet in height, from the foot-hills to Estes Park; while the topography along the St. Vrain route changes from high, rolling country with distant views, to valleys and deep canyons. People should enby way of one route and leave by way of the other, to get the best results from a trip to the National Park. The chief inducement to traveling the Lyons route is the shortening of the distance between Estes Park and Denver. While this route has great scenic value, it is not comparable to the Big Thompson or the St. Vrain routes. All three of the above roads suffered greatly from cloudbursts this past season, hitherto almost unknown in this section. Prompt response by the Rocky Mountain Parks Transportation Company and the County officials, with men and teams, prevented any tie-up, and traffic was delayed but a few hours in each case.

County and State Roads Within the National park.

Are in better condition this year than ever before. Moraine Park, High Drive, and part of Long's Peak roads, have been graded and rocks removed. Spring weather conditions were very favorable for this work, and frequent rains during July kept the wearing off of the surface down to the minimum. So fas as I know, there has been no complaint of the condition of these roads, this season, with the exception of approximately five miles of the unworked portion of the Long's Peak Road, which has been, and is now, in very bad condition, though at

no time impassable. No work has been done on the Fall River Road, between Estes Park Village and Estes park, yet this section is in fairly good condition.

Work on the Fall River Road above Horseshoe Park has progressed rapidly, in comparison with the amount of construction work done the past two years, in which time no additional mileage was opened to the public, and very little rock work done This year, due to the work being placed under the supervision of the Rocky Mountain Parks Transportation Company, the completed portion has been extended a little over a mile above the road end of this spring, and four to six weeks' work will complete the road to Chapin Creek Pass. Work on the Western Slope has also made rapid progress this year, and two or three weeks' work should carry the completed road-way to Poudre Lakes, leaving from four to seven miles, (depending upon which route is accepted) of way upon which no work has been done, to connect up Eastern with Western ends.

The importance of this road to the traveler, the National park, and the State of Colorado, can not be overestimated, completing, as it will, connections between Estes Park and Grand Lake, over the Continental Divide, making possible a circle trip to and from Denver, which for scenic beauty will not be surpassed in the world, it being possible to complete the trip in three days' traveling time.

Page 9a. (Insert after description of Beaver Creek Road)

The Mill Creek Road begins at a point in Sec. 6, T. 4 N., R. 73 N., West 6th P. M., and extends thence westerly to Mill Creek Ranger Station; total length, 1½ miles. The road is now in such condition that it can not be used for vehicles, but is extensively used by parties going over Flattop Trail to Grand Lake, and for side-trips from said trail. Timber and wood from old burns are hauled over this road, by using the two front wheels of the wagon, and dragging one end of the load. This road should be placed in first class condition, and if this is done, it will be extensively used to get out dead timber and wood.

National Park Roads.

One mile of road has been constructed, connecting the Mill Creek Road and the old Glacier Basin Road, providing a safe and easy road to the free public camping grounds, in Glacier Basin. Right of way was cleared, and all brush burned, in the fall of 1917, and grading completed in time to open the road the the public on July 4th, 1918. This road also shortens the distance to Sprague's Hotel, Bear Lake, Loch Vale, and the Glacier Gorge country, and cuts out the steep grades on the old road, now closed, through the Y. M. C. A. grounds. The road from the camping grounds to the terminal, near Bear Lake, has been crowned and dragged, and raised one and one-half feet, over a beaver dam, and placed in first-class condition, from Mill Creek Road to terminal. This road was reported as Bear Lake-Sprague Road in last year's report, now changed to Glacier Basin Road, by which name it will be known hereafter, and described as follows:

> Beginning at Junction with Mill Creek Road, in Sec. 5, T. 4 N. R. 73 W. 6th P. M., and extending thence Southwesterly along Glacier Creek; thence through Glacier Basin to a point near corner common to Secs. 7-18, T. 4 N. R. 73 W. 6th P. M., Secs. 12-13, T. 4 N. R. 74 W. 6th P. M. $1109.00 has been raised by private subscription and expended on this road to date.

Beaver Creek Road.

This road begins at a point on the East line of Sec. 24, T. 5 N. R. 74 W. 6th P. M. and extends thence North-westerly a distance of one and one-half miles, to a point in Section 14, same township and range. This road is used only as a log-

ging road, for the removal of burned timber, and by fishermen, and is in bad condition.

T r ł i l s .

Furnishing, as they do, the only means of access to the principal points of beauty and interest, it is regrettable that, due to the small amount of money available for this National Park, we are unable to make permanent improvements of trails, but must confine our work to the most necessary spring repair work, clearing out fallen timber, and corduroying bog holes. Work of this nature has been done on the following trails this fiscal year: Total amount ~~a~~mount available for this purpose, $493.00.

Name of Trail	Miles	Points connected
Flattop	18	Mill Creek Road and Grand Lake
Hallett Glacier	6½	Fall River Road, Lawn Lake, and Hallett Glacier
Ypsilon	2½	Hallett Glacier Trail and Ypsilon Lake
Storm Pass	4½	Glacier Basin and Long's Peak Inn
Wind River	2½	Long's Peak Road and Wind River Road
Bear Lake No. 1	1½	Glacier Basin Road and Bear Lake
Bear Lake No. 2	1½	Bear Lake and Bierstadt Lake
Loch Vale	2½	Bear Lake Trail and Loch Vale
Fern Lake	5½	Moraine Park Road and Fern Lake
Steep Mountain	2	Pool and Mill Creek Ranger Station
Odessa Lake	1½	Fern Lake and Odessa Lake
Deer Mountain	2	Fall River Road and Deer Mountain
Bierstadt Lake	1	Glacier Basin Road and Bierstadt Lake
Milner Pass	15	Fall River Road and Grand River Road
Long's Peak	9	Long's Peak Inn and Summit Long's Peak
Total,	75	

Bridges.

Name of Bridge	Length	Width	Nature of Work
Big Thompson	30	12	Floor replaced
Mill Creek No. 1	16	12	Floor and stringers replaced
Mill Creek No. 2	16	9	Floor replaced
Mill Creek No. 3	30	12	Floor replaced
Fall River No. 1	28	18	Concrete abutments
Glacier Creek	20	6	New Construction

Concessions.

No concessions have yet been granted in the Rocky Mountain National Park. There are four different companies operating automobiles, and twelve different saddle horse outfits operating in this Park this season, not under Government control, the official status of these individuals and companies being the same as that of private parties entering the Park for pleasure and not for profit.

Permits to operate hotels, lodges and camps have been issued as follows.

Hotels

Name	Proprietor	Capacity	Location
Sprague's	A. E. Sprague	50	Glacier Basin

Lodges

Name	Proprietor	Capacity	Location
Forest Inn	F. D. Tecker	50	Pool
Fern Lodge	F. W. Byerly	50	Fern Lake
Bear Lake Lodge	A. E.Brown	50	Bear Lake

Camps

Name	Proprietor	Capacity	Location
Timberline	E. A. Mills	10	Long's Peak
Lawn Lake	Bradley & Patrick	15	Lawn Lake

All other hotels within the boundaries of the National Park, of which there are nine, are located on private property, and are not under the jurisdiction of the National Park Service.

Construction of Buildings

Superintendent's Residence

Main Building, 24 x 30 ft., gable roof, frame construction; 2 bed rooms, 10 x 12 ft., 8 ft. walls; 1 bath room, 6 x 10 ft., 8 ft. walls. Addition, Kitchen, 10 x 12 ft., 8 ft. walls, sloping roof. Addition, Root Cellar, 8 x 10 ft., 8 ft. walls, gable roof. Location, Sec. 13, T 5 N., R. 73 W., 6th P. M.

Fire Tool House

Single room, 8 x 12 ft., 6 ft. walls, gable roof, log construction. Location, Grand Lake. Complete equipment for 25 men, including fire tools, and camp kit.

Water System Construction

Superintendent's Residence

Water obtained from springabove house, connecting lavatory, shower bath, closet, sink, hot water tank, and cess pool.

Pasture Fence Construction

80 rods woven wire, 20 rods barbed wire.

Repairs, Buildings.

Name	Construction	Nature
Mill Creek Ranger Station	Log	Rechinking, roof repair, windows and doors screened, and minor repairs
Pole Creek Ranger Station	Log	Rechinking and minor repairs to house, barn and out buildings
Flattop Shelter Cabin	Log	General spring repairs
Fall River Shelter Cabin	Log	General spring repairs
Poudre Lakes Shelter Cabin	Log	General Spring Repairs

Construction, Telephone Lines.

Two miles of metallic telephone line constructed, connecting Superintendent's Residence with Mountain States Telephone and Telegraph Company's Exchange, in Estes Park Village.

Maintenance and Repair, Telephone Lines.

Has required a great deal of work this year, due to high winds, falling trees across lines during wi nter months, snow and sleet storms, electric storms during summer months, and some lines being improperly located when taken over by us. This latter fault is being rectified as rapidly as possible, by ranger labor, but work necessarily progresses slowly, due to small amount of money available. Work accomplished this year as follows:

Allen's Park Line: Rebuilt and placed in first-class condition, from Estes park to Allen's Park, a distance of approximately sixteen miles. Section from Estes Park to Long's Peak Inn changed to metallic circuit; work done in cooperation with the Mountain States Telephone and Telegraph Company, who have two leads strung on our poles. At Long's Peak Inn, connection is made to grounded circuit (by repeating coil) to Allen's Park, a distance of approximately seven miles. This section has, in the past, been practically unusable; it is now giving good service, and is dependable.

Mill Creek Line: Connecting Mill Creek Ranger Station with Estes Park Exchange. Has been rebuilt, giving exclu-

sive Government line, cutting out seven private connections. This circuit is metallic, No. 12 galvanized wire being used; distance 7½ miles, approximately two miles tree line, balance pole construction.

Flatton Line: Connecting Mill Creek Ranger Station with Grand Lake. Necessary spring repairs. Line raised at several places to escape snow; total distance line raised, six miles. This line necessarily passes through old burns, which causes great trouble from falling trees, and right of way of sufficient width will have to be cleared,to eliminate this trouble. This line is extensively used from Grand Lake and Flattop Shelter Cabin (where phone has been installed) for administration purposes, and by business men at Grand Lake, and tourists, who use this line through Estes Park Exchange, for long distance calls, in preference to toll line out of Grand Lake. This line crosses the Continental Divide at an elevation of 12,500 feet, with a total mileage of 18 miles.

Fall River Line: Connecting end of Fall River Road with Estes Park Exchange, additional connection beingat 9-mile post along road, to provide communication in case of accident, and for administration purposes. This line has been rebuilt, cutting out sharp bends, and many new poles set, putting line in good condition to 12-mile post, Total mileage of line, 14. This line will be extended to Grand Lake, via Milner Pass, upon the completion of the Fall River Road, with telephone installed every five miles.

Camping Grounds.

Camping grounds have been established in Glacier Basin, sufficient ground having been cleared to provide for 100 camps. 10 cement camp-fire stoves have been installed, 4 garbage pits dug, 2 sanitary comfort stations installed, and wood provided. 83 camps have been counted on this ground in one day.

Wild Animals and Birds.

According to old-time residents of this section, elk, deer, mountain sheep, bear, beaver, and other small animals, have not been so plentiful in twenty years, in the country within the National Park boundaries. Certainly, they have increased rapidly within the past three years, and being unmolested, they show little or no fear of human beings. In one hour's drive along the High Drive Road, on Deer Mountain, 83 deer, 41 mountain sheep, and 27 elk were counted. Since this section is fairly hevily wooded, it is safe to say thatnot over fifty per cent of the animals in the section at the time were seen. At Sheep Lake, we keep salt out for the sheep, and this is the first summer that they have staid in lowland. They have become wonderfully tame, and bands of from 15 to as high as 57 have been counted almost daily at the salt lick. One band of 56, containing 17 lambs, showed no fear of automobiles, nor of persons on foot. The band was almost surrounded by automobiles, and twenty persons were counted on foot, with kodaks. The frolicing lambs are especially interestingto travelers, and convince the great majority of them that the kodak furnishes more real and lasting pleasure in game hunting than the gun. It is regrettable that Colorado has passed a law permitting the killing of deer this season, for while hunting, or the carrying of firearms, is not permitted within the National Park, much of our game strays outside the Park boundaries, and if not killed, will again learn to fear human beings, and we will lose the confi-

dence of the wild creatures, that we have gained within the past few years. It is gratifying, however, that local people, almost to a person, will prohibit hunting on land owned by them, within and adjacent to the National Park, and will cooperate with us in preventing hunting. No census has been taken to determine the number of large game animals within the National Park, the extent of our work in this direction being to locate summer and winter ranges. This data, as rapidly as gathered, is recorded on a game and fish map in this office, which proves to be instructive and interesting to visitors.

Elk.

Are native to this section, but were exterminated by hunters years ago. A herd, shipped in from Yellowstone, formed the nucleus of our present herds, which now number five. Two of the herds winter in the valleys of the Park, near Estes Park Village, and can be seen daily, one near the Fish Hatchery numbering 17, the other, to the East of Deer Mountain, numbering 27. The three remaining herds winter from six to fifteen miles from the Village, taking to the high altitudes about June 15th. We have perhaps sixty head, all told, in the best condition, and increasing rapidly. Since normally we have very little snow in the foot-hills, and feed is abundant, it has not been necessary to feed.

Mountain Sheep.

Are so numerous that I feel like saying that we have the largest band in the United States. Bands of from 50 to 75

are common along the valley roads during the winter, and as late as July 1st, when the greater part go to higher altitudes. Bands of from 7 to 50 can be approached to within 50 feet, during July, Augist, and September, especially at Sheep Lake, in Horseshoe Park, and hundreds of pictures of mountain sheep have been secured there this season, and a wonderful opportunity afforded to study these interesting animals in their native haunts. The real thrills, however, come from a trip into the heart of the mountains, where one can see the sheep among the wild, rough country, jumping from crag to crag. Our record of increase shows eighty per cent this season, and with few exceptions, rams, ewes and lambs are in first-class condition.

Deer.

This beautiful and graceful animal is now more plentiful in the Park than any other animal. Large herds, numbering from 10 to 100 are commonly seen during the winter and early spring, and as late as June 15th, when the herds break up and go to higher altitudes within the Park, where they are seen daily by parties traveling over the trails, usually in herds of from two to six, and are occasionally seen along the valley roads. They are more shy than the mountain sheep, due no doubt to the fact that they have not been protected for so long a period. Judging from an occasional encounter with them, I feel that within a few years, with adequate protection, they will be seen daily, in large herds, along the valley roads, as well as in

the wilder country. It has not been possible to get an accurate estimate of the increase, but judging from the number of fawns seen, the increase must have been large. There have been no reports this year of deer in anything but first-class condition.

Beaver.

Colonies are very numerous, and on the increase, in the National Park. Their workings line the streams, and can be seen in many places within twenty feet of the road, affording a wonderful opportunity to study these interesting animals. In several cases of colonies on private lands, they are so numerous that owners have found it necessary to secure permits from State officials to trap them, to prevent destruction of land, by flooding, and destruction of aspen groves. Trapping on National Park lands is not permitted, and very little damage is done to Park lands by beaver. Since they are not molested on Park lands, it is now possible, in certain localities, to see beaver working in day-light; also, to secure pictures.

Bear.

While native in this section, are seldom seen. Three silver tips, two brown and five black bears have been reported this year, to one silver tip, one brown with cub, and three black reported last year, within the National Park.

Predatory Animals.

Three mountain lions have been reported this year. No game animals known to have been killed, except one mountain sheep. The following predatory animals have been killed by Park officers:

Fox	Bobcat	Coyote	Martin
9	2	3	16

Birds, Flowers, Shrubs and Trees.

Due to the great interest taken in nature study by adults and children, in this Park, which interest is steadily increasing, we have prepared a brief report for this year, with the intention of enlarging later, to include brief descriptions, to enable the layman to identify them at sight. The following data have been gathered by Park Ranger Dean Babcock. The bird list is based on his recorded observations of the last ten years, mainly on the Eastern Slope of the Range, but occasionally on the Western Slope. The list is believed to be quite accurate and complete. It must be borne in mind, however, that conditions of bird life are continually changing. New species are appearing in this region, and old ones, in some cases, are extending their range. Scientific names have purposely been omitted.

The list of plants is based on explorations and collections made in various sections of the Park, in company with Mr. Titus Ulke, in August, 1918. This collection will be on file in the Park office, for reference and use by the public. It has not been possible, nor, indeed, desirable, to identify especially all the plants collected, or observed, and no doubt many species, and even genera, will be added upon further study in the field, and the working out of some of the large and complex groups. However, the list as it stands should give a good general idea of the flora of the Park. The separation of shrubs

from herbs and trees is somewhat arbitrary, but was made for convenience and interest. This work will be extended to cover the entire year, the ultimate goal beinga complete list, together with mounted specimens.

BIRDS OF THE ROCKY MOUNTAIN NATIONAL PARK.

Water Birds.

Pied-billed Grebe---Transient; occasionally seen on ponds in the spring.

Mallard--A regular migrant, and reported as an occasional resident on Sprague's Lakes.

Green-winged Teal--Occurs with the preceding species.

Blue-winged Teal--Reported as occurring with the two preceding,

Sora--Rare summer resident in montane marshes.

Wilson's Snipe--Summer resident, May to August, in open marshes, 9000 feet and lower.

Spotted Sandpiper--Summer resident, breeding on lakes and beaver ponds, up to 9500 feet.

Killdeer--A common spring migrant (April); occasionally a summer resident; in marshes at middle and lower altitudes.

Land Birds.

Quail Family, 1 species.

Bob White--Occasionally reported during the last few years by reliable observers; is probably a rare resident at lower altitudes.

Grouse Family, two species

Dusky Grouse--Permanent resident of the subalpine forests, and frequently seen, in late summer, in open glades, down to 9000 feet.

White-tailed Ptarmigan--Common in summer in the alpine meadows,

breding up to 12,000 feet; in winter, at timberline, or irregularly down to the montane parks, 9000 feet.

Pheasant Family, 1 species.

Chinese Ring-neck--An introduced species, which seems to be getting established at the Eastern edge of the Park, at 7000 feet; once seen at 9000 feet.

Pigeon Family, 2 species.

Band-tailed Pigeon--Summer resident or visitant; not common, and rather irregular; occurs mostly below 8000 feet, in open woods.

Mourning Dove--Summer resident; often around barns and ranches; common at the lower altitudes; occasionally up to 9000 feet.

Hawk Family, 12 species.

Marsh Hawk--Transient; common in autumn (about August 15th to September 15th); usually seen flying low over wet meadows; occasionally along high ridges, at timberline,or above.

Sharp-shinned Hawk--Rare transient visitant, in autumn.

Cooper's Hawk--Rare summer resident, breeding in the subalpine woods, and perhaps lower.

Goshawk--Autumn and winter visitant, and sometimes a rare winter resident, (October to March).

Red-tailed Hawk--Summer resident, at lower and middle altitudes, May to October; the commonest of the large, soaring hawks; occasionally wandering to timberline, and above.

Swanson's Hawk--Apparently only a rare summer visitant.

Rough-legged Hawk--Winter visitant; infrequent.

Ferruginous Rough-leg (Squirrel Hawk)--Summer resident, at low altitudes; not common.

Golden Eagle--This magnificent bird, though not common, is still frequently seen among the high peaks of the Range, above timberline, where it is a permanent resident. It seems to be increasing in numbers--at least, is becoming less wary.

Bald Eagle--Once observed in late autumn; a very rare migrant.

Prairie Falcon--Known only as an infrequent summer visitant; possibly a rare summer resident.

Sparrow Hawk--Summer resident, April to September, in open woods and fields, throughout the Park; nests up to 9500-10,000 feet; the commonest small hawk.

Owl Family, 3 species.

Saw-whet Owl--Resident; probably permanent; not common.

Screech Owl--One, or perhaps two, species; frequently heard in the evening.

Western Horned Owl--Rare but regular permanent resident.

Kingfisher Family, 1 species.

Belted Kingfisher--Along streams; in summer, irregularly up to 8000-9000 feet; in winter, rarely within the Park, migrating to lower altitudes.

Woodpecker Family, 8 species.

Rocky Mountain Hairy Woodpecker--Permanent resident, in open coniferous forests, most frequently in the montane zone.

Batchelder's Woodpecker--Rare permanent resident, breeding chiefly below 8000 feet, but occasionally wandering to higher altitudes, in winter; the Rocky Mountain "Downy Woodpecker."

Alpine Three-toed Woodpecker--Rare permanent resident, in the subalpine forests; observed as yet only on the Western slope of the Ranger, but probably occurs on the Eastern slope also.

Red-naped Sapsucker--Summer resident; common and conspicuous; nesting chiefly in aspen groves, up to 9500 feet.

Williamson's Sapsucker--Summer resident, at lower altitudes, rarely up to 9000 feet, in open woods.

Red-headed Woodpecker--Summer resident, at the lower edge of the Park; not common.

Lewis's Woodpecker--Resident in the foot-hill zone; an infrequent visitant, or rare summer resident, in the Park, below 8000 feet.

Red-shafted Flicker--The commonest woodpecker throughout the Park, from May to September; occasionally seen in winter at the lowest altitudes.

Goatsucker Family, 2 species.

Poor-will--Occasionally reported as a rare summer resident, at 7500 feet.

Western Nighthawk--Summer resident, June to August; common almost everywhere; breeding up to 10,000 feet; very conspicuous in flight.

Humming-bird Family, 1 species.

Broad-tailed Humming-bird--Summer resident; common, and widely distributed, from June to early August.

Flycatcher Family, 6 species.

Kingbird--Summer resident, below 8000 feet; not common.

Arkansas Kingbird--Summer visitant; observed several times recently; may occasionally breed at the lower altitudes.

Olive-sided Flycatcher--Summer resident, June to August, in the forest region; nowhere common, but generally distributed up to timberline.

Western Wood Pewee--Common summer resident, in the yellow pine zone, but rare above 8500 feet.

Western Flycatcher--Summer resident, at the lower altitudes.

Wright's Flycatcher--Summer resident, at the middle altitudes.

Lark Family, 1 species.

Desert Horned Lark--Noted as yet only as an occasional winter visitant, at the Eastern edge of the Park.

Jay Family, 7 species.

Magpie--Permanet resident; common, but rather erratic; up to 8500 or 9000 feet.

Long-crested Jay (Blue Jay)--Resident; common and conspicuous at all seasons, throughout the Park, at middle and lower altitudes.

Rocky Mountain Jay (Camp Bird)--Resident in the coniferous

forests; 9000 to 11,000 feet; a common and familiar bird; very tame, and frequently seen around camps and houses within its range, both winter and summer.

Raven--A rare and infrequent visitant; only two records.

Western Crow--Rare and irregular visitant, spring or autumn.

Clarke's Nutcracker--Permanent resident throughout the Park, chiefly in limber pine forests; irregular; sometimes quite common.

Pinon Jay--Reported by reliable observers as an infrequent visitant, in winter or spring.

Blackbird Family, 3 species.

Red-winged Blackbird--Summer resident, March to early August, in marshes, up to 9000 feet.

Western Meadow Lark--Common summer resident, on meadows, below 8000 feet.

Brewer's Blackbird--Summer resident; common around barns and ranches, up to 9000 feet.

Finch Family, 21 species.

Rocky Mountain Pine Grosbeak--Resident, in the high forests; breeds in the subalpine spruce region (Wild Basin and elsewhere; in autumn and winter, irregularly, down to the montane parks.

Cassius' Purple Finch--Resident; up the Big Thompson Valley, in summer, to timberline, in the Flattop region; not yet noted elsewhere; in winter, irregularly, lower.

Crossbill--Visitant, or sometimes resident, in the coniferous

forests; infrequent and erratic.

White-winged Crossbill--Rare winter visitant, in the subalpine forests.

Rosy Finch--3 species; one, the Brown Cap, is common in summer in the high alpine zone, nesting up to 13,000 feet, in winter, in large flocks, at lower altitudes; the Gray-crowns and Hepburns migrate from the North.

Pine Siskin--Resident up to 9500 feet; common but erratic; often seen in wandering flocks, in late summer, in the yellow pine.

Western Vesper Sparrow--Summer resident, chiefly in dry meadows, below 8000 feet.

White-crowned Sparrow--Summer resident, May to September; common throughout the Park, in bushy places, near streams or swamps, to a little above timber line.

Western Tree Sparrow--Winter resident, October to March; common through the yellow pine zone.

Western Chipping Sparrow--Summer resident, frequently near habitations, at middle and lower altitudes.

Clay-colored Sparrow--Migrant, and probably a rare summer resident; shy and inconspicuous.

White-winged Junco--Winter resident, at lower altitudes.

Shufeldt's Junco--Winter resident.

Pink-sided Junco--Common winter resident, October to May, occurring in flocks, with the two preceding species, in the yellow pine.

Gray-headed Junco--Resident; in summer abundant throughout the Park, especially in dry, open montane forests; a few occasionally winter at the lower altitudes.

Mountain Song Sparrow--Summer resident, near streams or swamps, up to 8500 feet.

Lincoln's Sparrow--Summer resident, in open, marshy places, 8500 or 9000 feet to above timberline, but chiefly in the montane zone; more common than the preceding species.

Green-tailed Towhee--Common summer resident, up to 9000 feet, especially in sage-brush country, at lower altitudes.

Black-headed Grosbeak--Rare summer resident, at the Eastern edge of the Park, at lowest altitudes.

Tanager Family, 1 species.

Western Tanager--Summer resident, mostly along streams, up to 8000 feet; not common.

Swallow Family, 3 species.

Cliff Swallow--Summer resident; common locally, mostly at the lower altitudes.

Barn Swallow--Summer resident, occasionally up to 9000 feet.

Violet-green Swallow--Summer resident, June to August; abundant up to 8500 or 9000 feet, nesting in cliffs, trees, or around buildings; the most common and widely distributed of the swallows, and one of the most beautiful birds of the region.

Waxwing Family, 1 species.

Bohemian Waxwing--Irregular winter visitant, October to April; sometimes quite common.

Shrike Family, 2 species.

Northern Shrike--Winter visitant.

White-rumped Shrike--Transient visitant, spring and autumn.

Warbler Family, 7 species.

Virginia's Warbler--Reported as a rare summer resident at the Eastern edge of the Park.

Yellow Warbler--Summer resident, along streams; common below 8000 feet, rare above.

Audubon's Warbler--Summer resident, about May 15th to September 15th; common and widely distributed, especially throughout the montane forests; abundant and conspicuous in migration.

Townsend's Warbler--Autumn transient; not common.

MacGillivray's Warbler--Summer resident, along streams, up to 9000 feet, at least; fairly common, but shy and inconspicuous.

Pileolated Warbler--Common summer resident, May to September, usually in the willows, near streams; 9000 to 11,000 feet.

Redstart--Very rare transient visitant. (One record, May, 1910)

Wagtail Family, 1 species.

Pipit--Summer resident, above timberline, nesting up to 12,000 feet; common at lower altitudes, during spring

and fall migrations, when it is seen in large flocks, in open country.

Dipper Family, 1 species.

Water Ousel--Common along streams; arrives in the Park as the ice breaks up in the spring, and reaches the subalpine lakes in summer, remaining as long as there is open water; nests throughout its range, often under bridges.

Thrasher Family, 2 species.

Catbird--Summer resident, at the lower altitudes.

Braown Thrasher--Apparently only a summer visitant; rare or accidental.

Wren Family, 2 species.

Rock Wren--Summer resident, in rocky places, up to 11,500 feet; widely distributed, but nowhere common.

Western House Wren--Common summer resident, up to 9000 feet, at least.

Creeper Family, 1 species.

Rocky Mountain Brown Creeper--Resident throughout the coniferous forests; rather rare and inconspicuous, but more frequently seen in winter than in summer.

Nuthatch Family, 3 species.

Rocy Mountain Nuthatch (White-crested Nuthatch)--Common permanenet resident of the yellow pine zone.

Red-breasted Nuthatch--Permanent resident of the subalpine spruce forests, and an occasional visitant at lower altitudes.

Pygmy Nuthatch--Permanent resident of the yellow pine forests; Common, but rather erratic.

Titmouse Family, 2 species.

Long-tailed Chickadee--Permanent resident, usually in deciduous growths; breeds chieflybelow 8500 feet, but wanders to higher altitudes in autumn and winter.

Mountain Chickadee--An abundant and characteristic bird of the coniferous forests, throughout the Park; permanent resident, 8000 to 11,000 feet.

Kinglet Family, 2 species.

Golden-crowned Kinglet--Rare summer resident, of the dense subalpine forests; visitant at middle and lower altitudes, in fall migration.

Ruby-crowned Kinglet--Common summer resident, in the coniferous forests, montane and subalpine; conspicuous in fall migration, at middle elevations.

Thrush Family, 6 species.

Townsend's Solitaire--Widely distributed, from march to November, throughout the Park, although nowhere common. A few occasionally remain through the winter, at lower altitudes.

Olive-backed Thrush--Summer resident, along streams, up to 9000 feet.

Audubon's Hermit Thrush--Summer resident, throughout the forests, at higher altitudes; common at about 9500 feet, especially in the Long's peak region. Distinguished for its beau-

tiful song.

Western Robin--Abundant in summer, throughout the Park, and occasionally seen in mild winters, at the lower altitudes.

Chestnut-backed Bluebird--Rare visitant, and perhaps an irregular summer resident, at the lower altitudes.

Mountain Bluebird--Summer resident, March to October; abundant almost everywhere in open country, nesting up to 9500 feet, at least, and wandering to above timberline in late summer and autumn.

Summary of Birds.

Resident in the Park at all seasons,	25	species
Occurring only in summer,	50	"
Occurring only in winter,	9	"
Transients, occurring regularly in spring and fall,	7	"
Visitants, rare or irregular,	23	"
Total,	114	"

Total species to be found in summer, about 75 or 80,
" " " " " winter " 35 or 40.

Bird families represented, 34.

PLANTS OF THE ROCKY MOUNTAIN NATIONAL PARK.

A. FLOWERS.

Lily Family, 8 species.

White Sand Lily (Leucocrinum montanum)--Dry meadows, at the lower altitudes, in early spring.

Wild Onion (Allium)--3 species, in open meadows, up to 9500 feet.

Red Lily (Lilium montanum)--Shady thickets, at middle elevations.

Lloydia (Lloydia serotina)--Dry meadows, above timberline, July.

Yellow Snow Lily (Erythronium parviflorum)--At the edge of receding snow-drifts, June and July, near timberline, on the main Range.

Mariposa Lily (Calochortus Gunnisonii)--July and August, up to 9500 feet.

Bunch Flower Family, 1 species.

False or Poison Camas (Zygadenus elegans)--In moist meadows and swales, throughout the Park, up to 11,500 feet.

Lily-of-the-valley Family, 2 species.

Twisted Stalk (Streptopus amplexifolius)--Along streams banks, at middle altitudes.

Solomon's Seal (Smilacina stellata)--Shady gulches.

Iris Family, 2 species.

Blue Flag; Fleur-de-lis (Iris Missouriensis)--Early summer, in wet meadows, up to 9000 feet.

Blue-eyed Grass (Sisyrinchium occidentale)--Wet, grassy places, at middle elevations.

Orchid Family, 6 species.

Lady's Slipper (Cypripedium fasciculatum)--In montane forests; rare.

Calypso (Calypso bulbosa)--Rather rare, in shady gulches, up to at least 10,000 feet; early summer.

Bog Orchid (Limnorchis borealis)--In swamps, at middle and high elevations, in the spruce forests.

Ladies' Tresses (Spiranthes stricta)--Moist, grassy places, up to 10,000 feet; common in late summer.

Tway Blade (Listera)--In damp subalpine and montane forests; not common.

Coral Root (Corallorhiza)--Rare; in the heavy forests.

Buckwheat Family, 6 species.

Sulphur Flower; Mountain Dock (Eriogonum)--3 species, in dry, open places, up to 12,000 feet.

Mountain Sorrel (Oryria digyna)--Moist rock crevices, at high altitudes.

Wild Buckwheat (Polygonum)--2 species, alpine and montane, in moist meadows.

Goosefoot Family, 1 species.

Strawberry Blite (Blitum capitatum)--Middle and lower altitudes.

Purselane Family, 3 species.

Spring Beauty (Claytonia)--3 species, alpine and lower.

Pink Family, 10 species.

Moss Campion (Silena acarilis)--Abundant on the alpine meadows,

11,000 to 13,000 feet.

Catch Fly (Silena Scouleri)--Middle elevations.

Chickweed; Starwort (gen. Stellaria, Cerastium, and Arenaria)--A large and complex group; common and widely distributed at all altitudes; at least 8 species have been collected.

Waterlily Family, 1 species.

Yellow Pond Lily (Nymphaea polysepala)--On Chickadee Pond, Wild Basin, and perhaps other shallow, subalpine lakes.

Buttercup Family, 24 species.

Marsh Marigold (Caltha rotundifolia)--In wet meadows, up to 12,000 feet.

Globe Flower (Trollius albiflorus)--Swamps and stream banks, alpine and lower.

Columbine (Aquilegia coerulea)--In woods and copses, at middle elevations, in early summer, and later, on moist slopes, above timberline,

Dwarf Columbine (Aquilegia saximontana)--Rocky slopes and mountain tops, 10,500 feet, and above; not common.

Larkspur (Delphinium)--3 species, subalpine, and lower.

Monkshood (Aconitum)--3 species, in moist dells, up to timberline.

Wind Flower (Anemone)--3 species, montane and subalpine

Pasque Flower (Pulsatilla hirsutissima)--In early spring, on dry meadows, and hillsides, up to 9500 feet.

Virgin's Bower (Clematis)--2 species, in thickets, at lower altitudes.

Buttercup (Ranunculus)--At least 7 species; very generally distributed up to 11,500 feet; mostly in wet, open places.

Meadow Rue (Thalictrum)--1 or more species.

Barberry Family, 1 species.

Oregon Grape (Berberis aquifolium)--Dry hillsides, mostly below 8500 feet.

Poppy Family, 1 species.

Corydalis (Corydalis aurea)--Roadsides, middle and lower altitudes.

Mustard Family, 11 species.

Candy Tuft (Thlaspi coloradensi)--Montane fields, in spring.

Brock Cress (Cardamine cordifolia)--Subalpine stream banks.

Rock Cress (Draba)--Rocky places, 2 species.

Whitlow Grass (Arabis)-- 3 or 4 species; generally distributed on hillsides, and in open woods.

Wall Flower (Erysimum)--3 species, alpine and lower, in dry, open places.

Orpine Family, 3 species.

Yellow Stonecrop (Sedum stenopetalum)--Common, on rocky slopes.

King's Crown (Sedum integrifolium)--Alpine stream banks; 11,000 to 12,000 feet.

Red Orpine (Sedum rhodanthum)--Marshes, 9000 to 12,000 feet.

Saxifrage Family, 8 species.

Grass of Parnassus (Parnassia fimbriata)--Wet subalpine dells; collected as yet only in the North end of the Park.

Alumroot (Henchera)--1 or 2 species; crevices, in rocky cliffs.

Mitrewort (Mitella pentandra)--Wet places, in subalpine forests.

Saxifrage (Saxifraga)--5 species have been identified; widely distributed, and of diverse aspect; mostly alpine and subalpine.

Rose Family, 13 species.

Dryas (Dryas octopetala)--Alpine meadows; July.

Wild Strawberry (Fragaria)--Common in montane meadows and copses; flowers in early summer.

Cinquefoil (gen. Drymocallis and Potentilla)--A large group; very common, and widely distributed in open places, up to 11,500 feet. 6 or 8 species have been collected.

Avens (Geum)--Montane copses and thickets.

Alpine Avens (Sieversia turbinata)--very common above timberline, up to the highest altitudes (14,000 feet)

Feathery Avens (Sieversia ciliata)--Meadows, at middle elevations.

Pea Family, 17 species.

Yellow Pea (Thermopsis divaricarpa)--In early summer; abundant, and widely distributed.

Lupine (Lupinus)--3 species, or more; common in August.

Clover (Trifolium)--Meadows, up to 12,000 feet; 4 species identified.

Vetch (gen. Astragalus, Vicia, etc.,)--A large and difficult group, represented in the Park by at least 6 species, which are readily distinguishable.

Loco (Aragalus)---Severl species, 3 of which are common and

easily recognized; dry meadows and open woods.

Geranium Family, 2 species.

Purple Geranium (Geranium caespitosum)--Common generally up to 9500 feet.

White Geranium (Geranium Richardsonii)--Moist copses; most commonly 8000 to 9000 feet.

Flax Family, 1 species.

Blue Flax (Linum Lewissii)--Dry meadows, below 8000 feet.

Violet Family, 2 species.

White Violet (Viola blanda)--Stream bansk and moist aspen thickets, in the montane zone.

Alpine Violet (Viola bellidifolia)--Wet grassy swales, near timberline, along the main Range.

Evening Primrose Family, 9 species.

Gayophytum (Gayophytum ramosissimum)--Roadsides and sandy slopes.

Fireweed (Chamaenerion)--2 species, 1 very common throughout the Park.

Willow Herb (Epilobium)--At least 3 species; widely distributed.

White Evening Primrose (Anogra)--1 or perhaps 2 species, at lowest altitudes in the Park.

Yellow Evening Primrose (Onagra strigrosa)--Fields and roadsides; occasionally up to 9000 feet.

Fragrant Primrose (Pachylophus sp.)--Roadsides, at low altitudes.

Parsnip Family, 6 species.

A large and difficult group, not as yet worked out in the Park. One tall, stout species, Heracleum lanatum, is common along streams. Other genera represented are Ligusticum, Angelica, Pseudocymopterus, and others, 6 species have been collected, and doubtless many more will be found by further exploration and study.

Wintergreen Family, 5 species.

Wintergreen (Pyrola)--2 species (chlorantha and secunda), in the heavy coniferous forests, 9000 to 10,000 feet.

Purple Wintergreen (Pyrola uliginosa)--In bogs, in the higher forests.

One-flowered Wintergreen (Monenses uniflora)--Subalpine forests.

Pipsissewa (Chimaphila umbellata)--Dry woods, montane and subalpine.

Indian Pipe Family, 1 species.

Pinedrops (Pterospora andromeda)--Rare, in dry coniferous woods.

Heath Family. 2 species.

Dwarf Laurel (Kalmia polifolia)--Subalpine bogs and lake shores.

Bearberry; Kinnikinnick (Arctostaphylos uva-ursi)--Common everywhere, on open gravelly hillsides.

Huckleberry Family, 2 species.

Bilberry (Vaccineum)--2 species, in forests, or often on burnt lands; 9000-10,000 feet.

Primrose Family, 5 species.

Alpine Primrose (Primula angustifolia)--Dry, alpine meadows.

Brook Primrose (Primula Parryi)--Along cold streams, and on wet cliffs; 10,500 to 13,000 feet.

Androsace--2 species; one, the Rock Jasmine, common on high alpine meadows.

Shooting Star (Dodecatheon sp.)--Wet meadows and springy places, in early summer.

Gentian Family, 13 species.

White Gentian (Pleurogyne fontana)--Moist montane meadows. This, and the following members of this family, bloom in the late summer and autumn.

Fringed Gentians (Gentiana)--2 species (elegans and barbellata), in wet meadows and thickets, 8000 to 9500 feet.

Field Gentians (Gentiana)--3 species; dry meadows.

Rose Gentians (Amarella)--2 species, subalpine and montane.

Alpine Gentian (Gentiana Romanzovii)--Common, on the meadows above timberline.

Dwarf Blue Gentian (Chondrophylla Americana)--Alpine stream banks; as yet only from the North end of the Park.

Star Gentian (Swertia)--2 species, in bogs and swales; subalpine and lower.

Monument Plant; Green Gentian (Frasera speciosa)--On open dry slppes, up to 11,000 feet, or higher.

primrose

Buckbean Family, 1 species.

Menyanthes trifoliata--As yet only from Chickadee Pond, Wild Basin; 10,000 feet.

Dogbane Family, 1 species.

Indian Hemp (Apocynum androsaemifolium)--Generally distributed in the montane zone, but not common.

Phlox Family, 8 species.

Alpine Phlox (Phlox caespitosa)--Meadows, above timberline.

Gilia--2 species, one (the red Trumpet Flower) only on the Western edge of the Park.

Polemonium--5 species; mostly alpine and subalpine, with handsome blue, white or yellow flowers.

Waterleaf Family, 4 species.

Waterleaf (Hydrophyllum Fendleri)--In moist meadows and copses; middle elevations.

Phacelia--3 species, at least; one(P. sericea) the showy "Blue Pincushion" of early summer.

Borage Family, 6 species.

Stickseed (Lappula)--1 or 2 species, at middle elevations.

Miner's Candle (Oreocarya virgata)--Dry ground, in open places.

Chiming Bells (Mertensia)--3 species, widely distributed; one, (M. ciliata) very common on subalpine stream banks.

Forget-me-not (Eritrichium argentium)--Dry alpine meadows.

Mint Family, 3 species.

Skullcap (Scutellaria Brittcni)--Hillsides, up to 9000 feet.

Horsemint (Monsarda sp.)--Dry places, at the lower altitudes.

Woundwort (Stachys palustris)--Wet places, at middle elevations.

Figwort Family, 26 species.

Blue-eyed Mary (Collinsia tenella)--Hillsides, middle and lower altitudes.

Figwort (Scrophularia occidentalis)--Occasional, at lower altitudes.

Pentstemon--A large group, widely distributed, in open places, with abundant, showy flowers, in early summer. 6 species collected to date, but probably several more occur.

Chionophila Jamesii--Common, on the alpine meadows.

Speedwell (Veronica)--3 species identitifed; one alpine, the other two subalpine, and lower, in wet places.

Monkey Flower (Mimulus)--2 species, in the North end of the Park.

Pedicularis--3 species, of diverse aspect, in forests, 9000 to 11,000 feet.

Little Red Elephant (Pedicularis groenlandica)--Open swamps, alpine and lower.

Paintbrush (Castilleja)--At least 7 species are readily distingusihed.

Orthocarpus luteus--Montane meadows.

Madder Family, 2 species.

Bedstraw (Galium)--2 species, one (G. boreale) very common, at middle elevations.

Honeysuckle Family, 1 species.

Twin Flower (Linnaea Americana)--In coniferous forests, subalpine, or lower.

Bluebell Family, 3 species.

Harebell (Campanula)--3 species, common, and occurring throughout the Park, at all altitudes.

Valerian Family, 1 species.

Valeriana acutiloba--Subalpine forest bogs, along the main Range.

Composite Family, 50 species.

Golden Aster (Chrysopsis)--2 or more species, in late summer.

Tonestus Pygmaeus--In the alpine meadows.

Goldenrod (Solidago)--Several species (3 collected); generally distributed.

Aster (gen. Aster and Machaeranthera)--Many species (4 collected), mostly with blue or purple ray-flowers.

Daisy (gen. Erigeron, Townsendia, etc.)--A very large group, not yet worked out for the Park; occur almost every place, except dense forests; 8 species have been noted, 3 or 4 of which are very common.

Everlasting (Antennaria and other genera)--4 species or more, in dry meadows or open woods.

Cone Flower; Black-eyed Susan (Rudbeckia)--Up to 9000 feet.

Sunflower-(Helianthus)--At lower altitudes.

Alpine "Sunflower" (Rydbergia grandiflora)--Meadows, above timberline, and grassy slopes, up to 13,000 feet.

Gaillardia aristata--very common,at middle elevations,

Yarrow (Achillea millefolium)--Abundant throughout the Park, except in heavy forests.

Sage (Artemisia)-- 4 or 5 species, one alpine, other lower.

Arnica--3 species.

Ragweed (Senecio)--Common at all altitudes; many species (5 collected)

Thistle (Carduus)--3 species noted.

Hawk's Beard (Crepis)--1 species; collected at Specimen Mountain.

Hawkweed (Hieracium)--2 species noted.

False Dandelion (Troximon)--2 species, one common, in meadows, in late summer.

Dandelion (Taraxicum)--1 or more species.

B. FLOWERING SHRUBS, 15 species.

Gooseberry (Ribes)--At least 2 species; occasional, up to timberline.

Jamesia Americana; Hydrangea family--rocky canyon and hill slopes, up to 10,000 feet, in some localities.

Nine-bark (Physocarpus)--Rose family--Moist canyon, at low elevations.

False Raspberry (Bossekia deliciosa)--Dry hillsides, below 9000 feet.

Raspberry (Rubus strigosus)--On dry slopes, often on burnt land, at all altitudes, up ti timberline.

Shrubby Cinquefoil; "Sage Rose" (Dasiophora fruticosa)--Common in the montane zone, blooming throughout the summer.

Wild Rose (Rosa)--1 or more species, in open woods, on dry hill slopes and roadsides.

Service-berry (Amelanchier);-Apple Family--1 species reported, from the lowest altitudes.

Mountain Ash (Sorbus scopulina)--Occasional, up to 10,000 feet.

Chokecherry (Prunus melanocarpa);-Plum family--Rocky slopes and canyon sides, below 9000 feet.

Mountain Balm (Ceanothus velutinus); Buckthorn family--Common along hill and moraine slopes, at low altitudes.

Buffalo-berry (Shepherdia canadensis)--In woods, middle elevations.

Elder (Sambucus)--Occasional, at middle elevations.

Honeysuckle (Lonicera involucrata)--In woods, to 9000 or 10,000 feet.

C. SHRUBS WITHOUT CONSPICUOUS FLOWERS, 11 species.

Juniper(Juniperus sibirica)--Open rocky places, up to 10,00 feet.

Willow (Salix)--Many kinds, mostly near streams, or in swamps, up to 12,000 feet. 6 species are easily distinguished.

Rocky Mountain Birch (Betula fontinalis)--Along streams, below 8500 feet.

Bog Birch Betula glandulosa)--Chiefly on alpine meadows and marshes, 11,000-11,500, but occasionally lower.

Alder (Alnus tenuifolia)--Large shrub, or small tree, along streams, up to 9500 feet.

Maple (Acer glabrum)--Widely distributed, up to 9000-9500 feet.

D. TREES, 10 species.

Limber Pine (Pinus flexilis)--On dry slopes, and wind-swept ridges, 9500--11,000 feet, assuming picturesque forms at timberline.

Lodgepole Pine (Pinus contorta)--The characteristic conider of the montane zone; chiefly 8500-9500 feet, occasionally to 10,000 feet; forming dense, second-growth forests on burnt lands, at middle elevations.

Western Yellow Pine (Pinus ponderosa)--A prevailing tree of the foot-hill zone, extending into the lower section of the Park; up to 9000 feet, in favorable situations.

Engelmann Spruce (Picea Engelmanni)--The characteristic tree of the subalpine zone, 10,000 to 11,000 feet, where it

forms dense and estensive forests, especially on moist areas; varies from a low, matted shrub,at timberline, to a stately tree, 4 or 5 feet in diameter, and over 100 feet tall; reaches its finest development in sheltered gorges, at 10,500 feet; occasionally down to about 9000 feet.

Blue Spruce; Silver Spruce (Picea parryana)--Along canyon streams, up to about 8500 feet.

Alpine or "Balsam" Fir(Abies lasiocarpa)--Occurs with the Engelmann Spruce, in subalpine forests, mostly near streams.

Douglas Fir or Spruce; False Hemlock (Pseudotsuga tarifolia)--On dry and often northerly slopes; up to 10,000 feet, on the higher foot-hills, but infrequent along the main Range; also called "Red Fir."

Rocky Mountain Juniper; Red Cedar (Juniperus scopulorum)--A few, in rocky places, at lowest altitudes in the Park.

Aspen; "Quakin' Asp" (Populus tremuloides)--The commonest deciduous tree of the Park, occurring at all altitudes, up to 11,300 feet; most abundant and finely developed in the montane parks, at about 9000 feet, where it forms handsome groves.

Narrow-leaved Cottonwood (Populus angustifolia)-- Along streams, below 8000 feet.

Summary of Plants Collected or Identified.

Flowers, including flowering shrubs,	289	species
Trees and flowerless shrubs,	21	"
Ferns and fern-allies, grasses, sedges and rushes, about	50	"
Total,	360	"
Number of plant families represented,	55	

Ranger Force.

Our ranger force is entirely inadequate. It is impossible for three rangers to satisfactorily patrol the four-hundred square miles of territory embraced in this Park, composing, as it does, some of the wildest, roughest country in the United States. They can not even adequately protect the Park from fires resulting from natural causes. Add to this the hundreds of campers in the wild sections of the Park, many of them careless with their camp fires, and the situation is appalling. For police protection alone, we should have at least seven permanent rangers, year-long, and five temporary rangers from May 15th to October 1st, to protect the thousands of people using this Park, from accidents, by regulating the speed limit of automobiles, protection of streams, protection of game and fish, and general field administration work. We have had three rangers called in the draft, making it necessary to appoint inexperienced men in their places. Taking into consideration that a man in this position must have at least three years' experience to make him proficient, and some idea of the handicap under which we have worked is apparent.

F i s h .

Fishing conditions during July and August, 1916, were normal, good catches being the rule. Spring and early summer fishing, 1917, not good, due to abnormal rains, causing high water in streams and lakes. Through cooperation with the Colorado State Hatcheries, in the National Park, the following streams were stocked:

Cabin Creek	20,000	Eastern Brook Trout
Cow Creek	50,000	Black Spotted "
Fall River	250,000	" " "
Glacier Creek	50,000	Eastern Brook "
Mill Creek	100,000	Black Spotted "
	50,000	Eastern Brook "
Big Thompson	100,000	Black Spotted "
	50,000	Eastern Brook "
Wind River	20,000	Black Spotted "
East Inlet	150,000	" " "
North Inlet	250,000	" " "
Grand River	250,000	" " "
Poudre Lakes	10,000	Eastern Brook "
Total,	1,350,000	

Plans are being perfected to establish breeding ponds along streams and lakes, within the Park, this method being necessary to get best results from planting of fry, the loss under the present method being so great that it is impossible to raise enough fish to supply the demands of the thousands of travelers who turn to trout fishing for rest and recreation, within the National Park. Fish fries held in the open are very popular, those given by Howard James, of the Elkhorn Lodge, being famous. Several guests from hotels pool their catches, invite from 50 to 100 friends and acquaintances, and have their picnics, in the shades of pines or aspens, along one of the many mountain streams within the boundaries of the National park.

Forest Fires.

Are an ever-increasing menace to National Park lands. About ten per cent of fires this summer werecaused by lightening, the rest by careless campers. The ranger force has answered to 11 fire calls this year. We reveived the heartiest cooperation from the Rocky Mountain Parks Transportation Company. This cooperation, in men and machines, has prevented disastrous fires, the largest area burned by any one fire being seven acres.

Winter Sports.

Due largely to War conditions, the Winter Sports Carnival was not as largely attended this year as last, but was a great success, nevertheless. Over forty members of the Colorado Mountain Club came up in February, bringing many friends, and found many improvements over last year, far more comfortable quarters, and ski and tobaggan runs also improved. Three minor accidents occurred, none of them serious enough to dampen the ardor of the crowd. All were enthusiastic, and vowed to return next February, with a larger crowd.

Accidents.

No accidents of a serious nature occurred within the boundaries of the Park this year. Numerous collisions occurred between automobiles, and automobiles and saddle horses, none of which resulted in more than slight damage.

Violations of Regulations.

There has been no apparent increase in violations of regulations, over last year. In no case has the violation been of so serious a nature as to make imposing of a penalty necessary.

ANNUAL REPORT

1919

Annual Report
1919

ROCKY MOUNTAIN NATIONAL PARK

L. Claude Way, Superintendent, Estes Park, Colorado.

General Statement

The Rocky Mountain National Park was created by the Act of January 26, 1915, (38 Stat. 798). Under the Act approved February 14th, 1917, (39 Stat. 916), entitled "An Act to add certain lands to the Rocky Mountain National Park, Colorado," approximately 43 square miles have been added, making the present area of the park approximately 400 square miles. The above acts provide that not more than $10,000.00 shall be expended for administration, protection and improvement, in any one year, without special act of Congress. By the Act of Congress approved March 1st, 1919, the above inhibition was removed. Exclusive jurisdiction over the above area has not yet been ceded to the Federal Government by the State of Colorado.

Travel.

The lack of hotel accommodations, together with was h-out of roads between National Park entrances and railroad terminals, prevented thousands of people from visiting this region this season. A canvass of three hotels and the Tourist Bureau, of Denver, shows that, in Denver alone, from 100 to 150 persons per day, during July and August, or a total of between 6,200 and 9,200 persons, could not secure accommodations here, and hence did not

visit the Park. Each day, a list of available rooms, if any, was telephoned to the Denver Tourist Bureau, the average number of rooms available per day being three or four, to supply the demands of hundreds in Denver alone. I have not heard of one hotel in this region that was not booked to capacity for the entire season, by June first. Many of the hotels have kept a record of the number of people turned away for lack of room. This list totals 10,487 persons, for the Estes Park and Long's Peak entrances alone, while approximately 3,000 were turned away at Grand Lake. These figures, in conjunction with the total travel listed below, afford ample proof of the popularity of this National park, also, the need for additional hotels, to accommodate the people, both on the Eastern and the Western slopes.

In giving the number of persons who visited the Rocky Mountain National park this season, I must again call attention to our method of counting, which is the same as that used in 1917 and 1918. We have no entrance gates, and our only means of counting is to count the number of machines and the number of occupants that pass a given point on the Long's Peak and Estes Park entrance roads. One man is stationed throughout the day on each of these roads, at the expense of the Denver Tourist and Publicity Bureau, but under my control. A conservative estimate,

(arrived at by actual count on average days) of the number of persons missed by checkers when off duty, being 30 per cent, this is given consideration in the final results or totals, the actual count being given for information as to states and foreign countries represented. I must also call attention to the fact that, in so far as different states and foreign countries are concerned, we have no means other than auto license, (and, in the case of foreign countries, our office register), of determining where the people come from, and hundreds of people coming in are listed as Coloradoans, for the reason that they come in rent cars, out of Denver and other valley cities. The absence of suitable control of park entrances is detrimental in many ways, chief among them being the impossibility of adequately getting to the people information of value to the people, as well as to the Park. Aside from the road wash-out period, travel into the Park has been exceptionally heavy this year. The following tabulation shows the number of persons visiting the Rocky Mountain National Park during the season of 1919.

Travel by States in the Rocky Mountain National Park, Season of 1919, Estes Park and Long's Peak entrances. 1

State	Autos	Passengers
Alabama	1	5
Arkansas	17	74
Arizona	2	7
California	37	155
Colorado	9924	43972
Connecticut	1	11
District of Columbia	4	13
Delaware	1	5
Florida	2	8
Georgia	3	10
Idaho	3	10
Illinois	119	514
Indiana	10	45
Iowa	313	1252
Kansas	700	2919
Kentucky	4	13
Louisiana	5	24
Maine	1	2
Maryland	1	3
Massachusetts	7	30
Michigan	15	59
Minnesota	11	40
Mississippi	4	16
Missouri	282	1204

State	Autos	Passengers
Montana	9	39
Nebraska	1184	4933
Nevada	1	7
New Hampshire		4
New Jersey	8	20
New Mexico	5	16
New York	19	69
North Carolina		1
North Dakota	6	26
Ohio	27	106
Oklahoma	306	1232
Oregon	1	5
Pennsylvania	17	65
Rhode Island	1	5
South Carolina		1
South Dakota	15	69
Tennessee	8	14
Texas	110	440
Utah	5	25
Virginia	2	8
Vermont	2	11
Washington	4	20
West Virginia	1	2
Wisconsin	7	28
Wyoming	312	1311
Total	13497	58848

Travel not Classified by States

	Autos	Passengers
Rocky Mountain Parks Transportation Company	1023	8374
Rent Cars	1449	8637
B. P. O. E. Convention	70	350
Total	2542	17361

1 The abovefigures are actual count; no estimate given of visitors missed by checkers. They were obtained by having men stationed at entrances, who counted the number of people in each automobile or other vehicle, as they passed, the classification as to states being dterminedby the license number on each machine. It can be readily seen that many persons from states other than Colorado would hire machines in Denver, or other points, for a trip into the Park, yet they must, under this system, be recorded as Colorado people. Again, all evening travel could not be recorded. Checkers were employed by the Tourist and Publicity Bureau of the Denver Civic and Commercial Association, from May 30th, to October first, the countr prior to and after those dates being obtained from hotel registers. From calculations made at different times, after checking hours, it is estimated that we failed to record thirty per cent of the people entering the National Park at these entrances.

Estimated

	Autos	Passengers
Estes Park and Long's Peak Entrances missed by Checkers,	4829	22931
Grand Lake	11000	55000
Wild Basin, on foot or horse-back		5000
Mummy Pass Region, on foot or horse-back		1500
Devil's Gulch	540	2700
Visi tors, October 13, 1918, to May 29, 1919,	1230	6152
Total	17599	93283

Recapitulation

Private Cars, Classified by States	13497	58848
Rocky Mountain Parks Transportation Co.	1023	8374
Rent Cars	1449	8637
B. P. O. E. Convention	70	350
Estimated	17599	93283
Grand Total	33638	169492

Visitors from the following foreign countries were registered in the Park this season: England 1, France 1, Canada 2, Norway 1, Denmark 1, Siam 1, Java 2, Japan 4, Holland 1, Russia 1, Hawaii 2, Switzerland 2; total visitors from foreign countries 19.

Roads

County and State roads within the National Park, and approaches thereto, have not been in as good condition this year as in 1918. Due in part to the extreme dryness of this season, the roads would not hold up under the extremely heavy travel.

Big Thompson Approach.--The work done last year by the State and County road officials, in widening this road, proved of great value this year, in the handling of the heavy traffic. On August first, a cloud-burst occurred, which did considerable damage, flooding about ten miles of the road below the Forks, and taking out one bridge, thus closing the road to travel. Temporary repairs were made, and the road was again passable at 5:00 P.M., August 2nd. Repair work continued until September 9th, when the road was permanently closed, to permit double tracking the entire distance. $110,000.00 will be spent on this work, under Federal Aid plan. The increased traffic on this road makes double tracking a necessity, and when completed, it will be one of the best and most scenic roads in the country. It is expected that the work will be completed by June first, 1920.

Longmont-Lyons Approach--This highway was greatlyimproved this year, considerable work being done by the Larimer County Commissioners. This, in conjunction with

work done by the Boulder County Commissioners last year, adds greatly to the double-track distance between the valley and the National Park. This road was open until July 31st, when a cloud-burst occurred, which washed out eight miles of road, and several bridges, in Boulder County. Repair work began at once, but the damage was so great that the road was not open until September 10th.

South St. Vrain Approach--This road is still gaining in popularity, due to the magnificent scenery, and choice of routes, via Longmont, through Lyons and Allens's Park, Boulder vid Lyons and Allen's Park, or Ward and Allen's Park. Several miles of this road, at the lower end, have been double-tracked by Boulder County. I have been informed that the State Highway Commission favors double-tracking the road the entire distance to the National Park, work to begin this winter. There is no question but what the State would be amply repaid for any money expended in improving this road. The cloud-burst on July 31st, which washed out the Lyons-Longmont road, also took out bridges and several miles of this road. Temporary repairs were made at once, only to be again washed out by floods. The road was finally placed in fair condition for travel August 17 th, and permanent repair work has been carried on as rapidly as possible.

Granby Approach--The Granby approach to Grand Lake has been in the usual poor condition. Several new bridges were constructed, while others have broken down and have not been replaced. Local people in this section are beginning to realize the importance of good roads, and are insisting that the roads be improved, and apparently they will succeed.

General Information on Approaches--The Big Thompson and South St. Vrain roads are equally attractive from a scenic standpoint, the former following the Big Thompson River, which flows between perpendicular walls, from 100 to 500 feet in height, from the foot-hills to Estes Park, while the topography along the South St. Vrain changes from high, rolling country, with distant views, to valleys and deep canyons. People should enter by way of one route, and leave by way of the other, to get the best results from a trip to the national park. The chief inducement to travel the Lyons route, is the shortening of the distance between Estes Park and Denver. While this route has great scenic value, it is not comparable to the Big Thompson or the South St. Vrain route.

Roads within the National park--Approximately $200.00 was spent on the State and County roads within the National Park, by State and County officials. The Long's Peak road has been in very poor condition this year, but at no time impassable. The Moraine Par k road has been in fair condition. The widening of this road, on Moraine Park Hill, last fall, greatly improved this stretch, making it much safer for travel.

Highdrive Road--This road was in very poor condition the early part of the season, but was improved later, by the repair of bridges and culverts, where necessary, and by filling in chuck holes. This road was in fair condition during August. It was closed three days on account of bridge work.

Fall River Road--This road, from the National Park boundary to Horseshoe Park, was in very poor condition at the beginning of the season, but was improved later by replanking and replacing bridges and culverts, where necessary, blowing boulders out of road, providing drainage on hills, and resurfacing the worst parts. This portion of the road was in fair condition during August.

The Fall River Road, from Horseshoe Park to the Shelter Cabin, is in very poor condition. No work has been done on this section this year, with the exception of clearing out winter rock slides, and temporary repair of retaining walls, which had fallen down. This section should be resurfaced, widened the entire length, and proper drainage provided. Mr. E. E. Sommers, State Highway Commissioner for this District, and Chairman of the Commission, has promised to do this work, and put the entire road in first-class condition, before asking the Government to accept the road. 9145 feet of road has been constructed this season on the Eastern Slope, above the Shelter Cabin, carrying the road to approximately 5000 feet of the highest point, at the head of Fall River Canyon. Considerable work has also been done above timberline, beyond the completed portion. On the Western Slope, work has progressed even more satisfactorily, 19100 feet bing completed, and entire right of way cleared, bringing the completed portion 2800 feet from the highest point and level ground. The contractors estimate that the road will be completed by July 15th, 1920. While it is disappointing that this road will not be completed this fall, according to promise, the work has been pushed vigorously by Mr. E. E. Sommers, Chairman of the State Highway Commission, and others, who deserve credit for

their work. The State officials have definitely decided upon what is known as the Highline route, which affords wonderful views of the mountains and valleys.

The importance of this road to the traveler, the National Park, and the State of Colorado, can not be overestimated, completing as it will, connections between Estes Park and Grand Lake, over the Continental Divide, making possible a circle trip to and from Denver, which, for scenic beauty, will not be surpassed in the world. It will be possible to complete the trip in three days' traveling time.

Mill Creek Road--This road, from the junction with the Moraine Park road to Mill Creek Ranger Station, was greatly improved, by blowing out large boulders, on which many autos have been damaged in the past. The portion from Hallowell Park to Mill Creek Ranger Station was difficult and dangerous of passage by wagons, and impossible for autos. Since the completion of the work this year, autos make the trip to the Ranger Station, which shortens the distance to Bierstadt Lake and Flattop Mountain. This work also makes possible and profitable the removal of dead fire-killed timber for cord-wood, and we have had many inquiries for wood by local residents. With further and adequate improvements, this road would be very popular.. Mr. A. Griffith, who has a timber sale area

around Bierstadt Lake, improved the old wagon road between Mill Creek Ranger Station and the Lake, and is now hauling out dead saw timber and cord wood, cleaning out and greatly improving the shores of the Lake.

Glacier Basin Road--This road, from the junction with the Mill Creek Road, to within 1½ miles of Bear Lake, has juttified the expenditure for construction. The one mile cut-off built last year by private subscriptions, has enticed hundreds of auto parties and campers into Glacier Basin. Considerable work has been done, resurfacing and making additional turn-outs on this mile, which should be double-tracked, the entire distance, and extended to Bear Lake, at the earliest possible date.

Fern Lake Road--One mile was partly constructed last fall, with money contributed by Messrs. Stead, Tecker, Byerly, and Reed. No additional work has been done this season. This road should be completed to Fern Lake at the earliest possible date. The Fern Lake region is one of the most beautiful in the Park, but is accessible at the present time only by foot or saddle horse, over 5½ miles of very poor trail.

Beaver Creek Road--This road is now used by wagons, hauling out fire-killed timber. No work was done this year, on account of lack of funds.

Pole Creek Road--From Grand Lake to Pole Creek Ranger Station, is now in condition for auto travel, and has been extensively used this seas on by tourists, on picnic and camping trips. This road opens up fire-kill ed timber, which is extensively used by local residents of Grand Lake. While this road is in fair condition, it should be improved and extended to the Southern boundary of the National Park.

North Fork Road--From Grand Lake to the junction with the Fall River Road, has been in fair condition. Grand County and State road commissioners relocated and built 1½ miles, cutting out swampy ground, and I have been infofmed that additional work will be done by these officials next year. This is the first year that automobilists could travel this road with comfort. On my last trip, I found two autos at Poudre Lakes, and the owners expressed their pleasure at and appreciation of the work done.

General Road Conditions--Due to extreme dryness this season, it has been practically impossible to keep roads in good condition, and especially so, since no adequate drainage is provided. Surfacing during the dry spells is readily ground to dust and carried off the right of way by suction and winds, and even light rains would cause ruts, and waste tons of material, by depositing in forest growths alongside the roads, or carrying into streamd. We have

done what we could to overcome this, but the small amount ofmoney available for all road work permits only an infinitesimal amount of drainage work, and we must concentrate our efforts on dangerous stretches and on bridges, making them passable and safe for the season. It is impossible, under present allotments, to do any permanent work, for there are so many places to cover. All bridges within the National Park have done service for many years, and being of wood construction, are in a dangerous condition. Three of them gave way under the weight of touring cars this season, and had to be replaced by wooden structures. An examination shows that not one bridge within the nationalPark has a sufficient factor of safety for the travel carried. The following is a summary of the road work done by us this season:

Name of Road	Nature of Work
Mill Creek Road, 3½ miles	Boulders removed, chuck holes filled, partly resurfaced.

Bridges and Culverts

Length	Width	
15'	14'	Replanked.

Name of Road	Nature of Work
Glacier Basin Road, 2 miles	6 new turn-outs built and enlarged; 7 old turn-outs resurfaced and raked; road construction, 600 feet to campinggrounds.
Fall River Road (Park boundary to Horseshoe Park) 1½ miles.	Boulders removed; resurfaced and raked; chuck holes and ruts filled; ditched.

Bridges and Culverts

	Length	Width	
1	30'	16'	Retreaded
1	16'	12'	do
1	12'	12'	Rebuilt
1	24'	12'	Replanked, retreaded
1	3'	12'	Rebuilt
4	2'	12'	do

Highdrive Road, 2 miles	Boulders removed; chuck holes and ruts filled; partly resurfaced.

Bridges and Culverts

	Length	Width	
1	34'	16'	Replaced with guard railing; shortened 10 ft.; fill 10 ft long, 5 ft. deep, 16 ft. wide.
1	16'	12'	Rebuilt with guard railing
1	5'	12'	Replanked and retreaded
1	6'	12'	do
1	8'	12'	do

Pole Creek Road, 2 miles — Graded and resurfaced; boulders removed; ditched

Bridges and Culverts

	Length	Width	
1	8'	12'	Pole bridge rebuilt
1	9'	12'	do
1	12'	12'	do

Trails

Due to extreme dryness and light snow-fall last winter, our trails were not damaged to the usual extent. Due to the dangerous condition of the roads and bridges, it was considered advisable to concentrate all work on them, consequently, no trail work has been done, except necessary clearing out of fallen timber and corduroying the most dangerous bog holes, when possible. This work was done by Park rangers.

Name of Trail	Miles	Points connected
Flattop	18	Mill Creek Road and Grand Lake
Hallett's Glacier	6½	Fall River Road, Lawn Lake, and Hallett's Glacier
Ypsilon	2½	Hallett's Glacier Trail and Ypsilon Lake
Storm Pass	4½	Glacier Basin and Long's Peak Inn
Wind River	2½	Long's Peak Road and Wind River Road
Bear Lake No. 1	1½	Glacier Basin Road and Bear Lake
Bear Lake No. 2	1⅝	Bear Lake and Bierstadt Lake
Loch Vale	2½	Bear Lake Trail and Loch Vale
Fern Lake	5½	Moraine Park Road and Fern Lake
Steep Mountain	2	Pool and Mill Creek Ranger Station
Odessa Lake	1½	Fern Lake and Odessa Lake
Deer Mountain	2	Fall River Road and Deer Mountain
Bierstadt Lake	1	Glacier Basin Road and Bierstadt Lake
Milner Pass	15	Fall River Road and Grand Lake Road
Long's Peak	.9	Long's Peak Inn and summit Long's Peak
Lakes Nanita and Nakoni Trail	2	Flattop Trail, Lakes Nanita and Nakoni
Total	77	

Concessions , Transportation.

OnMay 13th, a concession was granted to the Rocky Mountain Parks Transportation Company, for transportation within the Rocky Mountain National Park. This company has operated here for a number of years, and has given excellent service. They have demonstrated the value of our concession policy, and their services to the travelingpublic this season, by the masterly manner in which they have met the transportation problem. Though handicapped by floods, which did great damage to the roads, and increased their haul for freight and passengers by several miles, they have kpet up their schedules from railroad terminals to and into the park, running their cars night and day, when occasion demanded, serving the people and accomplishing their object, with little or no annoyance or inconvenience to the travelers. I know of no case where a traveler has been refused passage by this company, either on scenic trips through the national Park, or from railroad terminals, to or from the Park, except during the time that bridges on entrance roads were washed out. The efficiency of their service is further proven by their popularity. In previous years, on or two hundred people per week, over the Fall Riveror Highdrive, roads, in rent cars, was considered a good week, at the price of $19.00 per seven-passenger car, while, under the concession plan, one or more persons make the trip, with

additional mileage, at $4.00 per passenger, and two trips daily. 1956 passengers were carried on this trip between June 15th and August 31 st. As high as 150 persons have made this trip in one day, in Transportation Company machines. The Long's Peak schedule has also been popular, 1257 persons being carried between June 15th and August 31st, at $1.25 one way, $2.50 round trip, where in the past ashigh as $22.00 has been charged for this trip, by jitney drivers. In addition to schedule trips, this Company operates a fleet of seven-passenger White touring cars, giving special any-hour service, by trip or hour. Trips and prices are given below. The handling of tourists from railroad terminals into the park has taxed the Company to the utmost, due to the immense amount of traffic this year. It is extimated that an average of 150 persons daily were handled by the Company, between June 15th and August 31st, from railroad terminals, and in addition, on one occasion, 350 extra passengers were handled ~~in~~ one day, in and one day out, without surtailing the service to regular travel. This condition has existed on several occasions this season, without one complaint being filed against the service given. I believe that it is obvious that this could not have been done without a reliable company, under contract, and depending upon haphazard service by rent car owners, operating when and where they please. The following service has been given by the Company:

Automobile Schedules

The Rocky Mountain Parks Transportation Company

Sight-seeing Trips

Highdrive Circle (including Highdrive and part of Fall River Road)--Leaves Estes Park 9:00 A.M., returning 11:00 A.M.; round trip, per passenger, $2.50.

Fall River Drive-(including all of Fall River Road)--Leaves Estes Park 9:00 A.M., returning 12 Noon; round trip, per passenger, $3.50.

Fall River and Highdrive (Including all of Fall River and Highdrive roads)--Leaves Estes Park 2:30 P.M., returning 6:00 P.M.; round trip, per passenger, $4.00.

(Any of the above sight-seeing trips could be taken from Moraine Park, providing six or more persons desired service.)

Long's Peak Drive (via Mary's Lake)--Leaves Estes Park 2:30 P.M., returning 5:30 P.M.; round trip, per passenger, $2.50; one way, per passenger, $1.25.

Special service (White Touring Cars)--Stright running time, per hour, $6.00; picnic parties, running time, per hour, $6.00, waiting time, per hour, $4.00; shopping trips, per hour $4.00.

Touring Car Rates

		Per person	Minimum Charge
1.	Fish Hatchery	$ 1.25	$ 5.25
2.	Horseshoe Park and Falls	2.00	8.50
3.	Fall River to Chasm Falls	2.75	11.50
4.	Fall River Road	4.00	17.00
5.	Highdrive	2.50	10.50
6.	Moraine Park Post Office	1.25	5.25
7.	Moraine Park to Fern Lake Trail	1.50	6.25
8.	Y. M. C. A. Conference Grounds	1.25	5.25
9.	Sprague's Hotel	2.50	10.50
10.	Wind River Road	2.00	8.50
11.	Long's Peak Inn	2.50	10.50
12.	Hewes-Kirkwood Inn	3.00	12.50
13.	Long's Peak Drive	3.50	15.00
14.	Copeland Lake	4.00	17.00
15.	Wild Basin	4.50	19.00
16.	Allen's Park Post Office	5.00	21.00
17.	Ward	7.50	31.50
18.	Lyons, via South St. Vrain Canyon	7.00	30.00
19.	Gem Lake Trail	.75	3.25
20.	Lester's Hotel	1.25	5.25
21.	Horizon	1.50	6.25

		Per person	Minimum charge
22.	McGraw's Ranch	$ 2.50	$ 10.50
23.	Devil's Gulch-Big Thompson	3.50	15.00
24.	Big Thompson Canyon to Dam	5.00	21.00
25.	Devil's Gulch-Big Thompson to Dam	5.00	21.00
26.	Around Prospect Mountain	1.75	8.50
	Combination Trips		
27.	Trips Nos. 3 and 5	3.25	14.00
28.	" 4 and 5	4.50	19.00
29.	" 3,5,7,and 8	4.50	19.00
30.	" 9 and 10	3.25	14.00
31.	" 15 and 16	5.50	23.00
32.	" 15 and 17	8.00	34.00
33.	" 15 and 18	7.50	31.50
34.	" 20 and 23	3.75	15.75
35.	" 4,5,and 7	5.00	21.00
36.	" 20,22,and 23	4.75	20.25
37.	" 20 and 25	5.25	22.00
38.	" 6,8 and 9	3.25	14.00
39.	" 6,8,9 and 10	4.00	17.00
40.	" 5,6 and 8	3.50	15.00
41.	" 5,6,8 and 10	4.00	17.00
42.	" 5,6,8 and 9	4.50	19.00
43.	" 4,6,8,9 and 10	5.25	22.00

For this service the Transportation Company, under contract, own and operate the following:

24	10 passenger cars
8	7 " "
5	2 ton trucks
2	5 " "

Orders for additional equipment have been placed by this Company, but it has not been possible for makers to make deliveries to date. Anticipating increased travel to this Park next season, orders for additional equipment will be placed this season.

Concessions, Hotels, Lodges, Camps

Permits to operate hotels, lodges and camps have been issued as follows:

Name	Proprietor	Capacity	Location
Sprague's Hotel	A.E. Sprague	50	Glacier Basin
Lodges:			
Forest Inn	F.D. Tecker	50	Pool
Fern Lodge	F.W. Byerly	50	Fern Lake
Bear Lake Lodge	A.E. Brown	50	Bear Lake
Camps:			
Timberline	E.A. Mills	10	Long's Peak
Lawn Lake	Bradley & Patrick	15	Lawn Lake

All other hotels within the boundaries of the National Park, of which there are nine, are located on private property, and are not under the jurisdiction of the National Park Service.

Construction of Buildings.

Superintendent's Barn--Size 14 by 20 feet; five stalls, with hay loft, grain and saddle room; height of gable 16 feet; frame construction; to be used for winter housing of saddle horses used on official business by the Superintendent.

Fire Tool Caches--Three fire tool caches, log construction, 6 by 18 by 6 feet front, 4 feet rear, containingfire-fighting equipment for ten men, have been installed. The new caches replace the boxes originally installed, and are large enough to afford shelter in case of emergency, thus serving a double purpose.

Kitchen and Cess Pool--A kitchen, size 12 by 14 feet, was added to Mill Creek Ranger Station, and the cesspool rebuilt.

Repair of Buildings.

Name.	Construction	Nature of work
Mill Creek Ranger Station	Log	New ceiling and floor; 3 windows and 3 doors installed; balance of chinking done; fire-place constructed; all ranger labor.
Pole Creek Ranger Station.	Log	Porch and stairway added; general spring repairs; all ranger labor

Telephone Lines

General Statement--All telephone lines have given excellent service this season, the only work necessary after spring repairs being the replacing of lightning fuses, and four cases of trouble, due to crossed wire grounds.

Construction--Fall River line, two miles, now connecting Fall River Shelter Cabin and the road camp; Pole Creek line, location changed from connection with Mountain States Telephone and Telegraph Company toll line, Hot Sulphur Springs, to Grand Lake, now connecting with Flattop line, giving connectionwith the Superintendent's office, over all-government line; total distance reconstructed, 3½ miles, using new material on 1½ miles.

Maintenance and Repair--Spring repair work on Allen's Park, Mill Creek, Flattop, and Fall River lines was heavy this season, due to fallen trees and heavy snow, which clung to and broke wires. By beginning in February, we were able to complete this work before the official Park opening date. Due to reconstruction, location, and care taken in repairs, I feel that in the fu-

ture we will have a minimum of spring repair work on telephone lines, our most important change being relocating two miles of the Mill Creek telephone line from swamp to high ground, with all-pole construction. Total mileage of telephone lines, 61.

Great appreciation is shown by tourists of our telephone system, with telephones installed along roads and trails, which creates a feeling of confidence and safety to a person unaccustomed to the wilds.

Camping Grounds.

Use of our free public camping grounds in Glacier Basin has increased 100 per cent this season. A new road from the Glacier Basin Road, constructed in July, added greatly to the comfort and convenience of campers. The number of camp sites has been increased , to accommodate campers, by cutting out underbrush, and cleaning up additional ground. Many persons have expressed to me their appreciation of our work and forethought, in selecting so beautiful a location. The need is great for additional improved camping grounds, and I trustthat sufficient funds will be available next year to install them. Cross-country travel by auto is increasing by leaps and bounds, and we should be prepared to supply the needs of the people.

Every effort was made by the people of Estes Park to secure sufficient ground near the village for free camping grounds, to accommodate late arrivals, and others, who did not wish to camp in the hills. Sufficient money was obtained by private subscription, but thus far, no one would sell ground

for this purpose. Efforts to secure suitable site are still being made, with hopes of success before next season.

Mr. F. O. Stanley established a public camping ground in Tuxedo Park, which has been well patronized and appreciated this season. A fee of fifty cents per day per auto is charged for camping privileges, to cover the expense of care taker, installation of conveniences, etc. The camp ground is located approximately three miles from the Village of Estes Park, against five miles to our free public camping grounds.

The elimination of camping along public roads this season has added greatly to the pleasure and safety of the people using the roads. No accidents, due to horses running through fright at blankets, tents, etc., has beenreported.

The Colorado Mountain Club held their second camp in Wild Basin during August, having as their guests members of the Prairie Club of Chicago, the minimum attendance being 100, the maximum 150.

Natural Conditions.

Glaciers--"The Geologic Story of the Rocky Mountain National Park," by Willis T. Lee, Ph. D., Geologist, U. S. Geological Survey, has been of great value to both scientists and laymen, in their study of glacial action in this region. Our supply of this publication was early exhausted, to the disappointment of hundreds of people, who made inqui-

ries later, and learned that they must send to Washington for copies. This work has stimulated and created interest in the making of a world to an unbelievable extent, and inquires regarding glaciers, moraines, etc., have been of daily occurrence at our office, and of the rangers . Seen from the valleys this year, the glaciers have been disappointing, due to the small amount of snow fall last winter, and since the majority of the light storms in high altitudes this summer fell as rain instead of snow, this resulted in practically all the snow being washed from the glaciers, leaving the ice bare, which did not show up well from a distance. This condition, however, had its advantages, affording, as it did, an excellent opportunity to study the ice formation, and other glacial conditions.

Of the immense glaciers that once were, but five remnants remain, Hallett's, Sprague's, Tyndall, Andrews and Taylor. Especial interest has been manifested in Hallett's and Andrews glaciers this season. In Andrews Glacier, crevasses opened this season, this being the first time, so far as known, that this has occurred since white men came to this section. Hallett's Glacier, the largest glacier within the Park boundaries, each year takes new and fantastic shapes. Old residents and guides in this section report Hallett's Glacier as being more wonderful this year than at any time during the past thirty years. I quote from a report made to me by Mr. Robert Collier, licensed Park guide.

Report on Hallett's Glacier,

By Robert Collier.

"On August 18th, with a party of five, I visited Hallett's Glacier, on the North side of Pague's Peak. The glacier this year is open in a wonderful way. The big semi-circular bank has three main crevasses open, the usual one in the center being about the best. We noted this crevasse going down about 25 feet below the level of the bank outside. As we went down, we could look in and down, toward the North, into an immense room, about 150 feet high, and 50 to 60 feet broad. From the roof of the room, a large number of icycles hung, some of them being 35 to 40 feet long. In places on the roof, large masses of snow had settled, and the icicles hanging from them were twisted in many curious shapes. Because of the overhanging snow, it was not deemed wise to go very far into this crevasse, but I believe that by going very early in the morning, while the mass is still cold, and with proper ropes, this whole immense crevasse could be easily explored.

"A large crevasse on the North bank of the Glacier was open for approximately 300 yards, and on the lower end you could look down approximately 100 feet into the ice. We climbed up above the main crevasse, in the middle, where I found new cracks opening about every six to eight feet, so that extreme care had to be used in crossin g. Some places that I pricked through with my staff, I looked into. These

cracks were spread, so that you could look down anywhere from 75 to 100 feet into the ice.

"At the top of the glacier, a number of interesting bergshrunds, where the ice was parting from the snow, we re explored. These were not so deep, but showed a great many interesting snow crystals and snow formations. The small lake at the bottom of the glacier had a number of icebergs which floating around, ~~xxxx~~ showed som red fungus coloration, typical of the ice.

"There was also another crevasse, extending vertically up the bank, a condition which I had never before observed, but on account of the cracked condition of the ice, I was unable to explore this crevasse. The crevasse on the South side was small, and comparatively filled up, so that it did not seem advisable to explore it. On the whole, the glacier is in the finest shape for observation and exploration that I have ever observed it."

The red fungus coloration referred to above is discussed in my report of February 15th, which I now resubmit.

Report on Red Snow in the Rocky Mountain national park.

"I feel that red snow can be considered as one of the notable phenomena of this national Park. A party of tourists who visited Hallett's Glacier the same day after the discovery of red snow was made, took as much interest in it, after its nature had been explained to them, as they did in the purely scenic features of the glacier. Certainly, no one could fail to be impressed with this great mass of color, knowing that it is composed of countless billions of tiny living creatures, which have the power of movement, growth and reproduction, and this in a medium generally considered devoid of life.

"The general appearance is that of a well-defined pink band, extending along Hallett's Glacier, along the lower edge, where the surface becomes nearly level. This band, I should say, is about 100 feet wide, its upper edge being very even, and about as long as the Glacier, that is, about one-half mile. A closer inspection discloses the fact that the color is concentrated in the hollows of the furrowed surface of the snow, and reaches its maximum density about one-quarter inch below the surface. A slight scraping will produce in some places streaks of an almost blood red. A handful of the snow, taken up and allowed to melt away, will leave a powdery red stain.

"This phenomenon was first discovered in the Northern part of the American Continent in comparatively recent times. Various explanations were offered, some of them almost as absurd as that of the natives of the Caucasus Mountains, who regard the same appearance there as a manifestation of the blood of saints. It is now known that the color is due to the presence of countless numbers of a minute organism (protococcus), related to the algae. It is called by some spirella nivalis, but I am not sure that this is the name finally agreed upon by men of science. Like many other low microscopic forms of life, this one has characteristics of both the animal and vegetable kingdoms, and belongs strictly speaking to neither. In the early stages of its development, it has a tail, and seems to possess the power of motion. Later, it seems to possess a purely vegetable nature. The species is believed to reproduce itself like the amoeba and other unicellar organisms, by simple division. This species has introduced itself into the United States within the past tenyears. For instance, it was not formerly known in Glacier National Park, but is now found there, on all the glaciers. It has been noted in Mount Rainier National Park, and in other northerly locations. Essentially an Arctic species, it seems to be extending Southward, in the mountains, finding a habitat on the large permanent ice sheets.

So far as I know, it has not been reported elsewhere in Colorado. I am confident that it does not occur as yet in the Rocky Mountain National Park, except on Hallett's Glacier. It is possible that this is the firt official report of this phenomenon at this latitude.

"Several interesting questions present themselves. Willthis protococcus become established still further South on ice masses, such as the Arapahoe Glacier? Will the area covered on Hallett's Glacier increase, diminish, or remain the same? Only time and further investigation will answer these questions. Also, it is somewhat of a mystery how the spore is carried over such great distances. Possibly it is borneon the Chinook winds."

Ranger Force.

The ranger force is entirely inadequate. I t is impossible for three rangers to satisfactorily patrol the 500 square miles of territory embraced in this Park, composing, as it does, some of the wildest, roughtest country in the United States. They can not even adequately protect the Park from fires resulting from natural causes. Add to this the hundreds of campers in the wild sections of the Park, many of them careless with their camp fires, and the situation is appalling. For police protection alone, there should be at least seven permanent rangers throughout the year, and five temporary rangers from

May 15th to October 1st, to protect from accidents the thousands of people using this Park, by regulating the speed limit of automobiles, protection of streams, protection of game fish, and general field administration work.

Wild Animals.

The General Assembly of the State of Colorado recently passed an Act (S.B. No. 86) creating and establishing the Colorado State Game Refuge, which embraces a section of the Colorado National Forest, adjoining that part of the Rocky Mountain National Park lying East of the Continental Divide, thus affording much needed protection to game that stray beyond the National Park boundaries during the winter months, also game located within the Game Refuge the year long. This step will add greatly to the number of game, which the people realize is a great asset to Colorado. State Game and Fish Commissioner Parvin and his representatives are cooperating with us in every possible way for the protection of game in this section. The increase in game and their condition this season is very satisfactory. Due to extreme dryness, game animals have not been as numerous in low altitudes during July and August this year as last. During the spring months, however, the increase was apparent. While on an inspection trip in early June, I counted 127 deer, 84 mountain sheep, and 33 elk, along one road. There is no question but what the protection afforded by the State Game Refuge adjoining

the National Park will add to the increase of game in this section.

Elk--Are native to this section, but were exterminated by hunters years ago. A herd shipped in from the Yellowstone National Park formed the nucleus of our present herds, which now number ~~five~~ 90. We have no authentic data on the increase this year over last, though many calves have been reported by local residents. All animals seen have been in excellent condition.

Mountain Sheep--Show a remarkable increase this year. It is disappointing that but few herds have been seen along the roads in low altitudes this season, due, I believe, to extreme dryness, and the unusual number of flies. Mountain sheep have been seen in large bands by every party that has gone to the Crater on Specimen Mountain this seas on, one party counting 225 animals, while numerous large bands have been seen by tourists on other high ranges. Once seen by any person among the crags and rocks of the wild country, the picture is well worth the effort necessary, and is one never forgotten. One ram reported dead from old age had a horn spread of three feet four inches, and eleven inches circumference. Persistent reports have come in of scabies among our mountain sheep, but we have not been able to verify these reports.

Deer--This beautiful and graceful animal is now more plentiful in the Park than any other animal. Large herds, numbering from 10 to 100, are commonly seen during the winter and early spring, and as late as June 15th, when the herds break up and go to higher altitudes within the Park, where they are seen daily by parties traveling over the trails, usually in herds of from two to six, and are occasionally seen along the valley roads. They are more shy than the mountain sheep, due, no doubt, to the fact that they have not been protected for so long a period. Judging from an occasional encounter with them, I feel that within a few years, with adequate protection, they will be seen daily, in large herds, along the valley roads, as well as in the wilder country. It has not been possible to get an accurate estimate of the increase, but, judging from the number of fawns seen, the increase must have been large. There have been no reports this year of deer in anything but first-class condition.

Beaver--Colonies are very numerous and on the increase in the National Park. Their workings line the streams, and can be seen in many places within twenty feet of the road, affording a wonderful opportunity to study these interesting animals. In several cases of colonies on private lands, they have become so numerous that owners have found it necessary to secure permits from State officials to trap them, to prevent destruction of land by

flooding, and destruction of aspen groves. Trapping on National Park lands is not permitted, and very little damage is done to Park lands by beaver. Since they are not molested on Park lands, it is now possible, in certain localities, to see beaver working in day-light, also to secure pictures.

Bear--While native to this section, are seldom seen. Three silver tips, three brown, and six black bears were reported in the park this season, five being seen crossing main roads, in low altitudes.

Predatory Animals--We have found the remains of five deer and six sheep killed by predatory animals this year. Reports of lions seen have been more numerous this year, and they are undoubtedly on the increase in this Park. The following predatory animals have been killed by Park officers: 15 coyotes, 7 bobcats.

Fish.

Fishing conditions during the State open season were very good, and afforded excellent sport to anglers. Through cooperation with the Colorado State Hatcheries, located within the park boundaries, the following streams and lakes have been stocked: during the past year:

Name	Number	Species
Big Thompson	60,000	Eastern Brook
Fall River	80,000	do
Glacier Creek	60,000	do

Plans are being perfected to establish breeding ponds along streams and lakes within the Park, this method being necessary to get the best results from the planting of fry, the loss under the present method being so great that it is impossible to raise enough fish to supply the demands of the thousands of travelers within the National Park who enjoy the sport of trout fishing. Fish fries held in the open are very popular, those gaiven by Howard James, of the Elkhorn Lodge, being particularly famous. Several of the guests from the hotels pool their catches, invite from 50 to 100 friends and acquaintances, and have their picnics in the shade of pines or aspens, along one of the many streams within the boundaries of the National Park.

Forest Fires.

The season has been especially trying from the forest fire standpoint, due to extreme dryness and lack of adequate patrol force. We have, however, succeeded in preventing any serious fires in the Park by being constantly on the alert, and responding to fire calls instantly, thus preventing them from spreading. We have extinguished 17

fir as this season, the largest covering approximately two acres, with little orno loss to natural conditions. We have received the heartiest cooperation from the Rocky Mountain Parks Transportation Company, and from local people, without whose assistance our loss would have been great.

Winter Sports.

In addition to the annual Winter Sports outingof the Colorado Mountain Club, several other parties enjoyed snow-shoeing, skiing and tobogganing at the Fern Lake run, during February and March. This form of outing has an ever-increasing number of enthusiasts, and is becoming deservedly popular. The number of participants would have been double this year, had the accommodations been available. Those who were fortunate enough to see the hills in their winter covering of snow became converts, who look forward to the next outing.

Accidents.

I regret to report two fatal accidents in the Park in 1918, but not reported in the 1918 Report, since the accidents occurred in August.

On August 2nd, 1918, Miss F. E. Frost, age 19, of Sterling, Colorado, in company with Mr. Homer Thomson, attempted to cross a snow bank above the Fall River Road. Miss Frost lost her footing, and in falling pulled Mr. Thomson off his feet. Before they could recover, they

were sliding head foremost down the bank. Approximately 500 feet from the start of the slide, a large rock protruded above the snow. Miss Frost struck this rock, and continued to roll for a distance of approximately 100 feet , finally falling over a ledge and lodging in a snow bank at the base. In some manner, a rock weighing in the neighborhood of 400 pounds, fell on Miss Frost, killing her instantly. She also received a death-dealing wound on the head. Mr. Thomson continued to slide approximately 500 feet, lodging in the trees at the base of the snow bank, and receiving 50 slight wounds, from which he recovered. The slope is at least 50 degrees, and Mr. Thomson stated that he did not think he had slid 50 feet before he lost consciousness.

On August 22nd, 1918, Rev. E. F. Kimmelshuhe, of Monmouth, Illinois, was driving up the Fall River Road. In the party were Mrs. Kimmelshue, and two sons, age 11 and 17, and Mrs. C. W. Woods, also of Monmouth, Illinois. At a point approximately one-half mile above the 13-mile post, the Ford automobile driven by Mr. Kimmelshuhe pitched over the bank, and laded bottom side up on the road below, about half way on the switch back, Mr. Kimmelshuhe being the only member of the party to escape death. The point where the machine left the road was not considered dangerous by experienced drivers.

Twenty-two minor accidents occurred within the National Park, all due to violation of automobile regulations, the majority of cases being collisions between saddle horses and autos, resulting in minor injuries to horses and riders. These accidents are unavoidable, with the ranger force available, which consists of only one ranger to control thousands of autos.

Birds, Flowers, Shrubs and Trees.

The demand for authentic information on natural science has been so great this past year, by both adults and children, that we have found it necessary to add to our collection of flowers, etc., and to extend our check lists, which I am submitting in a slightly different form. The data has been gathered by Park Ranger Bean/Babcock. The bird list is based on his recorded observations of the past ten years, mainly on the Eastern Slope of the range, but occasionally on the Western Slope, and is believed to be quite accurate and complete. It must be borne in mind, however, that the conditions of bird life are constantly changing. New species are constantly appearing in this region, and old ones, in some cases, are extending their range.

The list of plants is based on collections made in various sections of the Park in 1918 and 1919. This collection is on file in the Park office, for reference and use by the public. It has not been possible, nor, indeed, desir-

able, to identify especially all the plants collected or observed, and no doubt many species, and even genera, will be added, upon further study in the field, and the working out of some of the large and complex groups. However, the list as it stands should give a good general idea of the flora of the Park.

Table of Contents

	Page
Accidents	41
Birds, Flowers, Shrubs and Trees	43
Birds of the Rocky Mountain National Park (See list appended to the Report)	46
Camping Grounds	28
Concessions	20
Transportation	20
Automobile Schedules	22
Hotels, Lodges, Camps	25
Construction of Buildings	26
Repair of Buildings	27
Construction of Telephone Lines	27
Repair of Telephone Lines	27
Fish	39
Forest Fires	40
General Statement	1
Natural Conditions	29
Glaciers	29
Report on Mallett's Glacier	31
Report on Red Snow	33
Plants 64	
Ranger Force 35	
Roads	8
Big Thompson Approach	8
Longmont-Lyons Approach	8
South St. Vrain Approach	8

Page

Roads (Continued)

Granby Approach 10

General Information on Approaches 10

Roads within the National Park 11

General Road Conditions 15

~~Xxxxx~~ ~~xx~~

Trails 18

Travel 1

Travel Statistics 4

Wild Animals 36

Elk 36

Sheep 37

Deer 38

Beaver 38

Bear 39

Predatory Animals 39

Winter Sports 41

ANNUAL REPORT

1920

Annual Report
1920

ROCKY MOUNTAIN NATIONAL PARK

L. Claude Way, Superintendent, Estes Park, Colorado.

GENERAL STATEMENT

The Rocky Mountain National Park was created by the Act of January 26, 1915 (38 Stat. 798). Under the Act approved February 14, 1917, (39 Stat. 916), entitled "An Act to add certain lands to the Rocky Mountain National Park, Colorado," approximately 47 square miles have been added, making the present area of the Park approximately 400 square miles. The first Act provided that not more than $10,000.00 should be expended for maintenance, supervision, or improvement, in any one year, unless first expressly authorized by law. By the Act of Congress, approved March 1, 1919, the inhibition was removed. Exclusive juriediction to the above area has not yet been ceded to the Federal Government by the State of Colorado.

TRAVEL

The weather this summer has been such as to discourage travel. Almost daily rains during July and August resulted in exceptionally cool weather, and travelers claimed that in many sections of the country this same condition prevailed, and that many people did not feel the need of seeking higher altitudes to get away from excessive heat. In spite of this fact, however, our attendance over last year shows an increase of 48 per cent .

Due to the increased capacity of the following hotels, we did not experinece the same difficulties from lack of accommodations, which we experienced last year. The Lewiston Hotel increased its capacity by 70 guests, the Lewiston Chalets 65, the Crags 190. A new hotel, under our supervision, was erected at Grand Lake, with a capacity of 160 guests. This hotel was opened on June 15th. Mr. H. M. Harbison put in rooms at Grand Lake, to accommodate 24 guests. A new hotel, the National Park, was also constructed in the village of Estes Park, with a capacity of 50 guests. Even with this increased capacity, however, there were manypersons who could not secure accommodations in this section, and hundreds of persons were prevented from visiting the Rocky Mountain National Park through lack of accommodations. I have not made a canvass of the Denver hotels, with the Tourist Bureau, as I did last year, to ascertain the number of people turned away, due to pressure of other work. Each day, the number of available rooms, if any, was telephoned from the Estes Park Information Bureau to the Denver Tourist Bureau. All of the hotels did a capacity business during the season, and a majority of them had to turn some people away, as they did last year, though no records of numbers have been kept. In spite of the increased capacity of old hotels, and theopening of new ones, we are still greatly in need of additional accommodations, to handle the immense crowds that visit this Park, the total travel listed below, and the substantial increase, in spite of inclement weather, being, I believe, ample proof of its continued popularity.

The Western slope does not show the same increase as the Eastern slope, due to inclement weather, and the practical closing of the Berthoud Pass road, which is being rebuilt. During practically all of July, it was next to impossible to drive over this pass, due to the road being torn up and blocked by steam shovels.

In giving the number of persons who visited the Rocky Mountain National Park this season, I must again call attention to our method of counting, which is the same as that used in 1917, 1918, and 1919. We have no entrance gates, and our only means of counting is to count the number of machines and the number of occupants that pass a given point on the Long's Peak and Estes Park entrance roads . One man is stationed throughout the day oneach of these roads, at the expense of the Denver Tourist and Publicity Bureau, but under my control. A conservative estimate,(arrived at by actual count on average days) of the number of persons missed by checkers when off duty, being 30 per cent, this is given consideration in the final results or totals, the actual count being given for information as to states and foreign countries represented. I must also call attention to the fact that, in so far as different states and foreign countries are concerned, we have no means other than auto license (and, in the case of foreign countries, our office register) of determining where the people come from, and hundreds of people are listed as residents of Colorado for the reason that they come in rent cars

out of Denver and other valley cities. The absence of suitable control of Park entrances is detrimental in many ways, chief among them being the impossibility of adequately getting information of value to the people, regarding the Park. The following tabulations show the number of persons visiting the Rocky Mountain National Park during the season of 1920.

Travel by States in the Rocky Mountain National Park, Season of 1920, Estes Park and Long's Peak entrances.

State	Autos	Passengers
Alabama	2	8
Arkansas	21	83
Arizona	9	33
California	99	370
Colorado	19,289	83,557
Connecticut	1	5
District of Columbia	1	5
Delaware	3	10
Florida	10	34
Georgia	1	5
Idaho	6	19
Illinois	174	722
Indiana	14	66

State	Autos	Passengers
Iowa	817	3,505
Kansas	1,314	5,617
Kentucky	4	17
Louisiana	4	20
Maine	1	5
Maryland	4	22
Massachusetts	4	16
Michigan	64	256
Minnesota	19	61
Mississippi	5	18
Missouri	622	2,627
Montana	12	58
Nebraska	2,071	8,783
Nevada	3	8
New Hampshire	3	14
New Jersey	5	19
New Mexico	32	139
New York	31	105
North Carolina	1	7
North Dakota	9	41
Ohio	42	161
Oklahoma	397	1,664
Oregon	4	20

State	Autos	Passengers
Pennsylvania	22	99
Rhode Island	1	5
South Caroline	1	5
South Dakota	29	123
Tennessee	9	39
Texas	352	1,442
Utah	1	4
Virginia	1	4
Vermont	1	5
Washington	24	105
West Virginia	1	8
Wisconsin	14	56
Wyoming	262	1,126
Total Travel Classified by States	25,816	111,066

Travel not classified by States, by actual count.

	Autos	Passengers
Rocky Mountain Parks Transportation Company	1,204	9,146
Rent Cars	1,178	6,980
Unclassified, Oct. 13, 1919-May 29, 1920	972	4,860
Total travel not classified by States	3,354	20,986
Add travel classified by States	25,816	111,066
Total travel by actual count	29,178	132,052

The preceding figures are actual count, no estimate being given of visitors missed by checkers. They were obtained by having men stationed at the entrances, who counted the number of people in each automobile, or other vehicle, as they passed, the classification as to states being determined by the license number on each machine. It can be readily seen that many persons from states other than Colorado would hire machines in Denver, or other points, for a trip into the Park, yet they must, under this system, be recorded as Colorado people. Again, all evening travel could not be recorded. Checkers were employed by the Tourist Bureau of the Denver Civic and Commercial Association, from May 30th to October 1st, the count prior to and after those dates being obtained from hotel registers. From calculations made at different times, after checking hours, it is estimated that we failed to record thirty per cent of the people entering the Park at these entrances.

Estimated Travel

	Autos	Passengers
Estes Park and Long's Peak entrances, missed by checkers, estimated 30% of count	13,126	63,382
Grand Lake	6,000	30,000
Wild Basin, on foot or horseback		3,000
Mummy Pass region, on foot or horseback		2,500
Devils Gulch	785	3,950
Total estimated travel	19,911	102,832

Recapitulation

	Auto	Passengers
Private cars, classified by States	25,816	111,066
Rocky Mountain Parks Transportation Company	1,204	9,146
Rent Cars	1,178	6,980
Unclassified, Oct. 15, 1919-May 29, 1920	972	4,860
Estimated	19,911	102,832
Grand total	49,081	234,884

Visitors from the following foreign countries were registered in the Park this season: Japan, China, England, France, Spain, Syria, Brazil, BritishColumbia, Nova Scotia, India, Russia, and Armenia.

The register at the Estes Park Fish Hatchery shows that 12,107 persons, representing every state in the Union, and eight foreign countries, passed through the Hatchery, from May 30th to August 31st, w en the Hatchery was closed to visitors.

ROADS -9-

Due to the increased appropriation for the maintenance of roads, the roads within the National Park have been greatly improved since July 1st, though the excessive amount of precipitation made it hard to keep the roads in good travel condition. Due to lack of proper drainage, and the fact that the roads were so worn out that there was little or no surfacing available, the roads washed out almost as soon as they were placed ingood travel condition. In spite of this difficulty, however, we continued to gain slowly, and at the end of the season, the roads were in much better condition than they had been at any time during the past four years. A summary of work accomplished will be listed separately.

Roads Outside of the Park

Big Thompson Approach.---The State and Federal Governments completed the doubletracking of the Big Thompson road last spring, placing this approach in excellent condition. At the end of the season, however, due to excessive travel, it had become somewhat rough. Maintenance crews were kept on the road the entire season, and the road will undoubtedly be placed in first-class condition again this fall. Too much credit can not be given to the State and Federal Governments for the work done. The cost of this work, including Federal Aid, was $230,677.92.

Longmont-Lyons Approach.---Mr. McMillan, the new county commissioner for Larimer County, and for this district, is to be complimented on the excellent work done onthis approach in Larimer County this past year. In previous reports, I have mentioned the excellent condition of the roads in Boulder County, to the dispar-

paragement of Larimer County. I am glad to report this year that the approaches in Larimer County are in as good condition as those in Boulder County, which makes an excellent road from Longmont to Lyons, and thence to Estes Park. The commissioners of Boulder County have continued their excellent work, and there is a possibility that this road will be double tracked in the near future.

South St. Vrain Approach.---This road is still gaining in popularity, due to the magnificent scenery, and diversity of route via Longmont, through Lyons and Allenspark, via Boulder, through Lyons and Allenspark, and via Ward and Allenspark. Work has continued on double tracking the lower end of this road, and the work done thus far, if continued, insures an excellent road for this approach.

Granby Approach.---The Granby Approach to Grand Lake, while somewhat improved this season, still leaves much to be desired.

General Information on Approaches.---The Big Thompson and South St. Vrain roads are equally attractive, froma scenic standpoint, the former following the Big Thompson River, which flows between perpendicular walls, from 100 to 500 feet in height, from the foothills to Estes Park,while the topography along the South St. Vrain changes from high rolling country, with distant views, to valleys and deep canyons. People should enter by way of one route and leave by way of the other, to get the best results from a trip to the Park. The chief diducement to travel the Lyons route is the shortening of the distance between Estes Park and Denver. While this route has great scenic value, it is not comparable to the Big Thompson or the South St, Vrain route.

Roads within the National Park.---The State and County did some work on the Long's Peak road, withinthe Park, this year, which improved the condition, making this road fairly good for travel. The Fish Creek Hill, which is north of the boundary line, and not within the Park, has been in deplorable condition. Considerable work was done on this hill this spring, but not enough to save it from being washed by the excessive rains.

Moraine Park Road.---This road has been in better condition than any road within the Park, but there is still much to be desired. Our work here consisted in improving drainage conditions and grader work a distance of 1.5 miles. This work will continue as late in the fall as possible. Due to the unsafe condition of other roads, however, work did not begin on this road until towards the end of the season.

Highdrive Road.---While the condition of this road is slightly improved over last year, there is still much to be desired. Due to the urgency of work on other roads, work on this road did not begin until September 16th, and will continue as late as possible.

Fall River Road.---The Fall River road, one of the most traveled raods in the Park, was in worse condition than any, at the beginning of the season, except the Glacier Basin road. Work started on this road the early part of July, and continued up to September first. The road is now in fair condition, between the Park bounddary line and Horseshoe Park. Beyond this point, the road is in a deplorable condition, but no work has been done by us, with the exception of eliminating two extremely dangerous places on the road, due to lack of funds, and the factthat the road is still under construction by the State.

State. Uncompleted returns show an expenditure, by the State of Colorado, on this road, of $161,806.10, with an unexpended appropriation of $20,000.00 for the relocation of a part of the old North Fork road, on the Western slope, which now becom s a part of the Fall River road, within the Park, making a total expenditure of $181,806.10 for the construction of this road.

On September14th, Mr. McQueary, contractor in charge of construction work on this road, on the Western slope, drove his machine from Grand Lake to Estes Park. On the same day, I drove from Estes Park to Grand Lake, thence to Denver, via Berthoud Pass, thence back to Estes Park, thus completing the loop, which has been the ultimste g oal of the builders of the Fall River road. The road is now practically completed. The official opening, I am informed, will occur on September 25th. From the Shelter Cabin to the foot of the hill, on the Western slope, the road is in first-class condition, with the exception of three or four mud holes, which can be easilily eliminated. From the foot of the Hill to Grand Lake, the first five miles, the road is in deplorable condition, with extremely long and deep mud holes, which are hard to negotiate. It is planned to relocate this section, and construct a new road, as soon as Mr. McQueary finishes the work on top. The opening of this road will afford what is known as one of the most wonderful scenic trips in America, reaching, as it does, an elevation of 11,797 feet above sea level, approximately five miles above timber line, and virtually on top of the world. The route known as the High Line has been followed by the State Highway Commission, and great credit is due Mr. E. E. Sommers, State Highway Com issioner, for his successful prosecution of this work.

As stated in last year's report, the importance of this road to the traveler, the National Park, and the State of Colorado, can not be overestimated, completing, as it does, connections between Estes Park and Grand Lake, over the Continental Divide, making possible a three days' circle trip, to and from Denver, which, for scenic beauty, can not be surpassed anywhere in the world. The total distance fromDenver, through the Rocky Mountain National Park, and return, crossing the Continental Divide in the National Park, and again at Berthoud Pass, is approximately 213 miles.

Mill Creek Road.---A small amount of work was done on this road this season, to enable us to get out dead timber. For the first time, automobiles have made the trip to Mill Creek Ranger Station, but not with any degree of safety or comfort.

Glacier Basin Road.---This road is destined to be one of the most traveled roads in the National Park. At the beginning of the season, it was dangerous to travel, due to narrowness, and lack of turnouts. The bulk of the road work this year has been done on this road, and it is now in good condition for travel. This road opens up an immense tract of level Government land, in this Park, known as Glacier Basin. Our public camping grounds are located in this section, ad the increase in the use of these camping grounds shows the importance of this work,which not only makes the camping grounds more accessible, but also opens up the Loch Vale, Glacier Gorge, and Bear Lake sections, and shortens the distance to Flattop Mountain, making it possible to drive within easy walking distance of any of these points. Mr. F. E.

Byerly constructed a wagon road from the end of the automobile road to within one-half mile of Bear Lake, and while this road was intended merely as a wagon road, many automobiles have made the trip, thus reaching the heart of some of the wildest and most beautiful country in the Park.

Fern Lake Road.--- No work was done on this road this year.

Beaver Creek Road.---No work was done on this road this year.

Pole Creek Road.---The route of this road, which runs from Grand Lake to Pole Creek Ranger Station, was slightly changed this year, which makes an improvement over the old route. This road should be extended to the Southen boundaries of the Park.

General Road Conditions---There is a general improvement in conditions over previous years, but due to the fact that little or no work has been done on the roads for several years past, the road beds are completely worn out, and are greatly in need of resurfacing. While there is good surfacing material available in most instances, it is a long haul, and it would take considerable time and money to put the roads in first-class condition. Our work to date, due to the small amount of funds available, has necessarily been confined to removing boulders, of which there are thousands, to enable us to use a grader, and improving drainage conditions. This work is necessarily slow, and does not show, but it must be done, before graders can be used. Following is a summery of the work done by us this season.

Name of Road	Nature of Work
Glacier Basin	Cuts and Fills; Cuts 110 ft. Fills 140 ft. Retaining walls 416 ft. Avg. height 5.4 ft. Turnouts; Four new turnouts 70 ft. long, 20 ft wide, average inside bank cut 4 ft. Eleven old turnouts lengthened 20 ft. widened 5 ft. inside bank cut 4 ft. Bridges; 1 - 14 ft. x 40 ft. replanked with 4" plank. Culverts; 6 new, installed. Double tracked; 240 ft. 20 ft. wide. Surfacing; 1 1/4 miles resurfaced, raked and ditched. Resurfaced and ditched again after cloud-burst. Rocks removed; Boulders and rocks removed from road-bed and sides of road, distance 1600 ft. (heavy work) 2.3 miles (light work)

Name of Road	Nature of Work
Highdrive	Grading; 50 % completed, distance 1 mile. Rock work; 50 % rock and boulders removed and chuck holes filled. Distance 0.7 miles. Culverts; One, 8'x 16'.
Fall River	Grading; 90 % com pleted, distance 5.6 miles. Rock Work; 40 % completed, distance 5.6 miles. Widening; 2 miles average 8 ft. with plow and grader. 900 ft. hand work. Bridges; Replanking- 4" plank on following: 1- 16'x 16' 1- 16'x 16' 1- 16'x 21' 1- 16'x 21' (double planked to strengthen) 1- 16'x 36' One new truss. Culverts; Fourteen new, installed.

Name of Road	Nature of Work.
Moraine Park	Grading; 1.5 miles. 80 % completed. Culverts; Three installed.
Pole Creek	0.5 miles changed. 200 ft. corduroy.

Note: 31 tons T N T were removed from temporary cache to storehouse, a distance of 15 miles.

The following amounts were expended, July 1 to Sept. 15, 1920.:

Labor - Maintenance of Roads	$4163.20
Necessary equipment for Roads and Trails	4432.32
Supplies for Roads and Trails	1940.67

Trails.

Trail work again this year has necessarily been confined to repair of dangerous places due to the lack of funds and the greater need of Road work. Our entire milage of existing trails should be rebuilt to make them adequate for foot or horse travel. While they are rough and badly washed they have not been absolutely unsafe for travel with the exception of Fern Lake and Flattop Trails. The following is a summary of Trail work done this year:

Name of Trail	Nature of Work
Fern Lake	Resurfacing, draining, filling bog-holes and removing rocks. 2.5 miles. One new bridge approximately 18'x 7' trussed.

Name of Trail	Nature of Work
Flattop	Resurfacing, draining, filling bog-holes and removing rocks. 1 mile.
	Bridges;
	1- 5'x 12'
	1- 5'x 10'
	1- 5'x 8'
	1- 5'x 20'
	1- 5'x 30'
	5- 5'x 14' (average)
"	Fallen timber removed
Hallett's Glacier	" " "
Ypsilon	" " "
Storm Pass	" " "
Wind River	" " "
Bear Lake No. 1	" " "
Bear Lake No. 2	" " "
Loch Vale	" " "
Steep Mountain	" " "
Odessa Lake	" " "
Deer Mountain	" " "
Berstadt Lake	" " "
Long's Peak	" " "
Lakes Nanita & Nakoni	" " "

Note: Amount spent on labor in maintenance of Trails, July 1 to Sept. 15, 1920 --$550.00.

Concessions

This is the second season the Rocky Mountain Parks Transportation Company has operated within the Park under franchise granted by the National Park Service, and continues to prove the value of this policy. The organization has been further perfected and enlarged. The company added to last year's fleet 18 ten-passenger cars and 11 seven-passenger touring cars and now operate 35 ten-passenger and 18 seven-passenger touring cars, 2three and one half ton and 4 two ton trucks. Two classes of service are given: scedule trips leaving and returning on published time and special touring car service which is supplied at any hour. The former best serves the travelers who are in parties of one to five and is the most popular, a total of 12,061 being carried on the Fall River and Highdrive trip; 9234 on Long's Peak trip; 1250 on the Loop service while touring car service covered 20,000 miles, no record of number of passengers being kept. The Loop service is new this season and consequently not, as yet, well known to the public but is destined to be one of, if not the most, popular trip in the Park. This service was inaugerated to serve the people on hiking trips from hotels or other points to the foot of trails in the Park and between or to hotels, two cars daily making the Loop from Estes Park Village, morning and afternoon, making it possible to take morning stage to foot of trails or other points and return on afternoon stage. The price charged being 15¢ per mile for shortest road distance between starting point and point of destination. The complete Loop will become deservingly popular as one of the best scenic trips since it affords a great variety of scenery and points of interest.

A new schedule of special touring car rates was inaugerated this season, the charge being 50¢ per mile for the machine. This resulted in a reduction in full car rates over last year, in some cases amounting to, from five to seven dollars, and was found to be more satisfactory from the standpoint of the travelers and the Rocky Mountain Parks Transportation Company than the flat trip and hour rate used last year. The following daily service has been given:

Fall River Road and Highdrive.

(Approximately 40 miles. $4.50. An additional charge of $2 will be made for stopover privilege)

Lv. Estes Park ---------- 8:30 a.m.: Ar. Estes Park -------- 12 Noon
Lv. Estes Park ----- ----- 2:00 p.m.: Ar. Estes Park ------- 5:30 p.m.

Ten minutes' stop at each Chasm Falls, Divide and Deer Lodge.

Long's Peak Stations.

Estes Park to Columbines, Hewes-Kirkwood and Long's Peak Inn.

(Approximately 18 miles. Round trip $2.50; one way $1.25)

Lv. Estes Park --------- 2:30 p.m.: Ar. Long's Peak -------- 3:30 p.m.
Lv. Long's Peak -------- 4:30 p.m.: Ar. Estes Park --------- 5:30 p.m.

Loop Service.

Two daily trips between Estes Park, Fish Hatchery, Horseshoe Park, Fall River Lodge, Horseshoe Inn, Fern Lake Trail, Brinwood and Stead's Hotels, Moraine Lodge, Glacier Basin, Bear Lake Trail, Sprague's Hotel, and Y.M.C.A.

(Fare, 15 cents per mile of road distance between starting point and destination.)

Lv. Estes Park ---------- 8:00 a.m.: Lv. Estes Park -------- 1:30 p.m.

Special touring car service, Fifty cents per mile and $3.00 per hour waiting time, for seven passenger cars. The principal trips are:

1 Fish Hatchery

2 Horseshoe Park and Falls

3 Fall River to Chasm Falls

4 Fall River Road

5 Highdrive

6 Moraine Park Post Office

7 Moraine Park to Fern Lake Trail

8 Y.M.C.A. Conference Grounds

9 Sprague's Hotel

10 Wind River Road

11 Long's Peak Inn

12 Hewes-Kirkwood Inn

13 Long's Peak Drive

14 Copeland Lake

15 Wild Basin

16 Allen's Park Post Office

17 Ward

18 Lyons via South St. Vrain Canyon

19 Gem Lake Trail

20 Lesters Hotel

21 Horizon

22 McGraw's Ranch

23 Devil's Gulch-Big Thompson

24 Big Thompson to the Dam

25 Devil's Gulch-Big Thompson to Dam

26 Around Prospect Mountain

Combination Trips.

27 Trips Nos. 3 and 5.

28 Trips Nos. 4and 5.

29 Trips Nos. 5, 5, 7 and 8.

30 Trips Nos. 9 and 10.

31 Trips Nos. 15 and 16.

32 Trips Nos. 15 and 17.

33 Trips Nos. 15 and 18.

34 Trips Nos. 20 and 23.

35 Trips Nos. 4, 5, and 7.

36 Trips Nos. 20, 22 and 23.

37 Trips Nos. 20 and 25.

38 Trips Nos.6, 8 and 9.

39 Trips Nos. 6, 8, 9 and 10.

40 Trips Nos. 5, 6 and 8.

41 Trips Nos. 5, 6, 8 and 10.

42 Trips Nos. 5, 6, 8 and 9.

43 Trips Nos. 4, 6, 8, 9 and 10.

To adequately serve the increasing number of travelers, additional equipment must be purchased for the coming season.

Hotels.

On April 30, 1920 the Rocky MountainLodges Inc. signed a contract for the erection of additional hotels within the Park. Under this contract, a hotel having a present capacity of 150 guests, was opened to the public on June 15th. and under the capable supervision of A. D. Lewis, President of the company, gave universal satisfaction to the guests. Other hotels within the Park under Government supervision are:

Name	Proprietor	Capacity	Location
Sprague's Hotel	A. E. Sprague	50	Glacier Basin
Lodges:			
Forest Inn	F. D. Tecker	50	Pool
Fern Lodge	F. E. Byerly	50	Fern Lake
Bear Lake Lodge	A. E. Brown	50	Bear Lake
Camps:			
Timberline	E. A. Mills	10	Long's Peak
Lawn Lake	Bradley & Patrick	15	Lawn Lake

The nine other hotels within the boundaries of the Park are located on private property, and are not under the jurisdiction of the National Park Service.

Buildings.

General Statement:

Through the public spiritedness of Mr. and Mrs. Frank S. Woodward of Denver who furnished the money for construction and Dr. and Mrs. H. E. James who gave the site, we have completed an entrance gate at the Fall River entrance to the Park. This building consists of two lodges 16'x 16'x 8' wall on each side of the road, one to be used as Keeper's quarters, the other as an information bureau and shelter. The Driveway 18 feet wide and two bridle paths 6 feet wide are covered by a roofed arch supported by four pillars consisting of groups of four logs. The entire building is constructed of weathered logs and makes a striking picture against the forest and rocks, adding to the beauty of the situation. The completion of this building will add greatly to the convenience of visitors to the Park.

Construction of Buildings.

Store-house and Powder cache.

Size- 24'x 40'x 8' wall with 6' gable.

Ranger Station,

Size- 20'x 24' x 8' wall with 5' gable.

Lean-to addition to barn at Superintendent's Residence for housing Government owned passenger carrying auto,

Size- 18'x 24'x 8' wall.

Repair of Buildings.

Superintendent's Residence - Minor repairs.

Mill Creek Ranger Station - Minor repairs and new shingle roof on house and prepared roofing on barn.

Pole Creek Ranger Station - Minor repairs.

Telephone lines.

General Statement.

All telephone lines gave excellent service this season. Additional lines are necessary to adequately protect the Park from fires and trespasses. The Allen's Park line should be reconstructed and changed to metallic circuit.

Maintenance and Repairs.

Spring repairs of over 61 miles of line, while not as heavy as last year, constituted a good share of our spring work. We succeeded, however, in placing all lines in good condition before the beginning of the heavy travel. The use of lines by travelers calling in from road and trail stations for information or assistance, shows a marked increase this year.

CAMPING GR UNDS.

The use of the free camping grounds in Glacier Basin is steadily on the increase. While one man was placed in charge of the grounds for part of the time to provide wood and look after the sanitation, no effort was made to count the number of campers. The widening and improving of the Glacier Basin road has added greatly to the convenience of campers. An additional area has been cleared and other improvement will be made this fall to add to the convenience of travelers. New camping grounds will also be prepared along the Fall River road. No great amount of work, however, has been done on these projects due to the necessity of bending all our efforts towards the elimination of the dangerous places in the roads and the scarcity of labor.

NATURAL CONDITIONS.

Glaciers: -- The Geological Story of the Rocky Mountain National Park, by Willis T. Lee Ph. D., Geologist, U. S. Geological Survey, has been of great value both to scientists and to laymen in the study of glacial action in this region. We have had hundreds of inquiries for this publication this season, and the disappointment of persons wishing the publication was great, due to the fact that it is not on sale at this office. This omission has been supplied and great benefit will occur, through the sale of this valuable book, this coming season.

There has been an ever increasing interest shown in the glaciers and moraines. Due to the heavy snow-fall last winter, the glaciers were in normal condition. Hallett's, however, did not open this year as well as usual, the crevasses being very small, and not especially spectacular. Sprague's, Tyndall's, Andrews' and Taylor's glaciers came in for more than the usual amount of inquiry.

The red fungus coloration referred to in my 1919 report continued again this year, and was an object of special interest to visitors.

RANGER FORCE

The ranger force was increased after July 1st by two temporary rangers, making a total of five. This number is entirely inadequate for safeguarding the Park from fires and depredations by wilful trespassers. For police protection alone, we should have at least ten permanent rangers, and six temporary rangers, from May 15th to October 1st, to take care of the ever increasing travel, and to protect the public, by regulation of speed limits of automobiles, prevention of fires, etc.

WILD ANIMALS

The Act creating the Colorado State Game Refuge (S.B. No. 66) has proven of exceptional value, in protecting the deer, elk and mountain sheep that stray from the National Park during the winter months. The increase in the number of wild animals this year is very satisfactory, notwithstanding the exceptionally hard winter and wet summer. Large herds of elk, deer and mountain sheep have been seen by an increasing number of visitors, this year, and special interest has been

displayed by visitors in young animals, which have been very numerous. Considerable trapping of beaver has been carriedon by people owning private property, for the reason that the beaver destroyed aspen groves. The colonies on National Park lands, however, are steadily increasing. Very few bear have been reported this year on the Eastern slope, while five have been reported on the Western slope, in the neighborhood of Grand Lake, one becoming very tame, and being seen almost daily by people visiting in that section. Depredations by mountain lions and coyotes last winter were unusuallly heavy, due to the depth of snow. Five mountain lions were killed by Biological Survey hunters, in the Park, four of them being females. National Park officers killed seven coyotes.

FISH

Fishing conditions during the State open season were very good, and afforded excellent sport to anglers. Through cooperation with the Colorado State Hatcheries, located within the boundaries of the Park, 100,000 Eastern Brook trout were planted in the Big Thompson river, at Moraine Park, last spring. The usual fall output of the Hatcheries is not ready to be placed in the streams at this date, but will be planted later.

FOREST FIRES

Due to the great amount of precipitation, we have had very few forest fires this year, none of them doing any damage, the largest reported being in Wild Basin, which covered an area of only approximately ten yards square.

WINTER SPORTS

The Colorado Mountain Club again visited the Park, for a three days' outing, February 20-23, and enjoyed an exceptional outing at Fern Lake, the weather conditions being ideal. The increase in the length of the ski run afforded additional pleasure and excitement. One accident marred the pleasure of the outing. Mr. Ted Jelsema, volunteer employee of Host Byerly, ran into a tree, with a toboggan, and dislocated his shoulder.

ACCIDENTS

No accidents of any consequence occurred in the Park this season. We had almost weekly calls, however, during July and August, to hunt for persons who had lost their way , and had spent the night in the open, without, however, any serious consequences to them, since they were easily located and returned to their parties.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

May 25, 1921.

Dear Mr. Way:

For your information I am inclosing copy of a letter dated May 13, 1921, signed by the Acting Secretary, in regard to the preparation and submission of the 1921 annual report.

I am also inclosing a copy of Circular D, which was issued last year, containing instructions as to the form to be followed in preparing the report. Special attention should be given to paragraph No. 1 of this circular, "Special Requirements". It is very important that the instructions regarding size of paper, spacing, etc., be followed, as these are based on the rules of the Government Printing Office and unless followed will necessitate additional work in the Washington Office to put the reports in proper form for submission to the Printer.

I would like to have your report for Rocky Mountain National Park in duplicate reach here not later than September 15th. You should also send a copy of the report direct to Special Field Assistant Albright, at Yellowstone Park, Wyoming. This with the one copy that you will want to retain for yourself will make four copies to be prepared.

Care should be given to the matter of indexing the report. Last year some of the reports from the field contained a table of contents instead of an alphabetical index and it was necessary to have the index prepared here. It is suggested that the form of index for the Yellowstone report, given on page 187 of the last year's report, be followed.

Cordially yours,

(Sgd.) [illegible]

Assistant Director.

Mr. L. Claude Way, Superintendent
Rocky Mountain National Park
Estes Park, Colorado

Inc. 6725

AF:EM

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

July 22, 1921.

Dear Mr. Way:

I inclose copy of letter to the Department regarding the forthcoming annual report which will be self-explanatory. Last year's annual report of the Service covered 423 pages, 40 pages more than the preceding year. In order to reduce the volume of the publication you are requested, in preparing your report, according to instructions already given, to use the utmost care in avoiding generalities and stating briefly and succintly the important matters affecting your park which you feel should be recorded.

If you will have this carefully in mind in the preparation of your report it will assist in the editing at headquarters here and avoid the elimination of what might be considered unessential at this end but important from your point of view.

You will see the importance of complying to the fullest extent with these instructions.

I again want to emphasize the importance of your rendering your report on the size paper required by the Government Printing Office, namely, 8 x 12½ inches, double or triple spaced, using single spacing only for quoted matter that includes several lines. Leave a margin of at least an inch at the top of the page, an inch at the left, and at least half an inch at the bottom. Indent paragraphs ten spaces.

Cordially yours,

(Sgd) ARNO B. CAMMERER.

Acting Director.

Mr. L. Claude Way
Supt., Rocky Mountain National Park
Estes Park, Colorado

Inc. 12037

ESO-BM

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

August 27, 1921.

Dear Mr. May:

The Service has just received a reminder from the Department that our Annual Report must be submitted complete by October first to the Department, and this leads me to remind you again of the instructions in the third paragraph of my letter of May 25th last directing that your report for the operations during the year in your park must reach Washington not later than September 15th, and in duplicate. These two copies had better be mailed separately in order that if one is lost in the mail the other will surely reach us. You are also reminded that one copy of your report is to go direct to Special Field Assistant Albright at Yellowstone. By our receiving your copy by September 15th it will give us two weeks to whip the main text of the report into shape, as well as edit the superintendent's copy.

Please read my letter of May 25th carefully in order that all the instructions, including the directions for indexing, may be carefully followed.

If you can get your report in to Washington earlier than that date by all means do so because we will be under heavy pressure during the last two weeks, particularly in connection with the defense of our estimates before the Budget Committee.

Cordially yours,

(Sgd) [illegible]

Acting Director.

Mr. L. Claude May
Supt., Rocky Mountain National Park
Estes Park, Colorado

ASC'MH

1 M. Reports Annual

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
SEP 14 1921
MAILS AND FILES
DEPT. OF THE INTERIOR

September 10, 1921,

The Director,
National Park Service,
Department of The Interior,
Washington, D. C.

Dear Sir:

I am herewith inclosing Annual Report for the y ear 1921, for the Rocky Mountain National Park. Original copy will be forwarded by registered mail Monday.

Very truly yours,

L. C. Way

Superintendent.

J C Shepherd

Filed

ROCKY MOUNTAIN NATIONAL PARK

L. C. Way, Superintendent, Estes Park, Colorado.

GENERAL STATEMENT

The Rocky Mountain National Park was created by the Act of January 26, 1915 (38 Stat. 798). Under the Act approved February 14, 1917, (39 Stat. 916), entitled "An Act to add certain lands to the Rocky Mountain National Park, Colorado," approximately 43 square miles ~~have been~~ were added, making the present area of the Park approximately 400 square miles. The first Act provided that not more than $10,000 should be expended for maintenance, supervision, or improvement, in any one year, unless first expressly authorized by law. By the Act of Congress, approved March 1, 1919, this inhibition was removed. Exclusive jurisdiction to the above area has not yet been ceded to the Federal Government by the State of Colorado, resulting in complications detrimental to the efficient management and protection of the Park, and to the protection of the visitors.

ADMINISTRATION

The administration and protection force consists of ~~one~~ Superintendent, one Clerk and Special Disbursing Agent, one Clerk, one Acting Chief Ranger, three permanent rangers, ~~and~~ seven temporary rangers employed during the summer months, of whom one ~~being~~ assigned to the Information Bureau, and three to checking of visitors and giving of information at the entrances. ~~work~~. It is obvious that this force is not sufficient to adequately protect the Park and the large number of visitors, record of which will be found in the following pages.

TRAVEL.

Weather conditions have the greatest influence upon travel. ~~While~~ Last year we had an unusual amount of rain-fall and cold weather, this year the rain-fall has been even greater. Records from July 3rd to August 31, show only one day, ~~that~~ in which we did not have practically a cloud burst, while on July 3rd and 5th, a heavy snow storm raged at high altitudes on the Fall River Road. As an illustration of the excessive precipitation, a rain gauge in Estes Park registered three inches of rain in fifteen minutes. In spite of such condition, however, our travel has increased 9.4 per cent over last year. The kind of accomodations desired has changed from last year, when hotel accomodations were in great demand, and showed a shortage. This year, however, the demand has been for summer cottages and camping grounds and while the hotels, with the exception of three, in as far as we can ascertain, have been filled to ~~capacity~~, there has been ample of this class of accomodation.

Our method of counting the visitors was changed this year by the establishment of checking and information stations at Fall River, Glacier Basin and Grand Lake boundary entrances, under the direct charge of temporary Park Rangers detailed for this work. The service rendered to the public and the protection given to the Park ~~service~~ more than justifies the cost. ~~of service.~~ Since only one man was stationed at each entrance, we have necessarily missed a great number of people. ~~It is thought best, however, to use this our count to~~ The actual count ~~figures~~ turned in by the checkers, ~~is~~ follows;

TRAVEL BY STATES FOR THE SEASON OF 1921.

Rocky Mountain National Park.

State	Autos	Passengers
Arizona	30	80
Arkansas	31	77
California	709	808
Colorado	21,299	83,624
Connecticut	25	77
District of Columbia	5	15
Florida	7	18
Idaho	2	7
Illinois	398	1,578
Indiana	94	369
Iowa	685	2,853
Kansas	1,682	6,872
Kentucky	5	18
Louisiana	17	72
Maine	3	9
Maryland	2	8
Massachusetts	10	37
Michigan	37	123
Minnesota	19	82
Mississippi	2	8
Missouri	772	3,092
Montana	7	30
Nebraska	2,158	8,917
Nevada	1	4
New Hampshire	1	6
New Jersey	8	34
New Mexico	52	223
New York	19	74
North Dakota	6	24
Ohio	110	481
Oklahoma	651	2,636
Oregon	5	24
Pennsylvania	12	43
South Dakota	32	147
Tennessee	4	14
Texas	429	1,719
Utah	14	51
Vermont	1	3
Washington	5	26
West Virginia	2	8
Wisconsin	21	95
Wyoming	237	946
U. S. M. C.	1	4
Totals	29,008	115,408

	AUTOS	PASSENGERS
R. M. P. T. Co.,	1,557	13,363
Motorcycles	192	340
Rent Cars	812	4,879
Horse-vehicles	178	363
Horse-back	5,852	5,852
Pedestrians		5,044
Totals	8,591	27,840

RECAPITULATION.

Travel classified by States	29,038	115,408
R. M. P. T. Co.,	1,557	13,363
Rent Cars	812	4,879
Others, classified	6,222	9,599
Unclassified, Nov. 1, 1920 to June 18, 1921	1,727	7,371
Total, actual count	39,416	150,620

In connection with the above, a general statement may not be amiss. You will note that our actual count this year is 9.4 % higher than that of last year. Following the system of previous years of including the estimated of cars and people missed by checkers and estimated at entrances where no checkers were stationed, our grand total for this year would be 283,617 persons and automobiles

Your attention is also called to the fact that we had no checkers at the two Long's Peak entrances, this year, for the reason that at this time their primary value would have been the recording of visitors and it

ROADS

At the close of the year's working season, all of the dangerous narrow places will have been eliminated, also approximately fifty per cent of the narrow side-hill roads will have been widened to a uniform width of eighteen feet. The roads generally in the Park, according to local residents, are now in better condition than ~~they~~ ever ~~were~~ before. My personal knowledge covers six years, and they are now in better condition than at any time during that period. Replacement of bridges must be our next work, from the standpoint of safety. We have seventeen bridges, ranging from 8 feet to 30 feet, by 18 feet wide, that must be replaced within the next year, to give the necessary factor of safety, at crossings. We have adhered to the policy of eliminating the most daggerous places first, rather than accede to the popular demand to smoothe up the roads. While this policy brought endless criticism at first, popular opinion is changing, and appreciation of our efforts is being shown. We could have made a much better showing to visitors, for the money expended, by working the easy stretches, and leaving the rock work, but this policy would not have given the best ultimate results. The following is a brief report of the work done:

Snow ~~labor~~ removed: ~~Snow removed~~, 306 man days, 1 team day, 36 transportation days Labor

Culverts built: 9, using 2020 feet lumber

Bridges and culverts repaired: 16, using 9,600 feet lumber, 65 linear feet logs, 18 man days, 5 team days; stock way 4)x 5 x 16 ft., using 480 feet lumber.

In draining ditching, filling mud holes and general repairs, no accurate record of materials moved. has been kept; the Record of work is as follows:

195 man days, 27 team days, 21 1/2 truck days, 90 light grader days, 30 heavy grader days, 9 drag days, 1 plow day, 1 slip dump day, 7 foreman days, 10 squad boss days. Record of materials used: 225 cubic yards rock and soil, and 30 yards gravel; record, however, not complete. In addition to the above, ~~an additional~~ 1 1/2 miles of road was ditched, levelled, and stones blasted out; and 2 miles of right of way cleared, stumps pulled, rocks blasted, road ditched, surfaced and leveled, ~~for an additional [illegible] miles~~.

Removing of land slides: 34 man days, 8 truck days. No record of materials moved.

Widening of roads and double tracking: 21 foreman days, 32 squad boss days, 379 man days, 23 truck days, 38 team days, 3 Ford truck days, 4 wagon days, 9 slip dump days, 13 light grader days, 20 drag days, 6 wheel dump days, 6 plow days. Yards double tracked, 4580. Solid rock excavation, 400 cubic yards. Boulders and soil excavation, 10,000 cubic yards, approximately.

Roads to camp and store house: 442 yards of road improved, excavation, 371 cubic yards, fill 176 cubic yards.

General Camp expense: camp tender, barn man, garage man, time keeper, 160 man days, 2 1/2 team days, 6 truck days.

Hay making: 85 man days, 3 team days.

Our records show the following total yardage handled, where the nature of the work permitted of measurement. Other material moved was of such a nature as to make anything like an accurate measurement impossible. Rock in place 1947 cubic yards, Soil 13446 cubic yards, walls 242 cubic yards, surfacing and grading 135174 square yards.

There still remains the installation of adequate drainage, and sufficient funds to accomplish this object will result in considerable saving of money in the future. If our roads could be placed in first class condition, as to shaping and drainage, they would give little trouble, and could be maintained at a minimum cost.

TRAILS

We have had three trail crews out this season, but owing to the deplorable condition of all our trails, $1,500.00 will make but slight improvement in them. Work is being done on bog holes on the Wild Basin trails. On the Loch Vale trail, work has been done on bog holes, repair of bridges and general repairs. The Long's Peak trail was in such condition that it was found to be more economical to construct a new trail than to repair the old one, which was not properly located. The new trail has a maximum grade of 15 per cent, and is located so as to get the minimum of wash. Heavy rains thus far have done very little damage. In distance, the new trail is but little longer than the old, while the grade is cut 30 per cent in several places. The public is showing great appreciation of the work done. The trail has been completed to Granite Pass. Lack of funds prevents further work, since other trails need attention more than the upper stretches of the Long's Peak trail. At this writing, a camp has been established at the base of Lawn Lake trail, and considerable work will be done on this trail this fall. Work on other trails consists in cutting out fallen timber, repair of bridges, and the worst of the bog holes, on the

Fern Lake,

Flat[illegible]

Hallett's Glacier,

Ypsilon,

...ke,

...ountain,

Bierstadt Lake,

Lakes Nanita and Nokoma, and East Inlet, Trails.

Amount spent on maintenance of Trails, September 15, 1920 to September 15, 1921, $1,500.00.

Total miles of trails covered, approximately 100.

PUBLIC UTILITIES.

The third year's operation under franchise from the Department of the Rocky Mountain Parks Transportation Company continues to demonstrate the wisdom of our policy in handling the great crowds that visit this Park. Aside from a few people who state that they have a preference for independent cars, before they try out the Transportation Company, we have had no complaints as to the service rendered. Two cases of over-charge, which when traced, proved to be an error of the ticket agent's, were settled at once and to the satisfaction of the interested parties.

The Circle Trip, Denver to Denver over the Fall River Road, has been in operation since June 27, 1921. 2,149 people being carried on this trip. I have interviewed many of these people who invariably state that, while the road from the foot of the hill on the Western slope to Grand Lake has been very bad, the wonderful scenery more than repaid them for the rough and muddy roads.

In addition to this service, the following schedules have been in operation;

Estes Park to 20 Mile post on Fall River Road and return over the same route. Two daily trips, $6.00 round trip, with stops at Cheam Falls, Divide and Deer Ridge. An additional charge of $2.00 for stop over privi-

ESTES PARK - GRAND LAKE.

One trip daily over Fall River Road. 40 miles - $8.00 one way, $12.00 round trip.

LONG'S PEAK STATION.

One Regular trip daily, 9 miles, $1.25 one way $2.50 round trip. Provisions are made to handle morning and evening passengers.

LOOP SERVICE.

Daily trips between Estes Park, Fish Hatchery, Horseshoe Park, Fall River Lodge, Horseshoe Inn, Fern Lake Trail, The Prinwood, Stead's Hotel, Moraine Lodge, Glacier Basin, Bear Lake Trail, Sprague's Hotel and the Y. M. C. A. Fare 15¢ per passenger mile shortest distance between starting point and point of destination.

SPECIAL TOURING CAR SERVICE.

Special touring cars are available at all times at the rate of 15¢ per passenger mile, minimum load of four persons with extra charge of $3.00 per hour waiting time.

All passenger rates are based on 15¢ per passenger mile, minimum load applying only to special touring car service. All other service supplied on demand of one or more persons at prices stated.

The Transportation Company reportes the following business to and including September 8, 1921.

Long's Peak Station	685	Passengers
Loop Service	885	Passengers
Fall River & Highdrive	389	Passengers.
Estes Park-Grand Lake	1202	Passengers.
Circle Trip (Denver to Denver via Fall River Road)	2,149	Passengers.
Denver and return	121	Passengers.

HOTELS OPERATED ON PARK LANDS

Name	Proprietor	Capacity	Location
Sprague's Hotel	A. E. Sprague	40	Glacier Basin
Grand Lake Lodge	Lewiston Hotel Co.	150	Grand Lake
Fern Lodge Lodge	F. W. Byerly	50	Fern Lake
Bear Lake Lodge	F. W. Byerly	50	Bear Lake
Timberline Camp	E. A. Mills	10	Long's Peak Trail

Grand Lake Lodge has received an exceptional patronage this year, handling approximately 1200 people from 30 tours in addition to increasing numbers of private parties. Additional accommodations for 25 people have been added.

Sprague's hotel, A. E. Sprague Proprietor, increased their capacity by 1/3 making it possible to accomodate 40 people. They have also added 7 baths and enlarged the dining room, ~~doubling the capacity which is now 75 to 80.~~ This hotel has had capacity business practically the entire season.

Fern Lake Lodge has been somewhat improved this year by the enlargement of the dining room, an addition to the porch on the main building, and ~~The~~ construction of several log cabins for sleeping quarters, is under way. Only temporary repairs to the main building have been permitted since the location must be changed later.

Bear Lake Lodge, F. W. Byerly Proprietor, Some work has been done on the permanent buildings at Bear Lake. A portion of a log building has been erected, the end boarded up and is now being used as dining room and kitchen. Upon completion of the main building ~~(plans for [illegible])~~

CAMPS.

Timberline Cabin, Enos A. Mills Proprietor, is used in connection with trips to the summit of Long's Peak. Increased and better accomodations are needed at this point.

The nine other hotels within the boundaries of the Park are located on private property and are not under the jurisdiction of the National Park Service.

BUILDINGS.

General Statement.

The entrance gate presented by Mr. and Mrs. Frank L. Woodward of Denver, on land donated by Dr. and Mrs. H. E. James, has proven to be of great value in giving information to tourists, especially to campers, regarding fire-arms and cutting of trees and wanton waste of flowers.

Construction of Buildings.

Storehouse, frame, 24 by 40 feet with 9 ft. wall and 6 ft. gable. Also used as quarters for temporary Rangers and road crews during the summer months. Location; Horseshoe Park.

Temporary checking station and quarters for checkers and temporary Rangers at Grand Lake Entrance. Frame, 14 by 24 feet, with 6 ft. wall and 8.6 ft. gable.

Temporary stable for saddle and work horses, 16 by 24 feet with 8 ft walls and shed roof.

Garage and work shop for trucks, 16 by 24 feet with 8 ft walls and 7.5 gable.

One portable, fly-proof kitchen 16 by 18 feet with 4 ft. gable for road camps.

Four sanitary toilets on Fall River road and camping grounds 6 ft by 8 ft, walls 8 ft.

One Oil and Gasoline shed 8 ft. by 14 ft., height 8 ft with shed roof.

Barn at Superintendent's residence, addition of one double stall.

Repaired ~~outbuildings.~~

Superintendent's residence, minor repairs.

Mill Creek Ranger Station, minor repairs.

Pole Creek Ranger Station, minor repairs.

Fall River Shelter Cabin, new roof, windows and doors.

Poudre Lakes Shelter Cabin, new roof and windows.

Painting Superintendent's barn and garage.
Painting Owl Ranger Station.
Painting Horseshoe Park Storehouse.

TELEPHONE LINES.

~~Several extensions.~~

~~Considerable repair~~ In order to maintain traffic control on the Fall River Road, it was necessary to continue the telephone line from the Shelter Cabin to Poudre Lakes. By having this line it has not been necessary to resort to a block system this summer even though the travel has been greater than we had expected. This line also proved to be of great service to travelers enabling them to call assistance when necessary and in several cases enabled parties to reach the Village when without means of communication ~~the aid~~, it would have been necessary to spend the night on the top of the range at a altitude of 11,000 feet. On two occasions this occurred during a snow storm. The line has also been of great value in the work on the Fall River Road. The extension is five miles long. In addition, 1 1/2 miles of line was constructed from the Fall River Line to the Storehouse and temporary Rangers quarters, and to road camp No. 1. ~~Also to Glacier Basin storehouse;~~ an extension of 3/4 miles was built to the Glacier Basin storehouse

GLACIERS

There has been an ever increasing interest shown in the glaciers and moraines. Due to the heavy snow-fall last winter the glaciers were in normal condition. Hallett's, however, did not open this year as well as usual the crevasses being very small and not especially spectacular. Sprague's Tyndall's, Andrew's and Taylor's glaciers came in for more than the usual amount of inquiry.

The red fungus ~~xxxxxx~~ coloration referred to in my 1919 and 1920 reports, continued this year and spread to the snow at the head of Fall River Canyon and since it could be seen from automobiles, the interest shown by travelers ~~has been~~ greatly increased.

RANGER FORCE.

The Ranger force consists of four permanent Rangers and six temporary Rangers for the summer period only, three of the latter being assigned to entrance gates and one to the Information Bureau. The addition of two motorcycles added greatly to the efficiency of traffic patrol. While conditions were improved over last year, our force is still inadequate to handle the situation.

INFORMATION BUREAU.

The entire operation of the Information Bureau ~~has been~~ was taken over by us this year for the first time. We were fortunate in securing the services of Mr. Clifford Higby who for years has been a guide and has held a first class guiding license since I took charge of the park. His great knowledge of the country and interest in his work has been of great value to visitors and has increased their interest in the park.

~~Data as to the value of this Bureau may be had from the knowledge~~ 11,523 people were served at the office and 298 mail inquiries were answered from July 1st to September 8th inclusive.

CAMPING GROUNDS.

Due to the fact that the Currence homestead claim cases have not yet been settled, it has not been possible to establish camping grounds on the Fall River Road where this class of accomodations is badly needed. The improvement of the Glacier Basin Road has increased the popularity of the Glacier Basin Camping Ground, ~~the use increasing 100 % this year.~~ This camp was enlarged, doubling its capacity and a care-taker placed in charge at the beginning of the season. 925 cars with 4527 passengers were reported from August 1 to September 4th, inclusive.

~~NATURAL CONDITIONS.~~

PARK PAMPHLETS AND MAPS SOLD

As an indication of the increasing interest in Geology and other natural subjects, we have sold from our Information Bureau 189 copies of the Geological Story of the Rocky Mountain National Park; 27 copies of the National Parks Portfolio; 45 copies of the Glimpses of the National Parks; 198 copies of Mountaineering in the Rocky Mountain National Park; 25 copies of the Panoramic maps; and 361 copies of the topographic maps of the Rocky Mountain National Park. Receipts for August 1921, totaling $88.25 and for the season, $180.05. This would have been greatly increased had it been possible to keep a supply on hand.

GUIDES.

Local people and especially visitors are beginning to see the value of our policy of examining applicants for guiding license, for only by this method can they have assurance that the guide they employ is qualified to serve them in this capacity. I am especially proud of the licensed guides this year, due to the many expressions of approval from the people they have served. The guides are entitled to protection from the unqualified guides as well as the visitors.

WILD ANIMALS.

The increase in deer, mountain sheep, and elk, while not as heavy as last year, shows a very gratifying result. In one band of sheep on Specimen Mountain, 124 lambs were counted by one of the Rangers. Deer and sheep are plentiful in lower altitudes up to about July 1st when they followed their usual habit of going to higher country. Sheep began to return to the lowlands early in the fall, a band of 38 appearing at Sheep Lake on August 23. Very little of the Elk has been seen this year, however. One grizzly with two cubs were seen at Loch Vale and two Black bears in Glacier Basin and Wind River. Mountain lions and coyotes are very numerous again this year and hunting and trapping will have to be carried on this winter to the extent of available funds which I regret to say, are small.

FISHING.

Fishing, while fair this year, was not as good as last season. The State hatcheries located within the boundaries did not fully carry out their agreement ~~same~~ in supplying young trout. We have planted from this source 200,000 Eastern Brook and 190,000 Blackspotted (Native) this season. Breeding ponds are necessary to ~~get~~ obtain sufficient results in this section. A Game and Fish Club has been organized in Estes Park, resulting in greater cooperation

FOREST FIRES.

Due to the extremely heavy daily rains we have not suffered from forest fires this season. One fire in brush cut on the road right of way by F. W. Byerly, resulting from carelessness of one of his employees, was fortunately extinguished before any great damage was done. Another small fire, caused by campers leaving a fire in an old saw-dust pile, in Wild Basin, was discovered and extinguished by rangers before any damage was done.

WINTER SPORTS.

In addition to several smaller parties, the Colorado Mountain Club again held their annual outing at Fern Lake this year with the largest attendance of any winter outing. Fern Lake Lodge had been improved and afforded better and greater accomodations. The number of applicants for this outing is limited to the available accomodations. They will visit the Park again this winter. The Olinger Highlanders are planning on an outing for 200 to 300 boys this winter at Fern Lake.

ACCIDENTS.

On June 29, 1921, rangers, while on telephone and patrol work, found the body of a man on Flattop Mountain near the Continental Divide. Papers found on the body led us to believe it to be that of Mr. J. P. Chitwood of Wyoming who is supposed to have perished last Fall.

On September 2, 1921, Ranger Higby was at the foot of Tyndall Glacier and found first one dead horse, then another about 80 yards above, and from the lower horse to the top of the glacier and on up the rock ledges to the foot of the precipice over which the whole outfit had evidently fallen, were scattered various pack trappings and personal effects, all of

On June 26, 1921, Mr. H. L. Targett of Los Angeles, California, disappeared on Long's Peak and again on July 20, 1921, Mr. Gregory Aubuchon of Michigantown, Indiana, disappeared, supposedly on Long's Peak. While diligent asarch was made by ~~National Park Officers~~ rangers, no trace of either of these men has been found.

On August 14, 1921, Mr. Carl Malkins Hall of Denver, Colorado, was killed on the Long's Peak Road. Mr. Hall was working under a car which was jacked up with the front wheel off. The jack somehow, gave way causing the car to fall on him, crushing his skull.

~~Respectfully submitted,~~

L. C. Hay

~~Superintendent.~~
~~Rocky Mountain National Park.~~

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK

ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
SEP 16 1921
MAILS AND FILES
DEPT. OF THE INTERIOR

September 12, 1921

File No. 142.

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

Dear Sir:

I am enclosing herewith original copy of the Annual Report of the Rocky Mountain National Park, by registered mail. A carbon copy was forwarded to your office on September 10th.

Very truly yours,

L. C. Way
Superintendent.

By J. A. Shepherd
Clerk.

Encl.

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
SEP 30 1921
MAILS AND FILES
DEPT. OF THE INTERIOR

September
Twenty -sixth
1 9 2 1.

Tile No. 142.

The Director,
National Park Service,
Department of The Interior,
Washington D. C.

Dear Sir:

I am herewith inclosing a corrected count of Visitors in this Park, to date, the pages to be substituted for the original pages in my Annual Report.

Very truly yours,

L. C. Way

Superintendent.

J A Shepherd

Inclosure.
LMB.

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
OCT 1 1921
MAILS AND FILES
DEPT. OF THE INTERIOR

September
Twenty-seventh
1 9 2 1.

File No. 142.

The Director,
National Park Service,
Department of The Interior,
Washington, D. C.

Dear Sir:

Please add the inclosed paragraph at the end of my Annual Report. This information has been obtained since the Report was submitted.

Very truly yours,

L. C. Way

Superintendent.

J R Shepherd
Clerk

Inclosure.
LMB.

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERV.
RECEIVED
OCT 1 1921
MAILS AND FILES
DEPT. OF THE INTER

September 27, 1921.

File No. 142.

The Director,
National Park Service,
Department of The Interior,
Washington, D. C.

Dear Sir:

Reference is made to the inclosed Travel Report, a copy of which was forwarded to you on Sept. 26th.

Due to the limitations of our allotments it was necessary to discontinue the checking of visitors on Sept. 15th. These figures, therefore, complete our actual count for the season and the pages are to be substituted for the corresponding pages in my Annual Report.

Very truly yours,

L. C. Way

Superintendent.

J A Shepherd
Clerk

Inclosure.
LMB.

TRAVEL BY STATES FOR THE SEASON OF 1921.

Rocky Mountain National Park.

State	Autos	Passengers.
Arizona	43	112
Arkansas	21	77
California	216	822
Colorado	22, 237	87,736
Connecticut	25	77
District of Columbia	5	15
Florida	7	18
Idaho	2	7
Illinois	409	1622
Indiana	96	378
Iowa	706	2939
Kansas	1721	7035
Kentucky	6	22
Louisiana	17	79
Maine	3	9
Maryland	2	8
Massachusetts	10	37
Michigan	38	129
Minnesota	21	87
Mississippi	2	8
Missouri	789	3155
Montana	7	30
Nebraska	2196	9075
Nevada	1	4
New Hampshire	1	6

States (con'd)	Autos	Passengers.
New York	21	78
North Dakota	6	24
Ohio	123	530
Oklahoma	667	2764
Oregon	5	24
Pennsylvania	12	43
South Dakota	35	158
Tennessee	4	14
Texas	445	1785
Utah	15	54
Vermont	1	3
Washington	8	26
West Virginia	3	10
Wisconsin	23	97
Wyoming	255	1025
U. S. M. C.	1	4
	30,284	120,388

Foreign Countries represented during the season:

England - 2

France - 1

Japan - 1

Hawaii - 4

Canada - 4

Poland - 1

	Autos	Passengers.
R. M. P. T. Co.,	1625	13,753
Rent Cars	849	4,983
Motorcycles	201	357
Horse-vehicles	182	372
Horse-back	8182	6,182
Pedestrians		3,090
Totals	8,989	28,687

RECAPITULATION.

Travel classified by States	30,264	120,388
R. M. P. T. Company	1,625	13,753
Rent Cars	849	4,983
Others, classified	6,515	9,951
Unclassified, Nov. 1 '20 to June 18 ,21	1,727	7,371
Total Actual Count	40,980	156,446

In connection with the above, a general statement may not be amiss. You will note that our actual count this year is 13.6% higher than last year. Following the system of previous years of including the estimates of people missed by checkers and estimates at the entrances where no checker was stationed, our Grand total for this year would be 57,438 autos and 273,787 passengers.

Your attention is also called to the fact that we had no checker at the two Long's Peak entrances this year, for the reason that at this time their primary value would have been the recording of visitors and it was felt that the results would not have justified the expenditure. The

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK

ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
SEP 29 1921

September
Twenty-eighth
1 9 2 1.

File No. 142.

The Director,
National Park Service,
Department of The Interior,
Washington, D. C.

Dear Sir:

The inclosed paragraph contains information only recently received. Please add at the end of my Annual Report.

Very truly yours,

L. C. Way

Superintendent.

J A Shepherd
Clerk

Inclosure.
LMB.

On September 16th Rangers McDaniel and Higby again made a search for the body of Gregory Aubuchon which they found at the foot of the precipice above Chasm Lake. His people, as well as the County Sheriff and Coroner were notified and the following day the body was taken to Ft. Collins, Colorado, for burial.

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

May 12, 1922.

Dear Mr. Toll:

For your information we are inclosing a copy of a letter dated May 4, 1922, signed by the Acting Secretary, in regard to the preparation and submission of the 1922 annual report. You will note that our report is limited to 160 printed pages including the index but excluding any illustrations. In allocating pages, four pages ~~are allotted~~ are allotted to your report. This means that your report will be limited to 4,000 words printed in 8-point solid type. If tables are submitted for printing, you should allow for a reduction of 1,000 words in text for each page devoted to tables.

In the preparation of your report you are particularly referred to Circular D, copy of which you should have in your files. Special attention should be given to paragraph 1 of this circular "Special requirements". It is very important that the instructions regarding size of paper, spacing, etc., be followed, as these are based on the rules of the Government Printing Office, and unless followed will necessitate additional work in the Washington Office to put the report in proper form for submission to the printer.

The official park season for the purpose of the annual report is from October 1 to September 30, and travel statistics should be for this period. The figures of tourist travel to the park should be omitted, suitable blank spaces being left in report for the insertion of these which must be wired in at the close of the day September 30. Tabulated statement should be placed immediately in the mail in order that figures may be checked before sending to printer.

It is requested that your report for [illegible] be submitted in duplicate to reach here not later than September 15. You should also send a copy of your report direct to Field Assistant Albright at Yellowstone Park, Wyoming. This with the one copy that you will want to retain for your files will make four copies to be prepared. You should also include

with your report suitable photographs for possible use as illustrations.

With the necessity for radical reduction in the size of our report and with the limited space allotted you, you are placed on your mettle to submit a concise report which at the same time will be of general interest.

Cordially yours,

(Sgd) ARNO B. CAMMERER.
Acting Director.

Mr. Roger W. Toll,
Supt., Rocky Mountain National Park,
Estes Park, Colorado.

Enc. 2470 AED*BM

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK

ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
SEP 16 1922
MAPS AND FILES
DEPT OF THE INTERIOR

September 12, 1922.

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

Dear Sir:

Enclosed herewith is the annual report of Rocky Mountain National Park, for the year 1922.

Blank spaces are left for certain statistics which are not now available. These include statistics of travel, the Rocky Mountain Parks Transportation Co., and the Information Bureau.

This report is somewhat longer than necessary, and I shall be glad to have you reduce it to the desired length.

A copy of this report is being mailed to Superintendent Albright, and a second copy to you will follow in separate mail.

Very truly yours,

Roger W. Toll

Roger W. Toll,
Superintendent.

RWT/Bt

Encl.

ROCKY MOUNTAIN NATIONAL PARK.

Roger W. Toll, Superintendent, Estes Park, Colo.

GENERAL STATEMENT.

The Rocky Mountain National Park was created by the act of January 26, 1915 (38 Stat., 798). Under the act approved February 14, 1917 (39 Stat., 916), ~~entitled "An Act to add certain lands to the Rocky Mountain National Park, Colo.,"~~ approximately 43 square miles were added, making the present area of the park approximately 400 square miles. Exclusive jurisdiction to the above area has not yet been ceded to the Federal Government by the State of Colorado, resulting in complications detrimental to the efficient management and protection of the park and to the protection of visitors.

ADMINISTRATION.

On October 24, 1921, Capt. L. C. Way resigned as Superintendent, in order to take up other work. ~~His place was filled by the appointment of~~ He was succeeded by Roger W. Toll, formerly Superintendent of Mount Rainier National Park, who entered on duty on October 25, 1921.

The superintendent is assisted by a ~~appointees serving for all, or the greater part of the year, are as follows:~~ Clerk and Special Disbursing Agent, ~~J. A. Shepherd,~~ Clerk and Accountant, ~~Miss~~ L. M. Butler, Acting Chief Ranger, ~~T. J. Allen, Jr.,~~ and two permanent Rangers, ~~E. M. Stephens and D. H. Eaton.~~

In addition ~~to the above,~~ nine temporary rangers, one temporary clerk, and one information clerk were on duty during the summer season. ~~Most of the rangers and other appointees deserve high credit for ability, industry and loyal cooperation with the National Park Service.~~

During the winter months, the Superintendent's office was maintained in Denver, Colo., in the new Post Office Building.

TRAVEL.

Travel during ~~the months of~~ June and July showed a slight increase over the corresponding months last year. The month of August, however, showed a falling off of 20% as compared with August, 1921. This was due, in large part, to the long-continued railroad and coal strikes which created a general feeling of uneasiness in the minds of the traveling public. Taking the season as a whole, travel was about 10% less than last year. The number of people who spent the entire season in the Park

was smaller than usual. ~~Lack of prosperity in some districts, as well as the feeling of uneasiness over the strike situation, tended to cut vacations short.~~ There was comparatively little travel from distant points after September 1, 1922.

The class of accomodations demanded by the traveling public has changed considerably during the past few years. Two years ago, hotel accomodations and the more expensive class of cottages were in great demand. This year, the great demand has been for camping grounds and inexpensive cottages.

The method of counting visitors has been the same as last year. Temporary rangers were on duty from July 1st to September 10th, at the principal entrances to the park, namely, at the Fall River, Beaver Point and Grand Lake entrances. These rangers kept a careful count of all cars and passengers, and gave desired information to visitors. They also rendered a valuable service in the protection of the park, by the sealing of firearms, and by calling the attention of visitors to the regulations regarding camp fires, etc.

Recapitulation, by States and Modes of Travel.

	Cars	Passengers
Travel classified by States - - - -		
Rocky Mountain Parks Transportation Company - - - - - - - - -		
Others, classified - - - - - - - -		
Unclassified, October 1, 1921, to September 30, 1922 - - - -		
Total actual count - - -		

Recapitulation, by Entrances.

Fall River Entrance - - - - - - - -	
Beaver Point Entrance - - - - - - -	
Grand Lake Entrance - - - - - - - -	
Total -- - - - - - - - -	

ROCKY MOUNTAIN PARKS TRANSPORTATION COMPANY.

The Rocky Mountain Parks Transportation Co., operating under franchise, ~~has~~ enjoyed a ~~very~~ prosperous season. A large number of special tours were handled by this company, in addition to the regular traffic, and the service rendered was highly satisfactory. The circle trip from Denver to Denver, by way of Fall River Pass and Grand Lake, was especially popular. The so-called "Loop" service has continued to serve the hotels and other points in the lower altitudes, in a very acceptable manner..

Ten new, one-room cottages were built at Grand Lake Lodge, and three at Fern Lodge, during the season. The main building at Bear Lake was enlarged.

INFORMATION BUREAU.

The Information Bureau ~~which has been~~ maintained in the office of the Superintendent for several seasons continued to prove its usefulness to the traveling public. persons from states registered during the season, besides representatives from nine foreign countries. ~~in the register kept for this purpose.~~ The ~~above~~ figures, however, represent only a fraction of the number of persons who availed themselves of the services of this Bureau, which ~~These services~~ consist chiefly in the giving of general information regarding roads and trails, ~~and~~ points of interest in the park, information regarding hotel accomodations, and the classification of specimens of flowers and trees. ~~Information circulars regarding all national parks were distributed from this office.~~ Information service was also maintained at the three principal entrances to the park.

Several Government publications regarding this and other national parks were on sale at the Information Bureau. Sales since October 1, 1921, are as follows:

Toll's "Mountaineering in Rocky Mountain National Park"	copies
National Parks Portfolio	"
Glimpses of our National Parks	"
Panoramic View of Rocky Mountain National Park	"
Topographic Map of Rocky Mountain National Park	"
Lee's "Geologic Story of Rocky Mountain National Park"	"
Total	"

ROADS.

The general condition of roads has been better than during any previous season in the history of the park. This is due in large part to the ~~continued~~ dry season ~~weather, which reduced the damage from washing to a minimum~~. Work on the lower roads was begun in April. The removal of snow on the Fall River Road was begun May 13th, starting at a point about eleven miles from Estes Park. ~~The men and teams of R. W. McQueary were employed~~ for this purpose. The largest drift was encountered on the eastern side, near the summit of Fall River Pass, ~~this~~ being drift ~~was~~ about 1,200 feet long, with a maximum depth of 20 to 25 feet. About two tons of T.N.T. were used in ~~this~~ snow removal work. The Fall River Road was opened to travel on June 15th.

~~The men and teams of R. W. McQueary were employed throughout the season on construction work on the Fall River Road.~~ I The work of widening the second, tenth and eleventh switchback curves on the Fall River Road was completed, and these curves are now wide enough to permit the passage of large busses without backing. Some trouble was experienced in the giving way of several of the dry retaining walls, which necessitated immediate repairs.

The State Highway Department employed ~~other~~ a force of men and teams ~~of R. W. McQueary~~ for other work on the Fall River Road, under the supervision of engineer P. J. Becker. This crew was camped, for the greater part of the summer, at the bridge east of Fall River Pass, and did ~~much~~ effective work in widening the road and reducing one particularly heavy grade just above the camp. This crew also effected considerable improvement in widening the road across the first dip west of Fall River Pass. During the early part of the season, and again during the latter part of the season, this crew was engaged in grading and improving the road between Camp Wheeler and Grand Lake.

Three crews were employed on road maintenance work. One crew, located above Horseshoe Park, made necessary bridge repairs, widened one portion of the Moraine Park Road, and did miscellaneous maintenance work on all roads radiating from Estes Park, as well as on the Fall River Road to a point above Chasm Falls. Another crew, located at Poudre Lakes, on the western slope, covered the Fall River road in both directions from that point removing a large number of mud slides, which constantly threatened to block the road between Fall River Pass and Poudre Lakes. Several of the worst mud holes were filled with broken rock, 40 wagon-loads being used in one place. Another small crew, stationed near timberline, on the east side of the Fall River Road, was engaged in removing shoulders of rock and dirt, which cause excessive snow drifts, and in general maintenance work. The road to the Superintendent's residence and the Owl Ranger Station, which had been badly washed, was repaired and relocated for a short distance. Twenty seven metal culverts were installed, mostly on the Fall River Road. This year was the second season for through travel on this road, and most of the maintenance work was concentrated on it.

Much work still remains to put it in a thoroughly satisfactory condition.

TRAILS.

No funds were appropriated for the construction of new trails, and only $2,000 for the maintenance of old ones. A crew of five men was engaged ~~during the summer,~~ in going over the various trails, removing rocks and other obstructions, filling in bog-holes, and making the most necessary repairs. This crew also opened a way for foot travelers between Bear Lake and Lake Helene. When funds are available, it is intended to make a regular trail between these two lakes, and also to improve the trail between Lake Helene and Fern Lake. Beaver flooded the Storm Pass trail in several places, which necessitated the relocation of a portion of the trail.

The trail to the summit of Longs Peak was marked by dots painted on the rocks. The trail above the "Keyhole" is often difficult to find or follow, since it is mostly over rocks, and the traveled route is not plain. Over a thousand people make this climb in a season, and half or two-thirds of them go without licensed guides. A number of people have lost the trail and become confused, sometimes getting into dangerous places. It is hoped that

this marking of the trail will help to prevent accidents on the peak. The dots are of two colors, a yellow background with a red center, so as to be readily visible, and placed close enough together so that even in times of storm or fog they will be of assistance to parties.

A new trail was located between Deer Ridge and Trail Ridge. The work done consisted in locating a satisfactory route, and in clearing it of trees and other obstructions. It is intended that this trail will be constructed as soon as funds are available. The horseback trail up Fall River and over to the western slope and Grand Lake, was destroyed by the construction of the Fall River Road, and ~~this~~ a new trail is needed to take its place. Trail Ridge, is a particularly scenic location, ~~and was for-~~ for the trail. formerly used by the Indians.

BUILDINGS.

An attractive, three-room, log ranger station was constructed at Horseshoe Park road camp late last fall. This station has been occupied during the summer by one of the permanent rangers.

A shelter cabin, with inside dimensions 14' x 18' was completed at the summit of Fall River Pass, on August 22nd. This cabin ~~was~~ constructed of stone throughout, with stone finish in the interior as well as exterior. ~~The building has~~ and a stone bench around three walls, ~~The stone work was done by Mr. Carl Piltz, of Estes Park. The plans of the building were drawn by Landscape Engineer D. R. Hull.~~ forms a pleasing and permanent structure ~~has been erected~~, which will withstand the severest winter storms. It is used daily by many visitors, and is most useful during storms, which are frequently severe at this location. The building has been equipped with a stove for heating and cooking purposes, firewood being supplied by the National Park Service, since the building is located above timberline. A framed topographic map of the park and a framed copy of the rules and regulations are posted on the walls for the information of visitors. Two stone toilets were constructed at convenient distances from the cabin.

FALL RIVER TELEPHONE LINE.

The Fall River telephone line, which was partially constructed last season, was completed on August 17th. The portion completed ~~this season~~ lies between Poudre Lakes and Grand Lake, a distance of approximately 16 miles. Emergency telephones were installed along the line at intervals of approximately five miles. This line now runs from Estes Park to Grand Lake, and provides a means of communication with the ranger station and Entrance gateway in the Grand Lake District, as well as with Grand Lake Lodge, and with the construction and maintenance camps along the Fall River Road.

CONTEMPLATED IMPROVEMENTS.

Roads. One of the most necessary improvements is the widening of all roads in the park, so as to permit traffic to pass at all points. In some cases, heavy grades may be reduced by the relocation of short stretches of road. On the Fall River Road, there are still several switchback curves which must be widened in order to permit a long wheel-based car to make the turn without backing. There are also a number of sharp curves around rock points where the road is not sufficiently wide for safety. The Fall

River Road, in particular, needs many additional culverts. The bridges in the park, all of timber construction, should be replaced with masonry or concrete as soon as practicable, since timber bridges require constant maintenance to keep them in service.

Among the items of road work most needed are the following: (1) Widening Fall River Road to 20 feet, (2) Completion of the road to Grand Lake Lodge, (3) Widening the High Drive, (4) Widening certain portions of the Moraine Park Road, (5) Widening the Glacier Basin Road, (6) Construction of a road to Bear Lake. This will be an extension of the Glacier Basin Road, (7) Construction of a road from Moraine Park to the Pool, (8) Widening and improving the Longs Peak road, (9) Widening the Moraine Park cut-off, (10) Widening and reduction of grades on the road to Mill Creek Ranger Station, (11) A road down Aspen Brook and Wind River, to connect the Longs Peak Road with the Moraine Park Road, (12) A road from Fall River Pass along Trail Ridge, descending to connect with other roads, either at Moraine Park or Deer Ridge. This road would be remarkably scenic, and desirable from several standpoints, (13) A road is desirable in Wild Basin to open up this large, undeveloped area.

Buildings.

The Woman's Club of Estes Park has donated a site for an Administrative Building , and it is intended to erect an office building at this location as soon as funds are available.

A garage and shop building are very badly needed, but their construction has been delayed because of lack of a suitable site on which to build them.

A ranger cabin is needed in the vicinity of Estes Park, and another in Wild Basin.

A shelter cabin is needed at Odessa Lake, since this area is much used during the summer, as well as for winter sports. Other shelter buildings for the protection of visitors and the facilitation of patrol are needed in several locations. Buildings for the housing of road camps are needed at three points on the Fall River Road.

Trails.

Most of the trails in the park have been in use for many years, and are not in satisfactory condition. Several ~~of them~~ trails should be reconstructed on lighter grades, with protection against washing from heavy rains. Several miles of present trails should be rebuilt each year

until the more important trails have been put in good condition. New trails are needed to connect Bear Lake and Fern Lake, and to connect Deer Ridge and Trail Ridge. Trails are also needed to Spruce Lake and other points of interest.

Purchase of Land. There is no suitable Government land within six miles of Estes Park which is available for camp grounds. The need of such camp grounds is increasing each year, and the only solution seems to be for the Government to purchase advantageous sites. In order to obtain a site for utility buildings needed in construction and maintenance work, it will be necessary to purchase some site, since the Government has no suitable land that is accessible throughout the year.

FISH HATCHERY.

The State Fish Hatchery, located on the Fall River Road, four miles west of Estes Park, is an institution which attracts large numbers of visitors each season. The hatchery is open to visitors each day except Sunday, and 12,500 people were registered during ~~the months of~~ June, July and August; 45 states and 10 foreign countries were represented.

FISH.

Fish from the Estes Park Fish Hatchery were planted in waters inside the park as follows:

Eastern Brook Trout.

Beaver Dams in Horseshoe Park, and on High Drive (Fall River)	30,000
Beaver Dams in Moraine Park (Big Thompson River)	50,000
Broadview and Moraine Park (Big Thompson River)	40,000
Beaver Dams near Y.M.C.A. (Wind River)	20,000
Glacier Creek, Beaver Dams	20,000
Mill Creek, Hollowell Park	50,000
Sheep Lake, Horseshoe Park	30,000
Cabin Creek, near Hewes-Kirkwood	50,000
Beaver Dams near Steads Mill (Willow Creek)	50,000
Lake Haiyaha	60,000
Total	370,000

25,000 native trout were also planted in Fall River at points one and two miles above Chasm Falls.

In addition ~~to the above,~~ 330,000 eastern brook trout were planted in waters adjacent to the park, principally in North, Middle and South St. Vrain Rivers, on the North Fork of the Big Thompson River, and in the Big Thompson, where it flows through the meadows below Estes Park village. This makes a total of 700,000 eastern brook trout planted in and near the park.

The Estes Park Fish and Game Association has been doing excellent work in the planting of fish in various ponds and lakes. One of the planks in the platform of this association is that at least one new lake shall be stocked each year. This plan should result in a yearly enlargement of the fishing grounds, as well as in a great improvement in the catches.

WILD ANIMALS.

Wild animal life is as abundant as ever, though with the coming of large numbers of visitors, deer, elk and mountain sheep the animals seek the higher and more secluded regions. The grass in mid-summer is usually better near timberline than on lower slopes.

Most of the wild animals seen are in good condition, although the comparatively small number of young indicates that predatory animals are somewhat limiting their numbers.

There are comparatively few bear in the park, but black bear have been seen occasionally this summer.

A poison campaign directed against coyotes was conducted during January by two representatives of the U. S. Biological Survey assisted by park rangers, the results of which were nine

predatory animals of various kinds poisoned, ~~although~~ it is probable that a number of others were poisoned whose carcasses were never found.

Permits were issued last winter to hunters to trap predatory animals. The following animals were killed in the park, or in territory immediately adjacent: mountain lion, 6; bob-cat, 20; fox, 3; badger, 2; weasel, 2; coyote, 8; mink, 6; total, 47.

INSECT AND PLANT PESTS.

Several trees were discovered in Horseshoe Park, which were infested with the Western Pine beetle, ~~This is~~ a bark beetle, which lays its egg just within the bark, making burrowings around the circumference of the tree, and finally causing its death. The only way to prevent the spread of this pest is to cut down the infested trees and burn all bark and limbs.

A few yellow pines have been discovered, just outside of the boundaries of the park, infested with what appears to be the so-called pine scale.

Western yellow pines and lodge-pole pines are being attacked, particularly near the Y.M.C.A. grounds, by a parasitical growth of mistletoe. The only method of extermination is through the destruction of diseased trees.

Lieutenant L. D. Mars, Junior Assistant Sanitary Engineer of the United States Public Health Service, spent a week in the park, during July, investigating the possibilities of mosquito control at Grand Lake, and other points. His written report has not yet been received, but he stated that he believed, with an annual expenditure of about $800, the mosquito nuisance at Grand Lake could be greatly lessened. Lieutenant Mars also visited the hotels operating under concession, the public camping grounds at Glacier Basin, and examined sanitary conditions along the Fall River Road.

CAMPING.

An attendant was on duty during the season at the public camping grounds in Glacier Basin, to see that the grounds were kept clean and that fires were extinguished. An effort is being made to develop spring water ~~at this point, so as~~ to obviate the necessity of using the water from Glacier Creek, which, like any other stream, is subject to contamination.

There are a number of private camping grounds located along the roads, both inside and outside the park boundaries. Most of these camping grounds charge 50 cents per night per car, and are well patronized, because they are more readily accessible than the free Government camp ground. In addition to this, a large number of visitors camp on private grounds adjacent to the roads, especially along the Fall River Road.

The city of Loveland complained that its water supply was being contaminated; owners of private land also found that careless campers were damaging their property, and, as a result, many of the tracts of private land, formerly used as camping grounds, have recently been fenced off, and campers are having increased difficulty in finding a place for over-night camping.

The ultimate solution of the problem will be for the town of Estes Park, or the ~~National Park Service~~ Government, or both, to purchase suitable grounds near the village for this purpose. At present there is no suitable place for campers, along the Fall River Road on the eastern side, without encroaching upon private property.

SPECIAL CAMPS.

The Olinger Highlanders held their first summer outing in the park, at the Glacier Basin camping grounds, June 19-28, with 570 of the Highlanders in camp for the week. boys from nine to twelve years of age, The camp was well-conducted, and furnished an excellent example of proper camp operation.

On August 14th, 52 Boy Scouts from Loveland made camp at the Glacier Basin grounds, spending a week in the park. Several other groups of Boy Scouts, from Colorado and neighboring states, camped in the park during the summer.

WINTER SPORTS.

The Colorado Mountain Club held its annual winter outing at Fern Lake, March 10th to 19th, about 50 members of the Club attending. The ski and toboggan courses were in better shape than ever before, due to work done by the National Park Service. The presence at this outing of Lieut. Albizzi, former ski instructor in the Italian Army, had much to do with stimulating interest in skiing.

The Olinger Highlanders held their first winter outing at Fern Lake during the early part of April, 62 boys with their leaders were in attendance.

FOREST FIRES.

Fires have been few in number and small in extent, considering the extremely dry condition of the forests. There were six fires that got dangerous starts, but all were extinguished before they had burned more than an acre or two, at the most. Two were caused by lightning and the others by careless visitors. There were about a dozen smaller fires, which were promptly extinguished, and did no appreciable damage.

On account of the unusually dry weather, special precautions were taken against fires on July Fourth. Fire-works of every description were excluded from the park. As a result of this precaution, only one small fire occurred on that date.

ACCIDENTS.

The usual small accidents occurred to rangers and road men in the regular course of their work. There were also a number of minor accidents to visitors climbing Longs Peak, and other mountains. The only fatal accident ~~with fatal results~~ occurred on August 1st, when ~~in the case of~~ J. E. Kitts, of Greeley, Colo., ~~was~~ was killed by lightning on the summit of Longs Peak, ~~on August 1st~~.

ARRESTS.

On July 23rd, one Fred Clayton, representing himself variously as a National Park ranger and a Colorado State Ranger, was arrested at Grand Lake by Ranger Eaton. ~~When Eaton demanded that~~ Clayton ~~surrender his revolver, the latter~~ drew his revolver on Eaton and pulled the trigger, fortunately, there was no cartridge in the chamber, although there were loaded cartridges in other chambers of the gun. While Clayton was attempting to cock his gun a second time, Eaton covered him with his revolver, and secured possession of the weapon. Clayton was turned over to the sheriff of Grand County, and taken to the County Jail at Hot Sulphur Springs. Ranger Eaton swore out a complaint against Clayton before the United States Attorney at Denver.

On August 25th, J. H. French, head of a gang of confidence men who had been operating on a large scale all over the United States, was arrested in the Stanley Hotel by Acting Chief Ranger Allen, Ranger McCutcheon, and City Marshal Walker Lee, of Estes Park. The prisoner was turned over to District Attorney Van Cise, and taken to Denver.

PREHISTORIC STONE.

William L. Chalmers reports having discovered a carved stone, on his ranch, three miles from the southwest corner of the park, and eight or nine miles south of Grand Lake. The reported find was made in June, ~~and~~ the stone ~~was~~ being found several feet below the original surface of the ground. ~~The stone weighs 66 pounds.~~ The inexplicable feature of the stone, weighing 66 pounds, is that it portrays not only a human figure, some hieroglyphics, and the outline of a mammoth, but also two animals of the dinosaur type, that were extinct before the dawn of human life.

LAWSUIT TO DETERMINE JURISDICTION.

On July 27th, Lee & Shaw, attorneys of Fort Collins, Colo., obtained permission from Governor Shoup to bring a suit in the name of the State of Colorado against the Superintendent of the Park, to determine whether or not the National Park Service and the Secretary of the Interior have authority to control the commercial use of roads in the park. The suit was filed on August 5th, in the Federal District Court. On September 7th, the United States District Attorney filed a motion to dismiss, and this motion has not yet been heard.

VISITS BY PARK SERVICE OFFICIALS.

Director Mather visited the park from April 25th to 29th. He was entertained at dinner by the Chamber of Commerce.

Assistant Field Director Albright and Assistant Director Cammerer both visited Denver on park matters. D. R. Hull and C. F. Oberhelman, of the Landscape Department, visited the park in June. George E. Goodwin, Chief Civil Engineer, visited the park in July.

UNUSUAL ASCENTS OF LONGS PEAK.

In mid-winter, on January 9th, Jack C. Moomaw, of Lyons, Colo., climbed Longs Peak, alone, going up to Wild Basin on skiis and climbing the south side of the peak.

Professor James W. Alexander, of Princeton University, climbed the precipitous side of Longs Peak on September 7th. He made the ascent from Chasm Lake to the summit of the peak. Two previous descents by a similar route have been claimed, but this is the first ascent by this difficult and dangerous route. On September 10th, a party of seven members of the Colorado Mountain Club, including one woman, duplicated Professor Alexander's exploit. They used a 75-foot rope, and eleven hours were consumed in making the ascent.

Mr Cammerer:

The Year in the Park for 1919

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

The Rocky Mountain National Park continues to lead all other parks in the number of visitors recorded despite the fact that this year there was a falling off from the high record of last year. This was due in large part to the long continued railroad and coal strikes, there being comparatively little travel from distant points after September 1, September having usually a heavy travel.

The class of accommodations demanded by the traveling public has also changed considerably during the past few years. Two years ago hotel accommodations and the more expensive class of cottages were in great demand; this year the great demand has been for camp grounds and inexpensive cottages. However, the 14 hotels within the park limits, 5 operated under Government supervision, have enjoyed a gratifying patronage. The Transportation Company, operating under Government franchise, enjoyed a prosperous season, handling a large numberof special railroad tour parties in addition to regular traffic. The circle trip from Denver to Denver by way of Fall River Pass and Grand Lake was especially popular. ADDITIONAL CAMP GROUNDS NEEDED. The demand for camp grounds is creating a difficult problem. At present the only camp ground in the park is in Glacier Basin and its capacity was overtaxed during most of the season. Because of crowded conditions Glacier Creek, the source of water supply, became subject to contamination and effort is being made to develop spring water at this point. There is no other suitable place for campers on the eastern side without encroaching on private property. There are a number of private camp grounds located along the roads radiating from Estes Park village, most of which make a charge of 50 cents per night per car. Above the private camp grounds visitors have camped on private property especially along the Fall River Road, but the city of Loveland complained that its water supply was being contaminated and owners of this private land, finding that the campers were careless and damaging their property, have fenced off their property with the result that campers are having increased difficulty in finding a space for overnight camping. The only apparent solution of this problem will be for the town of Estes Park or for the Government to purchase suitable grounds near the village for camp ground purposes.

TELEPHONE LINE.

The Fall River telephone line which was partially constructed last season was completed this year, a distance of approximately 16 miles being built. Emergency telephones were installed along the line at intervals of approximately 5 miles and motorists who are stalled on the mountain for any reason may call for assistance without walking over 2½ miles.

FISH PLANTING.

Fish from the Estes Park State Fish Hatchery were planted in park waters; 370,000 eastern brook trout and 25,000 native trout. In addition 330,000 native park trout were planted in waters adjacent to the park.

WINTER SPORTS.

Winter sports in Rocky Mountain National Park are rapidly being developed and the park's opportunities for these sports are becoming more extensively known. The ski and toboggan courses at Fern Lake were in better shape than ever before as result of work done by the park rangers.

LAWSUIT TO DETERMINE JURISDICTION.

On July 27 Lee and Shaw, Attorneys of Fort Collins, Colorado, obtained permission from Governor Shoup to bring a suit in the name of the State of Colorado against the superintendent of the park to determine whether or not the National Park Service and the Secretary of the Interior have jurisdiction over the roads in the park. The suit was filed on August 5 in the Federal District Court and on September 7 United Stated District Attorney filed a motion to dismiss the suit, which motion has not yet beenheard.

ROADS AND TRAILS.

The general condition of roads has been better than during any previous season in the history of the park, this being due in large part to the dry season. The Fall River Road was opened to travel on June 15 after removal of snow near the summit of Fall River Pass, about two tons of T.N.T. being used in this snow work. The work of widening the second, tenth and eleventh switchback curves of the Fall River Road was completed and these curves are now wide enough to permit the passage of long wheel-based cars without backing. The Colorado State Highway Department also employed a force of men and teams for other work on the Fall River Road and did effective work in widening and reducing heavy grades.

While no funds were appropriated for the construction of new trails and only $2,000 for the maintenance of old ones, a large amount of trail maintenance was accomplished. The trail to the summit of Longs Peak was marked by painted symbols, which greatly lessened the danger of people losing the trail and getting into dangerous places. Over 1,000 people made the climb to the summit of Longs Peak, altitude 14,255 feet, during the season, half to two-thirds of these making the ascent without licensed guides.

BUILDINGS.

An attractive three-room log ranger station was constructed at Horseshoe Park and occupied as a permanent station during the summer. A stone shelter cabin was erected at the summit of Fall River Pass and forms a pleasing and permanent structure, which will withstand the severest winter storms. It is used daily by many visitors and is most useful during storms which are frequently severe at this location even in summer.

NAT'L PARK SERVICE
RECEIVED
OCT 27 1922
MAILS AND FILES
DEPT. OF THE INTERIOR

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK

ESTES PARK, COLO.

OFFICE OF THE SUPERVISOR

Copy to the Director

RM Reports Division

October 18, 1922.

Mr. Horace M. Albright, Superintendent,
Yellowstone National Park,
Yellowstone Park, Wyoming.

Dear Mr. Albright:

Your letter of October 13th, requesting estimates with reference to expenditures by visitors, and other economic features of this National Park, has been received. No accurate figures are available for much of the information requested, but the enclosed rough estimate may be useful to Mr. Everts. The method of arriving at the figures is given, so that any one using the figures can form his own opinion as to their accuracy, and can make such revisions as may seem desirable.

I am sending a copy of your letter to Mr. Harry N. Burhans, of the Denver Tourist and Publicity Bureau, with the request that he furnish such information as he might have on this subject. I think his office is the onemost likey to have valuable ideas on this subject.

Very truly yours,

Roger W. Toll,
Superintendent.

Edit

RWT/S
Encl.

Mail Ad

File

ESTIMATE OF ECONOMIC VALUE OF VISITORS
to
ROCKY MOUNTAIN NATIONAL PARK.

Out of a total count of 108,472 visitors, the proportion by private autos, Rocky Mountain Parks Transportation Company cars and other methods of transportation, was as follows:

Private autos	95,299 people	= 88 %
R.M.P.T. Co. cars	7,975 "	7 "
Other methods of trans'p'n	5,198 "	5 "
	108,472 "	100 %

Of the 95,299 people in private autos that were counted, 69,816 people, or 73%, were in cars with Colorado license.

Applying these percentages to the total estimated number of visitors, namely, 219,164 people, we have approximately the following:

Private autos:	Colorado cars	141,000	64 %
	Other states	52,000	24 "
R.M.P.T. Co. cars		16,000	7 "
Other methods of transp'n		10,164	5 "
		219,164	100 %

The hotels on Government owned land within the park have the following capacities and rates:

	Capacity	Rates per day American plan
Grand Lake Lodge	175	$6.00
Sprague's Hotel	50	$3.50 - $5.00
Bear Lake Lodge	50	4.00
Fern Lodge	50	4.00
The Pool	50	3.00
Timberline Cabin	10	5.00
Total	385	5.00 av. rate

The season is from June 15 to October 1st, a period of 107 days. The hotels are usually filled to capacity for July and August, (60 days) with partial capacity for the rest of the season. It may be estimated that their seasons business is equivalent to a capacity

business for 80 days. The revenue per season would be approximately $385 \times 5 \times 80 = \$154,000$.

The business done by the Rocky Mountain Parks Transportation Company during the past season is approximately as follows:

In the park	53,000
Within 200 mi. of park	$217,000
Total	270,000

It may be assumed that the average stay of the park visitors, within 200 miles of the park, was three days, and that the average expenditure per person per day was $5.00. The daily expense of campers was probably less than this figure, and the daily expense of hotel patrons was more than this, but $5.00 a day may be a fair average. This gives a total expenditure of $219,000 \times 3 \times 5 = \$3,285,000.00$

The number of visitors from outside of the state may be estimated at 65,000 people. Their average stay in the state may be estimated at 10 days, and their average daily expenditure at $8.00 per day. This gives a total of $65,000 \times 10 \times 8 = \$5,200,000.00$.

This does not include the expenditure of residents of the state which makes up a part of the total under question (1-b). Adding $2,300,000 for this class of visitor, the total expenditure in the state is $7,500,000.

The total hotel capacity within 5 miles of the park, including hotels on Government land, on private land within and without the park, is about 1,500 people. Thirty hotels are included in this total. If these hotels did a capacity business for 80 days, they would furnish over-night accomodations to $1,500 \times 80 = 120,000$ people. With an average stay for hotel guests of 4 days per person, the total number of hotel guests would be 30,000.

Deducting this figure from the total estimated number of visitors, namely 219,164 we have a balance of 189,164 people. It may be assumed that 100,000 of these made only one day trips, and that the remainder, approximately 90,000 were campers. Perhaps half of these, or 45,000 were exclusively campers, and the other half patronized hotels, at least for meals, during all or a part of their trip.

To summarize, the answers to the questions are as follows:

1. Estimated expenditures by visitors to the park
   a. In the park (On Gov't lands): Hotels $154,000
      Transportation 53,000
      Total $ 207,000

b. Within 200 miles of the park $3,285,000.

c. Within the state 7,500,000.

2. Estimated number of visitors who camped exclusively 45,000.

3. Estimated number of visitors who camped but patronized the hotels to some extent 45,000.

4. Most of the present residents and merchants of the vicinity came here first as visitors, either before or after the creation of the park. Undoubtedly many other visitors have purchased property, moved to the state or made investments and become actively interested along other lines, because of visits to the park. Exact statistics on this subject are lacking however, but the question can be answered in the affirmative.

5. The towns near the park take an active interest in the tourist travel to the park. They spend considerable sums in advertising. They all provide free public camp grounds. No statistics are available as to the estimated receipts by these towns from the tourist travel.

Rwt.

COPY

DEPARTMENT OF THE INTERIOR

National Park Service

Yellowstone Park, Wyoming.
October 13, 1922.

My dear Mr. Toll:

You are aware of the fact, of course, that during the past summer Mr. Hal G. Evarts, writer for the Saturday Evening Post, toured most of the National Parks for the purpose of securing material for a series of articles that are to be printed in the Post during the coming winter.

Mr. Evarts will write his articles from a new point of view - he wishes to convince his readers of the importance of the parks as economics assets to the West. To that end he desire imformation which would take the form of answers to the following questions:

1. How much do you estimate visitors to your park during the past summer expended?
   a. In the park
   b. Within, say, 200 miles of the park
   c. Within your state

2. How many tourists carried their own equipment and camped out exclusively?

3. Approximately how many tourists carried their own equipment but patronized hotels and similar establishments during all or part of their trip?

4. Do you know of cases where a trip to the park resulted in -
   a. Purchase of property and removal to your state
   b. An investment in stocks or bonds of enterprises in your state.
   c. Other interest being taken in public affairs or business of your state.

5. What interest is being taken in towns near the park in the tourist business? In this connection make a statement regarding the public automobile camps and give any statistics that have been accumulated by towns, as to the amount of money expended by tourists passing through them enroute to or from the National Parks.

6. What other information can you give bearing upon the economic value of your National Park to your state and adjoining communities?

- - - -

Information in answer to these questions should be sent as soon as possible to me. I will work it over and put it in shape for Mr. Evarts' use, making comparative tables, etc. If the material is not received in time for this I will forward your letter to Mr. Evarts. Must have information by November 1st.

Kindly give this your early attention.

Cordially yours,

Horace M. Albright,
Superintendent.

Mr. Roger W. Toll, Supt.,
Rocky Mountain National Park,
Estes Park, Colorado.

TELEGRAM

Form 1—080

OFFICIAL BUSINESS

GOVERNMENT NIGHT ..... RATE
(Day or night.)

VIA ..... TELEGRAPH CO.

DEPARTMENT OF THE INTERIOR

I 32192

BUREAU OR
OFFICE OF National Park Service

Washington, D. C. (Place.), October 31 (Date.), 1922. ..... A. M. ..... P. M.

To Superintendent Toll, Estes Park, Colorado.

Supply for annual report figures missing under heading Information Bureau aq follows. Persons from blank states registered. Number of Government publications sold. Toll's Mountaineering blank. Portfolio blank. Glimpses blank. Panoramic View blank. Topographic map blank. Lee's Geological Story blank. Please wire.

Charge: N.P.S.
(Insert name of office to which bill should be presented for payment.)

Appropriation: Rocky MountainAE:FBC

PAID ..... By SENDER
(Insert "In cash," if so paid.)

From VIPOND. Acting. (Name of sender.)

6—6413

(Title of sender.)

Dept. Iden. Card No. .....

Rec'd payment: $ ..... Operator: .....

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM

NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
Telegram	
Day Letter	Blue
Night Message	Nite
Night Letter	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

RECEIVED AT COMMERCIAL NAT'L BANK BLDG., 14th & G STS., N. W. WASHINGTON, D. C. ALWAYS OPEN

Report Annual

1922 NOV 2 AM 12 48

AA510 57 COMPOT NL GOVT [illegible]

FY ESTESPARK COLO 1

DEPT OF ... NOV 2 1922 NATIONAL PARK SERVICE

DIRECTOR NATIONAL PARKS

36

WASHINGTON DC

FIGURES MISSING FOR ANNUAL REPORT UNDER HEADING INFORMATION BUREAU AS FOLLOWS FIVE THOUSAND ONE HUNDRED EIGHTY SIX PERSONS FROM FORTY SEVEN STATES AND NINE FOREIGN COUNTRIES REGISTERED NUMBER OF GOVERNMENT PUBLICATION SOLD TOTAL ONE HUNDRED FIFTY SIX / PORTFOLIO SIXTY SEVEN / GLIMPSES FORTY THREE / PANORAMIC VIEW NINETY EIGHT / PHOTOGRAPHIC MAP FIVE HUNDRED SEVENTY ONE / GEOLOGIC STORY NINE

TOLL.

File

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
ROCKY MOUNTAIN NATIONAL PARK
ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

NATIONAL PARK SERVICE
RECEIVED
OCT 31 1922
MAILS AND FILES
DEPT. OF THE INTERIOR

October 27, 1922.

File No. 114.

The Director,
National Park Service,
Washington, D. C.
(Attention Mr. Demaray)

Dear Sir:

When Mr. Cammerer was in Denver, on October 25th, we had a talk with Mr. Harry N. Burhans, of the Denver Tourist and Publicity Bureau, regarding travel figures for this Park.

Mr. Burhans suggested, and Mr. Cammerer concurred, that it would be a desirable thing to put a foot-note on the table of visitors to Parks, that would explain the reduction for this Park, during the present year. The table referred to corresponds to that on page 280 of the Report for 1921.

A foot-note reading "Duplications deducted" might, perhaps, furnish the idea that it is intended to convey.

Mr. Cammerer suggested that I write you, suggesting that some such foot-note be included in the Report for 1922.

Very truly yours,

Roger W. Toll,
Superintendent.

RWT/S

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

November 7, 1922.

Dear Mr. Toll:

Replying to your letter of October 27, I have just inserted footnote referring to Rocky Mountain Park visitors under the travel table of visitors to parks in the annual report, reading:

"Indicated loss in travel from 1921 due largely to better methods of checking and estimating employed."

I trust this note will meet the situation and is satisfactory.

Cordially yours,

(Sgd) A. E. DEMARAY
Editor.

Mr. R. W. Toll, Superintendent,
Rocky Mountain National Park,
Estes Park, COLORADO.

AED:EBC

312 P. O. Building,
Denver, Colorado.

THE DENVER POST,
Denver, Colorado.

Gentlemen:

I am handing you herewith, a press memorandum covering the annual report of the Director of the National Park Service, for the year 1922.

You will note that the date of release is December 9, and the Director requests that this release date be strictly observed.

The first three pages, together with the sections regarding the Rocky Mountain National Park on page 6 and Mesa Verde National Park on page 9, should be of particular interest to Colorado readers.

Very truly yours,

Roger W. Toll,
Superintendent.

RWT/B
Enclosure.

Copy to Director.

Same letter to:

The News-Times Pub. Co.
The Denver Express
The Estes Park Trail

NATIONAL PARK SERVICE
RECEIVED
DEC 5 1922
MAILS AND FILES
DEPT. OF THE INTERIOR

312 P. O. Building,
Denver, Colorado.
December 4, 1922.

THE DENVER POST,
Denver, Colorado.

Gentlemen:

Herewith are some items regarding the Rocky Mountain National Park during the year 1922.

It is submitted to the press for use in the New Year's edition.

Very truly yours,

Roger W. Toll.

Roger W. Toll,
Superintendent.

RWT/ B
Enclosure.

Copy to the Director

Also Letters to;

News-Times
Estes Park Trail

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent.

The year 1922 has been a busy one for all National Parks and the Rocky Mountain National Park is no exception.

It is difficult to obtain an accurate count of the number of visitors, but the travel this past year was as heavy as any preceding year and is estimated at 230,000 people.

This year, for the first time, Rocky Mountain National Park has been supplied with windshield stickers, bearing on one side a sketch of the rocky mountain sheep - the park's most representative animal, and on the other side, a few suggestions regarding care with fires, clean camp sites and similar subjects. Twelve of the national parks now have these windshield stickers and they are prized by most tourists as a souvenir of a pleasant outing. Many motorists came to the park with stickers from several of the other parks, and this shows as graphically as anything else, how many people are spending their vacations by taking motor trips to one or more of the national parks.

More than thirty thousand persons made the trip over the Fall River road, which was first opened to travel in 1921. This road connects Estes Park with Grand Lake, forty miles distant. One of the finest scenic trips in the state, or anywhere else for that matter, is the circle trip from Denver to Denver, by way of Estes Park, Grand Lake, Granby, Berthoud Pass, Idaho Springs and the Denver Mountain Parks. This trip is 235 miles in length and can be made in two days, but in order to receive the full enjoyment, one should plan to stop over several days in the vicinity of Estes Park and at least a day at Grand Lake. Both of these places are so attractive that many people spend their entire vacation there, and return year after year. This trip crosses the Continental Divide twice, once at Milner Pass and again at Berthoud Pass. The highest point reached is Fall River Pass, 11,797 ft. in elevation, and the views above timberline are magnificent.

During the past year an attractive stone shelter cabin has been constructed at Fall River Pass, and this adds to the comfort of a stop on the crest of the range, to view the beauties of the world below.

During the past year the State Highway Department has rendered very valuable cooperation to the National Park Service, and has done splendid construction work at several points on the Fall River road. Four of the sharpest switchback curves, so sharp that many cars had to back up in order to make the turn, have been widened and improved so that any car may turn with ease. It is hoped that the few remaining curves can be widened next year.

telephone line has been constructed, connecting Grand Lake with Estes Park. Several emergency telephone stations along the road have proven to be very useful to travelers in case of trouble.

The climb of Longs Peak has proven more popular than in any previous year. Shortly before the close of the season, 1285 persons had registered in the Colorado Mountain Club peak register, on the summit.

Those who receive the greatest enjoyment from the park are those who leave their automobiles and take some of the delightful foot trips, into the heart of the rockies. Many of these excursions, such as to Fern Lake, Odessa Lake, Bear Lake, Loch Vale and Glacier Gorge, may be made in a single day, and one does not have to camp out to see some of the finest scenery in the park.

The roads of the park are all in need of improvement. They should be put in a condition that will make them a source of pride to the state of Colorado and the Federal Government. They should be made twenty feet wide, so that cars can easily pass in safety at any point. Grades should be reduced to 6 % when practicable, sharp curves should be widened, the roadways should be improved by surfacing, good bridges should be built and adequate drainage provided. These things cannot be done without liberal appropriations. The National Park Service has prepared a special road budget, covering a three year period, and this budget has been approved by the Secretary of the Interior. It requests an appropriation for the Rocky Mountain National Park, for road improvement alone, of $93,000 per year for three years, or a total of $280,000. If this appropriation is to be secured, it will be necessary for the citizens of the state to take an active interest in their national park. Appropriations are not granted when the communities are indifferent. If the state wants Congress to appropriate funds for the improvement of roads in the national parks, they must say so in no uncertain terms.

ANNUAL REPORT

1923

Annual Report
1923

ROCKY MOUNTAIN NATIONAL PARK. (Review)

An important event of the year in Rocky Mountain National Park is the construction of an Administration building. This will be completed during the present year, and will provide the park with permanent headquarters, in place of the rented quarters that have heretofore been utilized. The building is of an attractive design and will be a credit to the park and to the community. It is located in the village of Estes Park, a quarter of a mile south of the main street, and on the road to Moraine Park and Glacier Basin. The lot upon which the building is being erected was donated to the National Park Service by the Estes Park Woman's Club, and is an evidence of the substantial cooperation of the community with the National Park Service.

A certain proportion of visitors seem to be interested primarily in the opportunities for automobiling. Their stay in this park is usually brief. The total length of roads in the park is 66 miles. Aside from the Fall River road, there are less than thirty miles of road within the National Park and all of there are within ten or twelve miles of Estes Park. Several of these roads are not such as to tempt a motorist who is not trying to reach a definite point, but is out for a pleasure ride. In less than a day an automobile party can cover all of the roads on the eastern side of the park, and on the following day they are apt to depart, feeling that they have seen everything that is accessible to them. For this large class of visitors, it is important to put the present roads in a safe and satisfactory condition. A few new roads, or extensions of present roads may be built in the future, but the most urgent need at present is for the improvement of existing roads.

Another class of visitors come for a longer stay of perhaps several weeks. They expect to spend their vacation taking trips on foot or with saddle horses. This class of visitors have an opportunity to see much more of the park, and to see it in a more leisurely manner that brings a higher degree of enjoyment and appreciation. For this class of visitors, the trails should be improved. Nearly all of the trails in the park were built before the area had been set aside as a national park. Many of them are steep and rough, and often unsuited for use by saddle horses. Limited funds have been provided for maintenance but it has not been possible to do much toward the improvement of present trails or the construction of new trails. This park will never be fully opened up by automobile roads, but it has great possibilities as a delightful trail-park. There is little question but that if the trails were improved, more visitors would extend the time of their stay in the park in order to take the trips that were offered. There are about a hundred miles of trails in the park, but only a very few miles have been built by the National Park Service, and most of the trails are not in satisfactory condition. The construction of trails is much less expensive than the construction of roads, and it is believed that some funds should be provided every year for the betterment of the trails.

The greatest need of the park is improvement in roads and trails. With the large number of visitors to this park, and the heavy travel on the roads, it is becoming more and more imperative that a considerable improvement in roads be made every year until they are up to the standard of national highways. This will require adequate appropriations. The improvement of the trails can be carried on at less expense, at the same time. The present roads and trails are out-grown, and if it is expected that the number of visitors will hold to the present figures or show future increases, some decided improvements should be made in the facilities offered to visitors.

The housing of the park employees is a problem that should be met in the near future. No quarters are available for the clerical employees, but the salaries paid do not take into account the cost of the quarters that they provide for themselves.

The road crews should have quarters provided so that it would not be necessary to pitch tent camps on snow-covered ground, at high altitudes, early in the season. The park can secure a better grade of men if reasonable living conditions are offered.

The problem of snow removal from the Fall River road is one that recurs each spring. The snow work extends for five miles on each side of Fall River Pass. The maximum depth of from 15 to 20 feet is reached just east of the Pass. Many thousands of cubic yards of snow have to be removed each year. The most economical and quickest method of doing this work would be to use a steam shovel, but in the absence of this equipment, the work is done by hand shoveling, using teams and explosives when they can be employed to advantage. The railroads, the Transportation Company and the private autoists are anxious to have the road opened on the earliest possible date. The date set has been June 15, but this promise has been met in only one year out of three, and that year (1922) was one of unusually light snowfall. The Park Service wishes to keep the expense of snow removal to a minimum and to set the earliest opening date for the road that can faithfully be lived up to.

During the past year, Rocky Mountain National Park, for the first time, has offered opportunities to visitors in the way of nature study. Mr. J. H. Johnson was engaged as Park Naturalist. The park has no hall or auditorium where evening lectures can be given, so talks were given at the larger hotels. Each talk was followed by a field trip the following morning, for the identification of flowers, birds and trees. This service met with much favorable comment and requests that it be continued.

The educational work of the park would be made much more effective by a building to be used as a museum and information office. A location for this building is now available. If a building for this purpose can be constructed, most of the exhibits can be obtained by donation. The animals, birds, trees and flowers, as well as the glacial history of the region can be illustrated by photographs and specimens. Such a museum would attract a very large part of the visitors to the park, and would give them a truer appreciation and a keener interest in the park. Information regarding roads, trails, what to see and how to see it, would be available in the same building. Conservation and protection work can be made more effective if the interested attention of a large part of the visitors can be secured.

Funds were provided this year for the purchase of land to be used for public camp grounds and for a utility site. Proposals have been sent to many property owners whose land would be be suitable for camp sites, but in most cases they are either unwilling to sell at all, or else they are unwilling to sell a small piece without selling their entire tract, which is usually 80 acres or more. In the latter case, the price is not within our reach. It is hoped that some solution of this problem can be worked out this year, as the need for public camp grounds is becoming more and more acute.

A utility site has been selected, and negotiations for its purchase are in progress, but the tract is not yet available for park use.

Winter sports continue to show an increase. A few years ago a dozen members of the Colorado Mountain Club spent a few days at Fern Lake, and every year since that time the number of people participating in the winter sports has increased, and the length of the season has been extended. During the past winter Fern Lodge was kept open during the greater part of the winter. The Colorado Mountain Club held their annual outing during the latter part of February. The outing lasted ten days and was attended by about eighty members. The Clinger Highlanders leased the Lodge for week-end trips during a considerable portion of the winter. Most of the boys of that organization are from nine to twelve years of age. They came in parties of fifty, and thoroughly enjoyed the trip and a chance to use snowshoes and skiis. Fern Lake is advantageously located for winter sports. It is at an elevation of 9500 feet and has somewhat greater snowfall than the lower elevations have. After the ground is covered with snow in the early part of winter, it does not become bare again, but the depth of snow continues to increase until the end of the winter. In spite of the abundant snow at Fern Lake, one can usually drive an automobile to within five miles of the lake, throughout the winter. Plans are being considered to extend the interest in winter sports by constructing ski courses and toboggan slides on north slopes, nearer to Estes Park. These points would be accessible by automobile and would permit a larger attendance. The hotels of Estes Park could furnish all necessary accommodations.

The road surveys that have been made this year are a preliminary step toward the betterment of the roads, since they make available exact information regarding grades and other physical conditions.

The unprecedented rains of the summer have caused much damage to the park roads, and point out the need for additional culverts and adequate bridges of permanent construction.

A good start has been made in the placing of metal signs, giving direction and distance. Milepost signs have been erected along the roads, showing the distance to Estes Park or Grand Lake.

142

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent, Estes Park, Colo.

GENERAL STATEMENT.

The Rocky Mountain National Park was created by the Act of January 26, 1915 (38 Stat., 798). Under the act approved February 14, 1917 (39 Stat., 916), an area of approximately 48 square miles was added, making the present area of the park 397½ square miles. About 8% of the area within the park boundaries is held in private ownership, having been acquired prior to the creation of the park. The village of Estes Park is the principal eastern entrance to the national park, and is a mile and a half east of the park boundary. Denver, the largest city near the park, is 70 miles distant. The eastern side of the park is reached by three automobile routes and the western side is reached by way of Grand Lake. The entire park lies at an elevation of more than 7500 feet, and is free from oppressive heat in summer. The park is easily and quickly reached from large centers of population. These factors, combined with the beauty and grandeur of the region, draw large numbers of visitors every season.

The park contains 66 miles of road, about 100 miles of trail and 75 miles of telephone lines.

ADMINISTRATION.

The Superintendent is assisted in the work of administration of the Park by a chief clerk and disbursing agent, clerk and accountant, chief ranger, and three permanent rangers. In addition, one temporary clerk and stenographer, one information clerk, and eleven temporary rangers were on duty during the summer season. During the winter, the Superintendent's headquarters were located in the Post Office Building, Denver.

TRAVEL.

Rangers were stationed at the three principal entrances to the Park, for the purpose of checking travel, giving information, and enforcing the regulations regarding fire-arms, etc. The checking of travel began on June 15, and continued until September 15. All persons entering the park were counted, in order to get the total travel over the roads. Deduction was then made of local residents and others who repeatedly crossed the park boundaries, in order to obtain a figure which would represent more nearly the number of visitors to the park. No entrance fee is charged at this park, and it is impossible to give an exact figure for park visitors, but the figures given are as close an approximation as it is possible to obtain.

It will be noted that travel figures are considerably less this year than last. This is due in part to the long continued rainy spell during the month of July, which washed the roads both in and out of the park, and made travel difficult and uncomfortable and also in part to the financial depression in the agricultural states of the Middle West, which furnish a very large percentage of travel into this park.

(Travel statistics to be supplied later)

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

ROCKY MOUNTAIN NATIONAL PARK
RECEIVED
OCT 2 1923
NATIONAL PARK SERVICE

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

142

September 28th
1 9 2 3

Dear Mr. Toll:

This will acknowledge receipt of your letter of September 23rd transmitting section on travel statistics for inclusion in your annual report. These have been carefully looked over and we quite agree with you that it is better to have handled these statistics in the way you have than to show a big decrease in Rocky Mountain travel which would largely offset the increases made in the other parks in total park travel.

Cordially yours,

Acting Director.

Mr. Roger W. Toll,
Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

14

September 23, 1923

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

Herewith is that section of our annual report that relates to travel statistics.

These pages are numbered 2-1 to 2-4. Please destroy page 2 of the report as previously submitted, since these pages supersede it.

Our count this year was taken on a printed form and recorded "park visitors" and also "total travel". The total park visitors numbered 113,376, and in addition there were 12,137 people listed under the head of "repeaters", and drivers of Transportation Company busses, hotel cars, rent cars and trucks. This brought the total travel to 125,513. It had been my intention to report the "park visitors", but I found it necessary to use "total travel" figures, in order to bring the total to approximately the same figure that was used last year.

The travel for the two years was nearly the same. Last year the period counted was from July 1 to September 10, and the total of the park visitors counted was 108,472. This year from July 1 to September 15 the total was 103,107. The grand total reported last year was 219,164 people. This year it is 218,000 people. I have taken figures for the estimated travel that makes the total come in even thousands. Since nearly half the travel is estimated, it seems better to keep to round figures.

You will recall that the figures originally reported last year showed such a large drop that it was felt desirable to increase them. In doing this, the June travel was estimated at 35,000 people. This year our "total travel" count for the last half of June was 11,449. I have estimated the travel for the first half of the month at 10,000 people, which of course is high. Similarly the "total travel" count for the first half of September was 15,102 people, and I have estimated the travel for the second half at 15,000 people, which is also high.

A

The figures submitted herewith are undoubtedly higher than the actual number of individuals visiting the park, but it is probably best to hold the reported travel at about 218,000 for a few years, until the actual travel reaches this figure. This is the penalty that we will pay for the greatly exaggerated figures of the past few years. It is probably better to handle it in this way than to take another large decrease this year, for of course that would discount whatever actual increase there has been in other parks, in the total travel to all national parks.

Also attached is a paragraph entitled "Accidents". This includes the accident to Miss Ridenour, which occurred on the day that the annual report was mailed from this office. This supersedes the corresponding paragraph on page 14 of the annual report.

If our report exceeds the space allotted, I shall be glad to have you cut out the sections that seem least important.

Very truly yours,

Roger W. Toll

Superintendent

Copy to Mr. Albright.

TRAVEL.

Rangers were stationed at the three principal entrances to the park, for the purpose of checking travel, giving information, and aiding in the administration and protection of the park. The checking of travel began on June 15 and continued until September 15. All persons passing through the gateways during the eight or ten hours that the rangers were on duty, were counted and recorded on printed forms. These forms show classification of travel and certain other information. In some cases visitors enter the park on more than one occasion, and the count probably does not accurately represent the number of individuals visiting the park. In addition to the actual count, certain estimates are added to get total park travel. The park is open to travel throughout the twenty-four hours of each day and throughout the year, while the count is obtained during eight or ten hours per day, and during a three months' period only. An estimate is also added for travel to other portions of the park, where no count is made.

No entrance fee is charged at this park and it is not desirable to stop cars as they pass through the entrance gateways. For that reason, the total figures given are approximate rather than exact. Travel statistics for this park are not readily comparable with statistics for other parks, because of the difference in local conditions.

Travel during the early part of the season was less than normal because of frequent rains and rough roads both in and out of the park. At times, two of the approach roads were closed to travel by washouts. During August travel increased, and the total travel for the year was approximately the same as last year.

Estimated Travel for 1923.

		Cars	People
Actual count at three auto entrances:			
June 15 to 30, incl.		3,153	11,449
July		10,524	42,929
August		13,298	56,033
Sept. 1 to 15, incl.		3,809	15,102
Total actual count		30,784	125,513
Estimated:			
a. Missed by checkers at these entrances during same period, 30%		9,216	37,387
b. Travel at these entrances during months not counted:			
October, 1922 (people)	3,000		
November, " "	300		
December, " "	100		
January, 1923 "	100		
February " "	100		
March " "	500		
April " "	2,000		
May " "	4,000		
June 1 to 14, incl. "	10,000		
September 16 to 30 incl. (people)	15,000		
	35,100	8,800	35,100
c. Travel at other entrances of the park not included in above figures:			
Longs Peak		3,000	12,000
Wild Basin, on foot or horseback			3,000
Other portions of the park, on foot or horseback			5,000
Grand total		51,800	218,000

The actual count by automobile entrances is as follows:

	Cars	People
Fall River	13,569	56,702
Beaver Point	12,417	51,412
Grand Lake	4,798	17,399
Total	30,784	125,513

The actual count by type of travel is as follows:

Private autos	24,184	92,625
" " campers	4,179	14,590
Rocky Mountain Parks Transportation Co. cars	1,495	10,949
Hotel Cars	374	1,504
Rent cars	96	513
Trucks	371	783
Motorcycles	85	141
Horseback		3,750
Pedestrians		658
	30,784	125,513

The private automobiles, by states, are shown below.

	Cars	People
Alabama	6	23
Arizona	25	95
Arkansas	79	300
California	178	627
Colorado	19,062	72,085
Connecticut	4	15
Florida	8	30
Georgia	5	19
Idaho	8	31
Illinois	509	1,934
Indiana	130	494
Iowa	884	3,309
Kansas	1,728	6,500
Kentucky	11	42
Louisiana	29	110
Maryland	4	16
Maine	2	7
Massachusetts	20	76
Michigan	84	271
Minnesota	56	213
Missouri	922	3,504
Mississippi	2	7
Montana	19	73
Nebraska	1,990	7,562
Nevada	6	22
New Jersey	21	80
New Mexico	52	198
New York	92	349
North Dakota	8	31
Ohio	179	680
Oregon	18	68
Oklahoma	745	2831
Pennsylvania	59	225
South Carolina	3	11
South Dakota	69	262
Tennessee	14	53
Texas	722	2,744
Utah	34	129
Virginia	3	12
Washington	26	98
West Virginia	5	19
Wisconsin	75	285
Wyoming	452	1,718
District of Columbia	15	57
	28,363	107,215

It will be noted that practically one-third of the private automobiles entering the park come from outside of the state of Colorado. The proportion of visitors from outside of the state is more than one-third, since many Colorado cars carry visitors from other states, and since the passengers carried by the Transportation Company cars are largely from outside of the state.

The Fall River road is the principal automobile trip of the park, since it crosses the Continental Divide, reaches an elevation of 11,797 feet and runs about 37 miles through the park. The best method of approximating the through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance, since there is very little local travel north of the Grand Lake entrance. The estimate of through travel over the Fall River road is as follows:

	Cars	People
Inbound travel at Grand Lake	4798	17,399
Outbound " " " "	3234	14,580
Total	8032	31,979

TRANSPORTATION.

The transportation franchise in this park is held by the Rocky Mountain Parks Transportation Company. Their equipment includes 76 eleven-passenger busses and 25 seven-passenger touring cars. The approximate number of passengers carried on various trips during the season is as follows:

Over Fall River road, between Estes Park and Grand Lake	6,500
Fall River Pass and Highdrive loop	750
Loop service to hotels	1,250
Special service other than scheduled trips	1,500
Total passengers carried	10,000

The company added 15 new passenger cars to its equipment this year, and was able to handle all passengers without difficulty.

HOTELS AND CAMPS.

In and adjacent to the park are some thirty hotels and camps, with a combined capacity for 4000 guests. Many of these are in the vicinity of Estes Park, while others are located at Moraine Park, Horseshoe Park, Longs Peak, Allens Park and Grand Lake. The majority of these hotels are located on patented land and are under private ownership and operation.

Six hotels and lodges were operated on government land within the park, under franchise from the National Park Service. These are: Grand Lake Lodge, at Grand Lake; Sprague's Hotel, in Glacier Basin; Fern Lodge; Bear Lake Lodge; Forest Inn, at the Pool; Timberline Cabin, on Longs Peak.

During the year, 10 new cottages for guests were constructed at Grand Lake Lodge. Each of these contain two rooms and bath. A new septic tank was constructed.

At Sprague's Hotel, two new cottages for guests were built this season. Each of these contain four rooms and bath.

At Bear Lake Lodge, the main building was enlarged by the construction of a wing. This increases the space for kitchen and dining room quarters. Construction was begun on buildings for a Trail School, which is to be operated in connection with Bear Lake Lodge.

Buildings. The buildings most needed in this park are as follows: (1) A centrally located group of utility buildings located near the headquarters at Estes Park. This group would include a storehouse, quarters for road crew, stable and space for storage of hay. (2) A bunk and mess house below timberline, on the eastern side of the Fall River road. (3) A museum and information office. This will be the center for all park work along the lines of conservation and education. This building can be placed on the same lot as the Administration Building, and will increase efficiency by separating the information office from the clerical office. (4) Community house at the public camp grounds. (5) Living quarters for women clerks, and also for the Chief Clerk. (6) A ranger station near Estes Park. (7) A shelter cabin at Odessa Lake for use during the season of winter sports, as well as during the summer season.

Trails. Most of the trails in the park have been in use for many years and are not in satisfactory condition. Several miles of the more important trails should be rebuilt each year, improving the grades where they are excessive and protecting the trails against washing from heavy rains. A new trail is needed between Bear Lake and Odessa Lake, and also from Fern Lake to Spruce Lake. The reconstruction of the Longs Peak trail should be extended from timberline to the Boulder Field. This park is splendidly adapted to trail trips for hikers and horseback parties. Many of the best parts of the park can only be developed by trails. There is an insistent call for better trails and more trails, but for several years there have been no funds for the construction or improvement of trails.

Accidents.

Administration.

Administration Building.

Autochrome lectures.

Camping.

Contemplated improvements.

Equipment.

Fish planting.

Forest fires.

General statement.

Grounds and buildings.

Hotels and camps.

Information Bureau.

Lawsuit.

Loan of Books.

Mills, Enos A., Death of

Mosquito control.

Nature study and guide service.

Organization of branch of Colorado Mountain Club.

Placing of signs.

Roads.

Road surveys.

Special camps.

Trails.

Transportation.

Travel.

Visit of Congressional party.

Weather Conditions.

Wild Animals.

Wild Basin Telephone line.

Winter Sports.

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

ROCKY MOUNTAIN NATIONAL PARK
RECEIVED
JUL 26 1923
NATIONAL PARK SERVICE

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

July 23, 1923.

Dear Mr. Toll:

On June 25th I wrote you a letter intending to check up on the instructions regarding the two manuscripts for the annual report you are to submit under the instructions of April 20th. I did this in order to make sure that there would be no misunderstanding or delay in sending in the report at the last moment, because we are ourselves held down to a very definite date when our own completed report must be in.

In the last paragraph of my letter of the 25th I requested particularly that my letter be acknowledged, so that I might be assured that you fully understood the entire matter. I have not heard from you, but judge this was on account of the tremendous pressure you are under at the height of the tourist season. Please give me your acknowledgment by the next mail if you have received that letter.

Sincerely yours,

Acting Director.

Mr. R. W. Toll,
Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

ADDRESS
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

ROCKY MOUNTAIN NATIONAL PARK
RECEIVED
JUN 30 1923
NATIONAL PARK SERVICE

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

June 25, 1923.

Dear Mr. Toll:

At the Yosemite conference three superintendents called to my attention that things they felt were desirable to stress in the Annual Report had not been touched upon in the main body of the report. As a result it was decided that each superintendent should submit his regular report to go in the appendix, and also a special review of the park's activities for inclusion in the main text of the report. These instructions were transmitted to you on April 20th, and the purpose of this letter is again to call your special attention to the two things you will have to submit, - your regular annual report and the separate review, usually prepared in the Washington office, of your park's activities during the year, limited as to words and pages, as indicated in the Service letter of April 20th.

A reference to the past annual reports of the Service will indicate to you how this has been handled in the past. Our 1920 Annual Report was written without any limitation as to pages, but doubtless this will be the last report that we will ever be able to get out just as we want it. Congress since has set limitations on printing, as to pages of the annual reports of the Departments, and we must come within them. Last year we even went over twenty-five pages but were able to come under the wire. This year our entire report must be kept within 160 printed pages, and any superintendent's report, exceeding the limit of words or pages prescribed for him, will have to be cut down here. The Service does not want to find it necessary to cut down any superintendent's reports because instructions as to paging and words have hot been followed.

In order that the Service may know that each superintendent fully understands these instructions, and that we may depend upon receiving the report in Washington within the time limit set in the letter of April 20th, you are instructed to acknowledge this letter after having received and read it.

Sincerely yours,

Geo B. Commerer

Acting Director.

Mr. Roger W. Toll,
Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

ROCKY MOUNTAIN NATIONAL PARK
RECEIVED
MAY 1 1923
NATIONAL PARK SERVICE

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

April 20, 1923.

Dear Mr. Toll:

For your information and guidance there is inclosed a copy of Secretary Work's letter, dated April 16, 1923, in regard to the preparation and the submission of the 1923 annual report. You will note the Service's report is limited to 160 printed pages, including the index but excluding any illustrations. In allocating pages five pages have been allotted to your report. Your report printed in 8-point solid type will permit 1,000 words to the page but you should allow for a reduction of 1,000 words in text for each page devoted to tables.

In the preparation of your report please be guided by the inclosed mimeographed instructions. Special attention should be given to paragraph 1, "Special Requirements." It is very important that the instructions regarding size of paper, space, etc., be followed, as these are based on the rules of the Government Printing Office and, unless followed, will necessitate additional work in this Office to put the report in proper form for submission to the Printer.

The official Park season for the purpose of the annual report is from October 1 to September 30, inclusive, and travel statistics should be for this period. Complete tables showing Park travel should be included in your report, omitting only the final travel figures, which must be wired in at the close of the day, September 30. Duplicate pages containing tables with the final figures inserted should be placed in the mail not later than October 1 in order that figures wired in may be checked before the report is sent to the Printer.

It is also requested that you submit a separate review of the year to be used as a basis for the Director's report, covering "The year in the Parks." Two pages of the Director's report have been allocated for this review, which set in 10-point solid type will permit 600 words to the page. Therefore, the review for Rocky Mountain should number about 1,200 words.

Your report and review for Rocky Mountain should be submitted in duplicate and should be mailed not later than September 1. Suitable photographs for use as illustrations should be included with your report. Addenda may be transmitted with travel statistics October 1.

Cordially yours,

Acting Director.

Mr. R. W. Toll, Supt.,
Rocky Mountain National Park,
Estes Park, COLORADO.

Inclosure 5409.

COPY:FBC

THE SECRETARY OF THE INTERIOR
WASHINGTON

April 16, 1923.

My dear Mr. Mather:

Will you be good enough to submit to the Department at the earliest practicable date, not later than October 1, 1923, a report of the condition of affairs and the management of the National Parks and Monuments for the fiscal year ending June 30, 1923. If deemed advisable you may make your report cover matters pertaining to the several National Parks and Monuments under your general supervision from the close of the tourist season in 1922 until the close of the present tourist season, embodying therein such recommendations for the betterment of the service as in your judgment may be deemed advisable.

The manuscript of the report should as far as possible be typewritten, free from interlineations, properly paged, and provided with a table of contents. All exhibits should be suitably marked and referred to by such marks wherever mention is made of them in the body of the report. In the interest of economy it is desirable that the report be as brief as the various subjects covered will permit, and that all unimportant exhibits be omitted, as well as maps or photographs not connected with or showing the condition of the service.

The bill making appropriations for the Interior Department for the fiscal year ending June 30, 1924, provides among other things, that "The annual reports of the Department and of all its bureaus and establishments, including the Reclamation Service, shall not exceed a total of 1,250 pages," The number of pages which has been allocated to the report of the National Park Service is 160 printed pages, including the index, but excluding any illustrations.

At the time of the submission of your report a letter should be addressed to the Department embodying suggestions as to the proper treatment of such matters discussed therein as should properly be included in the Secretary's report.

There is herewith enclosed a copy of departmental regulations governing printing and binding.

Respectfully,

(Sgd) Hubert Work,

Secretary.

The Director,

National Park Service.

ANNUAL REPORT

1924

Annual Report
1924

September 26, 1924.

File No. 142.

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

Dear Sir:

Enclosed herewith are pages covering the subject of "Travel," for the Annual Report. Our travel count covers three months, June 15-September 15, and these figures are, therefore, available, without waiting until October 1st. Since this data will reach you by October first, it will not be necessary for us to transmit this information by telegraph.

Our total estimated travel for 1923 was 218,000, and for this year it is 224,211, representing an increase of 6,211 persons. The actual increase, however, is more than that represented by this difference. As you know, the travel figures for this Park, for the past three or four years, have been higher than a conservative estimate would justify. In 1922, we reported a considerable decrease from the preceding year; in 1923, we reported approximately the same figure, and for 1924 we are reporting only a small increase.

In 1923, our actual count was 125,513 persons. This year, our actual count was 150,621 persons. Last year, we reported the entire actual count as visitors, while this year we have deducted 18,856 persons who passed through the gates, but who were known to be repeating visitors. Most of these were local residents.

Thetravel figures for this Park necessarily include a number of estimates, and since no entrance fee is charged, and no actual registration of visitors made, this condition will probably continue. It maybe that our figure of 224,211 visitors, is still larger than the actual number of different persons who have visited the Park during the season, but at any rate, our report this year is on a much more conservative basis than it has been for the preceding three years.

Verytruly yours,
Roger W. Toll, Superintendent.

Dictated by Mr. Toll, and signed in his absence,
at his direction, to avoid delay.

J.A.Shepherd, Chief Clerk.

August 29, 1924

142

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

In compliance with instructions from the Service under date of May 14, I am enclosing herewith my report and review, in duplicate, of the year 1924.

Very truly yours,

Roger W. Toll,
Superintendent.

MMS
encl.

P.S. - It occurred to me that the index attached to the report of this park is really not very necessary. I do not believe that anything would be lost, and perhaps there would be a gain in conciseness, if the index on pages 107, 108 and 109 of the 1924 report were consolidated into a part of one page.

R. W. T.
by

RWT:MMS

Copy to Albright

142

ROCKY MOUNTAIN NATIONAL PARK.

The year in Rocky Mountain National Park has been successful in many ways. The summer weather was unusually clear and free from rain. In spite of the dryness, no serious forest fires occurred. Travel through the gates showed an increase, but some of the hotel proprietors are of the opinion that people are not making as long stays as formerly, but seem more interested in touring from place to place. There was no fatal accident during the year.

The Transportation Company, operating under Government franchise, enjoyed a prosperous season, handling a large number of special railroad tour parties in addition to regular traffic.

NATURE GUIDE SERVICE.

The nature guide service, that was begun last year, was continued with a large measure of success. It met with favorable comment and requests that the service be continued and expanded. The objects include public education along the lines of protection and conservation, and a stimulation of the interest of visitors in the plant and animal life of the park.

WINTER SPORTS.

The usual winter sports were carried on at Fern Lake. Some ski and toboggan courses were constructed near Estes Park and a tournament was held during March. There are great possibilities for the future development of winter sports in this region.

FISH PLANTING.

The Estes Park fish hatchery, which is operated by the State of Colorado, received its usual supply of eggs from the State and, in addition, we secured the cooperation of the United States Bureau of Fisheries who furnished 200,000 Loch Leven eggs and 650,000 native (or blackspotted) trout eggs. The total number of eggs handled this year was 1,730,000, which is the largest number ever handled by this hatchery.

NEEDS OF THE PARK.

It is hoped that before long all of the roads in the park will be widened to a safe passing width, that the present sharp turns may be widened, that the present steep grades may be reduced and that permanent bridges of masonry construction may replace the present wooden bridges.

There is need for the betterment of nearly all of the trails in the park. This park is unusually well suited for development as a trail park, and will be used for this purpose by an increasing number of people if the more important trails are improved and a few additional trails are constructed.

The further development of camp grounds is needed, and it is planned to make some progress in this direction each year.

Quarters for road crews at various points in the park are greatly needed, as well as quarters for the clerical employees of the park. There is also ~~an emphatic~~ need for a ranger station on the same site as the administration building, a stable at the utility site, and a community house at one of the camp grounds.

The educational work of the park would be greatly increased by the construction of a small museum, which could also serve as headquarters for the nature guide and information service.

The problem of snow removal from the Fall River road is still a serious one. It would be improved by the purchase of a steam shovel and by the construction of buildings near Fall River Pass in which the workmen could be housed during the inclement weather that is encountered above timberline during the months of May and June.

VISITORS.

The Secretary of the Interior, Dr. Hubert Work, visited this park during the past season. On June 25 he went by automobile from Denver to Grand Lake and thence over the Fall River road to Estes Park. The following day, he inspected some of the park activities and returned to Denver by way of Loveland.

FALL RIVER ROAD.

Last year the retaining walls collapsed at four points along the Fall River road. This year the road has been widened at these places by excavation into rock. The retaining walls have been replaced with gravity slopes, and the road is now of adequate width at these points. During the winter, two other retaining walls collapsed. One of these, 24 miles from Estes Park, was 17 feet high and 50 feet long. This wall has now been replaced with a masonry wall and the road also widened. At the other location, near Parview Point, the road has been widened, but the wall has not as yet been replaced.

The Fall River road is greatly in need of widening, in order that it may safely handle its heavy and increasing travel. A number of metal culverts have been placed this year and some surfacing has been done in the most necessary places.

ROAD TO BEAR LAKE.

Two years ago, sufficient work was done on the road to Bear Lake to make it barely passable for automobiles. This year additional work has been done, and the road is now being used very extensively by automobiles. A ranger station was built at this location last year. During the present year we have constructed a trail from Bear Lake to Odessa Lake, which is proving very popular. There is no question that the region around Bear Lake will receive an increasing number of visitors each year, because of the many attractive trips that can be taken from that point. In order to keep pace with the demand, the road must be further improved, a camp ground developed, more parking space provided, and additional trails constructed.

ADMINISTRATION BUILDING.

In October, 1925, the headquarters of Rocky Mountain National Park were transferred to the new administration building, which was constructed by the National Park Service on a lot presented to the Government by the Estes Park Woman's Club. This building is a very creditable and useful addition to the park development.

UTILITY SITE.

The appropriation for 1924 included a provision for the purchase of land. One tract obtained under this appropriation comprises twenty acres for a utility site, and is located two miles from Estes Park, less than half a mile inside the park boundary. Heretofore the nearest accessible Government land on which shops, warehouses, stables and road camps could be located, was six or seven miles distant from Estes Park and not accessible during the winter months. The new tract will be accessible every month in the year and will permit the grouping of shops and utility buildings at this central point.

During the year a machine shop was constructed, in which motor equipment may be overhauled during the winter months and kept in repair during the summer. A nine-stall shed garage has been constructed to shelter the motor equipment during the winter months. A warehouse is nearly completed and a mess house to be used by a road crew is under construction. This utility site will be an important factor in facilitating the efficient handling of construction and maintenance work in this park.

CAMP GROUNDS.

The Rocky Mountain National Park has heretofore been handicapped by lack of public camp grounds. The 1924 appropriation provided for the purchase of private land for this purpose, and three tracts have been purchased, as follows:

Aspenglen camp ground, 41 acres, located 5 miles from Estes Park.

A 19 acre tract 8½ miles from Estes Park, at the upper end of Horseshoe Park.

A 20 acre tract located 2½ miles from Estes Park, south of the Highdrive and adjacent to the utility site.

During the present year, the Aspenglen camp site has been made accessible by a new road, and has been sufficiently developed to permit its use by the public. It is expected that one of the other camp grounds will be made available next season. These new camp sites will do much to add to the comfort and enjoyment of campers in this park, and will avoid the necessity of campers using private lands or camping along the road side as they have heretofore done to a considerable extent.

ROCKY MOUNTAIN NATIONAL PARK.

Roger W. Toll, Superintendent, Estes Park, Colo.

GENERAL STATEMENT.

Rocky Mountain National Park was created by the act of January 26, 1915 (38 Stat., 798). Under the act approved February 14, 1917 (39 Stat. 916), an area of approximately 43 square miles was added, making the present area of the park 397½ square miles. About 8 per cent of the area within the park boundaries is held in private ownership, having been acquired prior to the creation of the park. The village of Estes Park is the principal eastern entrance to the national park, and is a mile and a half east of the park boundary. Denver, the largest city near the park, is 70 miles distant. The eastern side of the park is reached by three automobile routes, and the western side is reached by way of Grand Lake. The entire park lies at an elevation of more than 7,500 feet, and is free from oppressive heat in summer. The park is easily and quickly reached from large centers of population. These factors, combined with the beauty and grandeur of the region, draw large numbers of visitors every season.

The park contains 68 miles of road, about 100 miles of trail, and 75 miles of telephone lines.

ORGANIZATION.

The permanent organization of the park consists of the superintendent, chief clerk and special disbursing agent, clerk-accountant, chief ranger, assistant chief ranger, two permanent rangers, and one auto mechanic. In addition, one temporary clerk-stenographer, one information clerk, one ranger-naturalist, and nine temporary rangers were employed during the tourist season. The superintendent's headquarters were located in Denver from November 1 to April 14, and in Estes Park the remainder of the year. The total park force, during June, July and August, including road crews, trail crews, etc., numbered from 60 to 85 men.

WEATHER CONDITIONS.

An exceptionally long, cold winter was followed by an exceptionally warm, dry summer. This latter condition, while ideal for travelers and campers, created a very serious fire hazard.

Observations made at the fish hatchery showed a maximum temperature of 93 degrees, on June 25, and a minimum temperature of 28 degrees below zero, on December 31.

Small fires occurred at Broadview, Lake Haiyaha, North Fork Camp, Ramshorn Mountain, Grand Lake Lodge, and Hidden Valley, but were extinguished before they had caused much damage.

WILD ANIMALS.

All wild animals seen have been in excellent condition, though they have not appeared in as large numbers as usual, the lack of young being especially noticeable. There seems to have been a decided decrease in the borth-rate of the larger animals, such as deer, elk and sheep. Whether this is due to the heavy snows of last winter, to predatory animals, to the state open hunting season outside the park, or to other causes, it is impossible to say. The park was patrolled during the open hunting season last fall. The predatory animal campaign by park rangers last winter, netted the following results: 14 bob-cats, 3 coyotes, 2 badgers and 1 red fox. Four mountain lion were killed near the eastern boundary of the park.

FISH PLANTING.

The fish hatchery located within the boundary of the national park is operated by the State of Colorado. Mr. Gaylord H. Thomson is Superintendent of the hatchery. The State Fish and Game Commission distributes its total supply of trout eggs to this and other hatcheries in the state. The Estes Park hatchery has a capacity for about 1,000,000 eggs, but this capacity is not always fully utilized.

Application was made to the United States Bureau of Fisheries for trout eggs to supplement those furnished by the State. In December, 200,000 Loch Leven eggs were received. In July, 400,000 blackspotted trout eggs were received, and in August an additional 250,000 blackspotted trout eggs were sent us. These blackspotted (or native) trout eggs came through the hatchery at Yellowstone Park. Most of these latter eggs will be placed in lakes and streams during the month of September, and will make it possible to stock a number of lakes located in high country which have never been stocked and which are practically inaccessible for spring stocking.

The total output of the hatchery during the year 1924 will be approximately as follows:

Received from the State of Colorado:		
Rainbow	200,000	
Eastern Brook	400,000	
Native (blackspotted)*	280,000	880,000
Received from the Government:		
Loch Leven	200,000	
Native	650,000	850,000
Total eggs handled at the hatchery		1,730,000

*Green eggs, subject to about 20% loss in hatching.

The planting of these fish is handled by the Estes Park Fish and Game Association. The fish that have been planted so far this season are as follows:

Kind of fish	Where planted	No. planted	Total
Loch Leven	Lake Chiquita	65,000	
" "	Emerald Lake	70,000	
" "	Cub Lake	65,000	200,000
Rainbow	Kept in rearing ponds until 3 to 5 inches in length, then turned into Fall River near Elkhorn	200,000	200,000

Kind of fish	Where planted	No. planted	Total
Eastern Brook	Beaver dams in upper Horseshoe Park	50,000	
" "	Mill Creek at John Griffiths	25,000	
" "	Glacier Creek at Tuxedo Park	25,000	
" "	Moraine Park nursery pond	90,000	
" "	Beaver dams near Spragues	40,000	
" "	Boulder Creek	40,000	
" "	Glacier Creek beaver dams	30,000	
" "	Country Club nursery pond	20,000	
" "	West Creek	30,000	
" "	Cabin Creek at Columbines Hotel	30,000	
" "	Mill Creek at Boys Camp	20,000	400,000
Native	Still in hatchery		930,000
Total number of eggs			1,730,000

SPECIAL VISITORS.

Dr. Hubert Work, Secretary of the Interior, visited the park on June 26.

Mr. Arno B. Cammerer, Assistant Director, visited the park on July 6 and 7.

Mr. Noble J. Wilt, Chief Accountant of the National Park Service, visited the park from July 30 to August 2.

Judge John H. Edwards, Solicitor of the Interior Department, visited the park on August 8.

Hon. Joseph W. Byrns, of Tennessee, visited the park August 24 and 25.

Mr. T. C. Vint, Asst. Landscape Architect, arrived in the park August 26 and spent a week on building and landscape plans for development during the coming year.

NEEDS OF THE PARK.

Practically all of the roads of the park require extensive improvement to put them into condition satisfactory to the traveling public and creditable to the Federal Government. The roads should be widened to a passing width of approximately twenty feet. Sharp turns should be widened, so that approaching cars will be visible. Grades should be reduced to six per cent wherever practicable.

When the road budget becomes available, it is planned to purchase a steam shovel which can be used advantageously in widening the roads. This shovel can also be used for snow removal, so as to simplify the present problem of opening twelve miles of road by hand shoveling.

The more important trails should be improved and reconstructed where present location is not suitable. Additional trails should be constructed to reach some particularly scenic points which are not now accessible to the average visitor.

The two camp grounds which have been purchased, but not as yet developed, should be made accessible by the construction of roads. They should also be provided with a safe supply of drinking water and otherwise developed so that they will meet the needs of the public. It would be very desirable to construct a community house at the Aspenglen camp ground where it would serve as quarters for a camp attendant and also provide shelter to visitors in case of storm.

A group of buildings is needed near timberline on the east side of Fall River Pass to accommodate the men that are employed in the spring to open the road, and also to accommodate the men who maintain the road throughout the summer months. Heretofore it has been necessary for men to camp in tents above timberline at an elevation of 11,500 feet. During the months of May and June when this work is in progress, weather conditions are always bad and it is difficult to secure men for this work or to hold them after they have arrived. Suitable buildings would greatly lessen the hardship and suffering that these men go through and would aid our employment problem. Quarters for road crews are also needed in several other locations.

A stable is needed at the utility site. A ranger station is needed at Estes Park on the same site as the administration building. Quarters for the clerical employees are lacking and should be provided as soon as possible.

CAMPING.

The number of camping parties was very much larger this season than ever before. This was partly due to the warm, dry weather which prevailed throughout the summer, and partly to the opening of the new camp at Aspenglen, on the Fall River road. An attendant was stationed at both the Aspenglen camp and the Glacier Basin camp, to see that the grounds were kept in sanitary condition, that fires were extinguished, and that other rules of the park were complied with.

SPECIAL CAMPS.

A party of 800 boys, belonging to the Olinger Highlanders, of Denver, were encamped for ten days in Glacier Basin. Boy Scout parties, from several localities, were also encamped in Glacier Basin at various times during the summer.

TRANSPORTATION.

The transportation franchise in this park is held by The Rocky Mountain Parks Transportation Company. Their equipment includes 76 eleven-passenger busses and 26 seven-passenger touring cars. The approximate number of passengers carried on various trips during the season is as follows:

Over Fall River road, between Estes Park and Grand Lake,	6,844
Fall River Pass and Highdrive loop,	1,760
Loop service to hotels,	1,200
Special service, other than scheduled trips,	1,500
Total passengers carried in the park,	11,304

The Transportation Company [redacted] handled 128 organized tours into the park, with an aggregate of 3,200 passengers.

HOTELS AND CAMPS.

There are 35 to 40 hotels, camps and lodges, having a combined capacity of approximately 4,000 guests, located in the park, or in or near bordering villages, so that practically every part of the park is accessible from them.

Six hotels and lodges are operated on Government land, within the park, under franchise from the National Park Service. These are: Grand Lake Lodge, Sprague's Hotel, in Glacier Basin, Fern and Bear Lake Lodges, Forest Inn, at "The Pool," and Timberline Cabin, on Longs Peak trail. The newly established Bear Lake Trail School was operated this season, for the first time, in conjunction with Bear Lake Lodge. Several cottages were built and a new system for sewage disposal was installed at Grand Lake Lodge.

INFORMATION BUREAU.

The Information Bureau, in the Superintendent's office, continued to prove its usefulness to the traveling public in the way of free information regarding hotel and cottage accommodations, camping, road and trail trips, points of interest, and in the sale of Government publications.

NATURE STUDY AND GUIDE SERVICE.

The nature study and guide service, which was first offered to the public last season, was continued during the past summer with marked success. Mr. P. A. Smoll, of Colorado Springs, was engaged as park naturalist. Mr. Smoll delivered lectures and conducted field trips on the wild life of the park, with special emphasis on conservation and protection. The lectures were given at the school house in Estes Park, and at the various hotels and camps in the park. An exhibit of the nine conifers that make up the forests of the park, was arranged ~~and put on exhibition~~ at the administration building. A gift of 30 excellent photographs of birds of this region, taken under natural conditions, was received from Mr. Clark Blickensderfer, and will be placed in the administration building.

WINTER SPORTS.

Winter sports activities were more popular last winter than ever before. The Olinger Highlanders, Colorado Mountain Club, and other parties, visited the park for the purpose of enjoying the skiing, tobogganing, and cross country runs. The local ski club engaged a ski instructor and put on a program of winter sports, which culminated on March 15-16, in a ski tournament on the north slope of Old Man Mountain. At this tournament, there were many entries from various parts of Colorado, besides competition among four men in the national amateur class.

TRAVEL.

Travel figures this season show an increase over last year. Checkers were on duty at the three principal gateways from June 15 to September 15, inclusive, this being the same period as last year. All persons passing through the gateways during the hours that checkers were on duty, were counted, in order to get the total travel over the roads, and deduction was made for persons entering the park more than once, in order to get the number of visitors. Since no entrance fee is charged at gateways, it is not desirable to stop cars in order to register their occupants, hence it is not always possible to tell who are entering the park for the first time in the season, and the figures given for visitors are necessarily approximations rather than exact figures. It should also be noted that the park is open to travel 24 hours per day, throughout the year, while the count is made only during 9 hours per day, during a three months' period. Also, there is no count made on the Longs Peak road, where there is a heavy travel, nor on numerous foot and horse trails, which enter the park at various points. In making up this year's travel report, the following items have been included:

1. Actual count at three entrances, from June 15 to September 15, inclusive.
2. Estimated travel missed at these entrances when checkers were off duty. This is estimated at 30% of the actual count.
3. Estimated travel from September 16 to June 14, inclusive, when no count was made at gateways.
4. Travel at other entrances, not included in the above.

Estimated Travel for 1924

	Total Travel		Visitors	
	Cars	People	Cars	People
Actual count at three principal gate-ways:				
June 15-30, inclusive	5,169	17,143	3,706	13,647
July	16,318	59,571	12,597	52,067
August	17,965	62,241	13,435	53,542
September 1-15, inclusive	3,366	11,666	2,201	9,676
Total actual count	42,818	150,621	31,939	128,932
Estimated:				
a. Missed by checkers at these entrances during same period, 30%			9,582	38,579
b. Travel at these entrances during months of year not counted:				
October, 1923	500	2,000		
November	75	300		
December	25	100		
January, 1924	25	100		
February	50	200		
March	500	2,000		
April	500	2,000		
May	750	3,000		
June 1-14, inclusive	3,000	12,000		
September 16-30, inclusive	3,000	12,000	8,425	33,700
c. Travel at other entrances not included in above figures:				
Longs Peak road			3,750	15,000
Wild Basin, on foot and horseback				3,000
Other portions of Park, on foot and horseback				5,000
Total estimated visitors			53,696	224,211

The actual count by type of travel is as follows:

	Total Travel		Visitors	
	Cars	People	Cars	People
Private cars, general	24,356	86,275	24,670	86,276
" " camping	7,200	25,136	7,200	25,136
" " repeaters	7,907	18,856		
Rocky Mountain Parks Transportation Company cars	1,539	9,867		9,867
Hotel cars	656	1,943		1,943
Rent cars	118	476		476
Trucks	972	2,834		
Motorcycles	69	82	69	82
Horseback		3,391		3,391
Pedestrians		1,761		1,761
Total	42,818	150,621	31,939	128,932

The actual count by automobile entrances is as follows:

	Total Travel		Visitors	
	Cars	People	Cars	Peple
Beaver Point	22,017	70,509	13,096	56,220
Grand Lake	5,649	19,176	5,355	17,099
Fall River	15,152	60,936	13,488	55,613
Total	42,818	150,621	31,939	128,932

The private cars, listed by states, are shown below:

	Cars		Cars
Alabama	2	New Jersey	34
Arizona	51	New Hampshire	1
Arkansas	82	New Mexico	49
California	446	New York	112
Colorado	28,683	North Carolina	2
Connecticut	8	North Dakota	6
Florida	30	Ohio	234
Georgia	1	Oregon	18
Idaho	26	Oklahoma	827
Illinois	739	Pennsylvania	69
Indiana	129	Rhode Island	2
Iowa	742	South Carolina	1
Kansas	1,902	South Dakota	39
Kentucky	11	Tennessee	24
Louisina	36	Texas	1,086
Maryland	6	Utah	30
Maine	3	Virginia	6
Massachusetts	18	Washington	19
Michigan	146	West Virginia	15
Minnesota	40	Wisconsin	95
Missouri	969	Wyoming	633
Miesissippi	8	Minnesota	
Montana	26	District of Columbia	3
Nebraska	2,050	Canada	2
		Hawaii	2
		Total	39,463

It will be seen from the above tabulation that somewhat more than one-fourth of the private cars entering the Park come from states other than Colorado. The proportion of visitors from outside Colorado is even larger than this, since many Colorado cars carry passengers from other states, while the passengers carried by the Rocky Mountain Parks Transportation Company are largely from states outside of Colorado

The Fall River Road runs about 37 miles through the Park, and is our principal scenic road. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel through the Grand Lake entrance. The travel count through this entrance is as follows:

	Total Travel		Visitors	
	Cars	People	Cars	People
Inbound travel, Grand Lake Entrance	5,649	19,176	5,355	17,099
Outbound travel, Grand Lake Entrance	4,785	18,190	3,956	18,011
Total	10,434	37,366	9,311	35,110

PUBLIC CAMP GROUNDS

During the year, three public camp ground sites were purchased with money appropriated for the purpose. Two of these are located on the Fall River road, 4½ and 8½ miles respectively from Estes Park, the other being located on the Highdrive, 2½ miles from Estes Park. Only one of these sites, viz., the Aspenglen camp, 4½ miles from Estes Park, was placed in condition for use this summer. One of the others will be ready for use next summer. A road was built from the main Fall River road, ¼ mile, to the Aspenglen camp, toilets were installed, a supply of pure spring water was developed, and a portion of Fall River was diverted through the grounds, so as to provide running water for campers. The location is very beautiful, and the grounds proved popular with campers from the very beginning.

ROADS.

The work of removing snow from the Fall River road was begun on May 14, and the road was opened to travel on June 19, though the help of teams was necessary for several days in getting automobiles over the Pass. The opening of this road was greatly hindered by a 3½ foot snowfall, the latter part of May, which filled all cuts previously made. Some snow removal was necessary for six miles on each side of Fall River Pass, or on a total of 12 miles of road. The maximum depth of snow on the road at Fall River Pass was 22 feet 6 inches on May 20. On June 19, when the road was opened to travel, the maximum depth was 19 feet. The opening of the road was further hindered by the collapse of a retaining wall 17 feet high and 50 feet long, at a point 16 miles from Grand Lake, and by a snow slide from Mount Chapin, 13 miles from Estes Park, which ran three times, and covered 210 feet of the road with snow to a maximum depth of 20 feet. The total cost of snow removal work this year was $4,058.50, of which amount $2,500 was paid by the National Park Service, the rest of the expense being borne by The Rocky Mountain Parks Transportation Company.

A crew of men and teams, under Ralph V. McQueary, was engaged throughout the summer in surfacing and other improvement work on the Fall River road, on the western slope. An air compressor crew was engaged in blasting rock and widening the road on the eastern slope. Other small crews were engaged in general maintenance work at five points on the Fall River road, and on all the roads in the park. The retaining wall on the Fall River road, which collapsed early in the season, was rebuilt with solid masonry and cement, down to bed-rock.

TRAILS.

A new trail, three miles long, was constructed between Bear and Odessa lakes. This trail opens up and connects some of the most beautiful sections of the park. A portion of the Flattop trail, on the eastern slope, is now being rebuilt. The Little North Inlet trail, on the western slope, from Flattop Mountain to Grand Lake, was reopened, and portions are being reconstructed. Portions of the Lawn Lake trail were reconstructed. A new bridge was constructed on the Fern Lake trail, at "The Pool," to take the place of the bridge washed away by high water early in June. General maintenance work was done on all trails.

NEW ADMINISTRATIVE HEADQUARTERS.

The new administration building, in Estes Park, was completed last fall, and the park offices were moved to the new headquarters on October 5, 1923. The building contains five rooms on the main floor, with basement containing hot air heating plant, while the attic affords storage space. This building is a great improvement over the rented quarters previously used.

MOSQUITO CONTROL WORK.

The mosquito control work at Grand Lake, which was begun last year, was repeated this season and will probably be continued each year.

PLACING OF SIGNS.

According to the plan adopted at the 1923 conference, most of the park signs were replaced by new standard vitreous enamel signs. The number of replacements and new signs in this park was 196.

BUILDINGS.

The following buildings were constructed on the utility site, two miles from Estes Park:

A machine shop, 30 by 78 feet, where the motor equipment can be overhauled during the winter months and kept in repair during the summer months.

A shed garage, 22 feet by 90 feet, where nine trucks may be protected from winter weather.

A warehouse, 28 feet by 48 feet, is practically completed. This will facilitate the storing of equipment and supplies in a central location and will result in more economical handling of supplies.

A mess house for a road crew is under construction on the utility site, and it is planned to construct a small dwelling house on the same site.

A log ranger station is under construction at Fern Lake

It is planned to construct one building for road crew quarters on the Fall River road before the close of the year.

Public toilets were constructed at Fall River Entrance Gateway, at Aspenglen Camp Ground, and an additional toilet was built at Fall River Pass.

THE RENT-CAR SITUATION.

On account of its location, 70 miles from Denver, this park has considerable difficulty in enforcing the regulation that excludes cars operating for hire in the park. A number of such cars were prevented from entering the park this season. On July 13, two cars operated by the Boulder firm of Malloy and Macleary were stopped, their drivers placed under arrest and taken to the United States Commissioner at Fort Collins. This case is still pending.

On August 16, a car operated by the "Champa 3" Auto Livery of Denver was stopped and its driver placed under arrest. A fine of $50 was imposed by the Federal District Court in Denver.

PERSONNEL.

The personnel of the park force, during the past year, included the following persons: J. A. Shepherd, Chief Clerk and Special Disbursing Agent; T. J. Allen, Chief Ranger; Miss M. Mabel Shaffer, Clerk-Accountant; Miss M. F. Sabin, Stenographer; Mrs. Frances D. Higby, Information Clerk; L. L. Johnson, in charge of road construction and maintenance; Fred D. McLaren, ranger in charge of the Grand Lake district; J. C. Moomaw, ranger in charge of trail work; B. M. Smith, Mechanic; and other men employed in various capacities.

The members of the organization have worked with a conspicuous degree of cooperation and loyalty to the Service that has resulted not only in facilitating the operation of the park, but in making a considerable forward step in the development of the park.

INDEX.

ROCKY MOUNTAIN NATIONAL PARK.

	Page.
Buildings	13
Camping	6
Fish planting	2
General statement	1
Hotels and camps	7
Information bureau	7
Mosquito control work	13
Nature study and guide service	7
Needs of the park	5
New administrative headquarters	13
Organization	1
Personnel	15
Placing of signs	13
Public camp grounds	11
Rent car situation, the	14
Roads	12
Special camps	6
Special visitors	4
Trails	13
Transportation	6
Travel	8
Weather conditions	2
Wild animals	2
Winter sports	8

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D.C.

ROCKY MOUNTAIN NATIONAL PARK
RECEIVED
MAY 17 1924

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON May 14, 1924.

(See Instructions + Ordering Reports)

Dear Mr. Toll:

For your information and guidance there is inclosed a copy of Acting Secretary Finney's letter, dated April 30, 1924, in regard to the preparation and the submission of the 1924 annual report. You will note the Service's report is limited to 160 printed pages, including the index but excluding any illustrations. In allocating pages five pages have been allotted to your report. Your report printed in 8-point solid type will permit 1,000 words to the page but you should allow for a reduction of 1,000 words in text for each page devoted to tables. Last year you were allotted five pages, but the report ran seven pages. The complete report overran the allotment by 38 pages, but this year the report must be encompassed within 160 printed pages and you will have to keep your own report within the limit allotted you.

In the preparation of your report please be guided by the inclosed mimeographed instructions. Special attention should be given to paragraph 1, "Special Requirements." It is very important that the instructions regarding size of paper, space, etc., be followed, as these are based on the rules of the Government Printing Office and, unless followed, will necessitate additional work in this Office to put the report in proper form for submission to the Printer.

The official Park season for the purpose of the annual report is from October 1 to September 30, inclusive, and travel statistics should be for this period. Complete tables showing Park travel should be included in your report, omitting only the final travel figures, which must be wired in at the close of the day, September 30. Duplicate pages containing tables with the final figures inserted should be placed in the mail not later than October 1 in order that figures wired in may be checked before the report is sent to the Printer.

It is also requested that you submit a separate review of the year to be used as a basis for the Director's report, covering "The year in the Parks." Two pages of the Director's report have been allocated for this review, which set in 10-point solid type will permit 600 words to the page. Therefore, the review for Rocky Mountain should number about 1,200 words.

Your report and review for Rocky Mountain should be submitted in duplicate and should be mailed not later than September 1. Suitable photographs for use as illustrations should be included with your report. Addenda may be transmitted with travel statistics October 1.

Cordially yours,

Arno B. Cammerer

Assistant Director.

Mr. R. W. Toll, Supt.,
Rocky Mountain National Park,
Estes Park, Colorado.

Inclosure No. 17881.
n

(C O P Y)

DEPARTMENT OF THE INTERIOR
Washington

April 30, 1924.

The Director,

National Park Service

My dear Mr. Mather:

Will you be good enough to submit to the Department at the earliest practcable date, not later than October 1, 1924, a report of the condition of affairs and the management of the National Parks and Monuments for the fiscal year ending June 30, 1924. If deemed advisable you may make your report cover matters pertaining to the several National Parks and Monuments under your general supervision from the close of the tourist season in 1923 until the close of the present tourist season, embodying therein such recommendations for the betterment of the service as in your judgment may be deemed advisable.

The manuscript of the report should as far as possible be typewritten, free from interlineations, properly paged, and provided with a table of contents. All exhibits should be suitably marked and referred to by such marks wherever mention is made of them in the body of the report. In the interest of economy it is desirable that the report be as brief as the various subjects covered will permit, and that all unimportant exhibits be omitted, as well as maps or photographs not connected with or showing the condition of the service.

The bill making appropriations for the Interior Department for the fiscal year ending June 30, 1924, approved January 24, 1923 (42 Stat. 1176), provides among other things, that "The annual reports of the Department and of all its bureaus and establishments, including the Reclamation Service, shall not exceed a total of 1,250 pages." The number of pages which has been allocated to the report of the National Park Service is 160 printed pages, including the index, but excluding any illustrations.

At the time of the submission of your report a letter should be addressed to the Department embodying suggestions as to the proper treatment of such matters discussed therein as should properly be included in the Secretary's report.

Respectfully,

(Sgd.) E. C. Finney,
Acting Secretary.

Incl. 14692.

Annual Report

1925

1925

An Report

September 29, 1925.

The Director,
National Park Service,
Department of the Interior,
Washington, D.C.

Dear Sir:--

Enclosed herewith are Pages 5, 6, 7, 8 and 9 of the annual report showing travel statistics for the year. Pages 6, 7 and 8 have been rewritten in order to make certain necessary changes.

As you know, the travel statistics for this park represent a different condition than that existing at most of the national parks. No entrance fee is charged and there is a comparatively large population residing close to the boundaries and to a certain extent within the park boundaries near Estes Park. The travel past the park entrances is, therefore, heavy. You will note that we report a total number of visitors for this year of 233,912. This represents an increase of less than 10,000 over the figures for last year. I am certain that a greater number of people crossed the park boundaries than is represented by this figure, but it is also true that many visitors made repeated trips into the park so that our figures undoubtedly include a considerable duplication of individuals. We have no method of arriving at the number of individuals visiting the park.

If the changes in the boundary now contemplated are carried into effect, there will be a radical difference in our travel count. If the boundary is moved back, the travel count at the new boundary will undoubtedly be much less than it is at the present boundary. Additional travel in the Arapaho Peak area can only be estimated, since it would require several men to keep any sort of an accurate count in that region.

I believe it is better to keep our travel total at approximately the basis that has been used for the last three years so that the reduction that we may have to take next year will not be larger than necessary. With this object in view, I have omitted any estimate of travel at other entrances than the three gateways where a count is maintained. The principal item

September 26, 1925.

The Director---2

under this head is travel on the Longs Peak road. With the boundary as it is proposed to be revised, the travel on the Longs Peak road could not be included as park travel. It therefore seems best to omit this part of the estimate entirely. It probably will be included in next year's estimate, together with the estimated travel in the Arapaho Peak region. By handling our travel estimates in this way, the total for next year will not be so far below the total reported for this year.

Our travel count was discontinued this year as usual on September 15. The figures herewith comprise all of the data which we will have on October 1, and therefore it will not be necessary for us to make any travel report by telegram.

Very truly yours,

Roger W. Toll,
Superintendent

RWT-FGL
Enc.

An. Report

September 14, 1925.

The Director,
National Park Service,
Department of the Interior,
Washington, D.C.

Dear Sir:--

Referring to your letter of September 8, I am enclosing herewith four photographs which may be of use in connection with the annual report. These photographs are as follows:

No. 583--Masonry Bridge constructed over Fall River near the fish hatchery, clear span 24 feet;

No. 596 Large snow drift at Fall River Pass. The snow on this portion of the road was removed by a steam shovel,- Maximum depth of snow, 18 feet; Photograph taken on June 13, the day the road was open to automobile travel;

Stable constructed at Utility Site during the summer of 1925

Kitchen and messhouse constructed at the Utility Site to accommodate crews working in the vicinity.

I believe Mr. Clatworthy has no photographs that are particularly appropriate for the annual report. A year or two ago, a number of photographs were collected from both Mr. Clatworthy and Mr. Francis for use in the general information pamphlet. Some of Mr. Francis' photographs were used, but not those of Mr. Clatworthy. The photographs that Mr.Clatworthy furnished at this time are undoubtedly in your photographic files and it might be well to use one or two of them in the general information pamphlet next year. I cannot very well ask Mr. Clatworthy for additional photographs until we make some use of those he has already furnished.

Very truly yours,

RWT-FTL
ENC

Roger W.Toll, Superintendent

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

SEP 12 1925

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

September 8, 1925.

Dear Mr. Toll:

Your annual report in duplicate and also the material for the review of the year in the park have been received. With the report, however, no photographs were transmitted. Won't you please let us have two or three good pictures, preferably showing progress of work, suitable for inclusion in the report?

When Mr. Clatworthy was in the office last winter, he stated that none of his pictures had been used in the report or information circulars, and it was suggested to him that he get in touch with you this year, as he stated he would be very glad to furnish photographs for such use. Perhaps you could get something worth while from him for the annual report.

Sincerely yours,

Geo. P. Hammett

Acting Director.

Supt. R. W. Toll,
Rocky Mountain National Park,
Estes Park, Colo.

An Rept August 28, 1925

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

Dear Sir:

Enclosed is the annual report of this park for the past year.

A few photographs for use as illustrations will be forwarded later.

The travel statistics and data for other blanks in the report will be forwarded on or before October first.

Very truly yours,

Roger W. Toll, Supt.

Dictated by Mr. Toll, and signed in his absence, and report forwarded, at his direction, to avoid delay.

J. A. Shepherd,
Chief Clerk.

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent, Estes Park, Colorado.

GENERAL STATEMENT

Rocky Mountain National Park was created by the act of Congress of January 26, 1915 (38 Stat. 798). Under the act approved February 14, 1917, (39 Stat. 916), an area of approximately 43 square miles was added, making the present area of the park 396½ square miles. About 8 percent of the area within the park is held in private ownership, having been acquired prior to the creation of the park. The village of Estes Park is the principal eastern entrance to the park, and is a mile and a half east of the park boundary. Denver, the largest city near the park, is 70 miles distant. The eastern side of the park is reached by three automobile routes, and the western side is reached by way of Grand Lake. The entire park lies at an elevation of more than 7,500 feet, and is free from oppressive heat in summer. The park is easily and quickly reached from large centers of population. These factors, combined with the beauty and grandeur of the region, draw large numbers of visitors each season.

The park contains 68 miles of road, about 100 miles of trail, and 75 miles of telephone lines.

ORGANIZATION

The permanent organization of the park consists of the superintendent, chief ranger acting as assistant superintendent, chief clerk and special disbursing agent, clerk-accountant, three permanent rangers, general foreman in charge of road maintenance work, storehouse clerk, auto mechanic. In addition, one temporary clerk-stenographer, one clerk in charge of the information bureau, one park naturalist, and eleven temporary rangers were employed during the summer season. An engineer was detailed for duty in this park, in connection with work under the road budget. The total park force during the summer months, including road and trail crews, and other workmen, ranged from 90 to 125 persons. The superintendent's office was located in Denver from November 18th to April 2nd, and in Estes Park the remainder of the year.

The members of the organization have worked together, with splendid cooperation, to accomplish the best possible results in serving the public, and in improving the park.

WEATHER CONDITIONS

The twelve months ending with June were unusually dry, with average temperatures above the normal. This made almost ideal conditions for park visitors, and also enabled road crews to continue their work much later in the fall, and begin much later earlier in the spring, than usual. The hottest weather ever noted in the park occurred on July 13-15, when temperatures ranging from 90 to 98 degrees were recorded. The cold weather of the year was practically confined to three weeks, during the latter part of December and the early part of January. The total snow fall at Estes Park last winter was 49 inches, which is less than 45 per cent of the normal snowfall for this section.

WILD ANIMALS

Park animals have been in excellent condition most of the time. The largest bands seen at one time were 44 sheep and 80 elk. Several dead animals were found, some of which had met with accidental death, while others had died of old age. There was no evidence of any animals having been shot by hunters.

CAMPING

The dry, warm weather which prevailed during most of the summer season, was ideal for camping parties, and a larger number than usual took advantage of the camping facilities offered by the two Government camp grounds, located at Glacier Creek and Aspenglen. Care takers were stationed at these camps during the tourist season, to look after the grounds and enforce the park regulations.

The new camp ground at Aspenglen proved popular with visitors, but much remains to be done, in the way of opening additional camp grounds and improving the facilities of the two now in operation, in order to properly care for the camping public.

TRAVEL

Travel figures show an increase over last year. One ranger was on duty at each of three gateways from June 14 to September 15, inclusive. All persons passing through the gateways during the hours that the checkers were on duty were counted, in order to get the total travel entering the park, and deduction was then made for persons known to have entered the park on several occasions. The balance is reported as visitors, but is probably somewhat larger than the number of individuals, because of repeated visits by some of the individuals. No entrance fee is charged at gateways, and it is not desirable to stop cars and register their occupants.

It should be noted that, while the count is made only during nine hours per day, for a three months period, the park roads are open 24 hours a day, throughout the year. Also, no count is made on the Longs Peak road, where there is a heavy travel, nor on numerous foot and horse trails, which enter the parkat various points. In making up the estimate of total travel, the following items are considered:

1. Actual count at three entrances, nine hours per day, from June 14 to September 15, inclusive.

2. Estimated travel missed at these entrances when checkers were not on duty.

3. Estimated travel from September 16 to June 13, inclusive, when no count was made at gateways.

4. Travel at other entrancesnot included in the above.

The total travel reported for this park is,therefore, made up partly from actual count, ad partly from estimates. During the past four years, the total actual count has increased steadily, at a rate of about 20 per cent a year. In order that our total travel figures may be conservative, and not exaggerated, the estimated portion of the travel has been reduced each year, until atthe present time it is certain that a greater number of people cross the park boundariesin a year than the total travel figures reported. As above stated, we have no means of knowing the number of individuals who visit the park in a year. The relation between actual count and total estimated visiters reported during the past four years is as follows:

	Actual count, total travel, 3 gates, 9 hours per day, 3 months	Total estimated visitors, as reported
1922	108,472	219,164
1923	125,513	218,000
1924	150,621	224,211
1925	198127	233,912

Estimated Travel for 1925

	Total travel		Visitors	
	Cars	People	Cars	People
Actual count at three principal gateways:				
June 14-30, inclusive	7524	20220	5716	22073
July	22085	75917	15881	62736
August	22052	79859	14223	60958
September 1-15, inclusive	5302	17131	3716	13763
Total actual count	56963	198127	39538	159530
Estimated:				
a. Missed by checkers at these entrances during same period, 25 per cent			9884	39882
b. Travel at these entrances during months of year not counted:				
October, 1924	625	2,500		
November	375	1500		
December	125	500		

January, 1925	500	2000		
February	375	1500		
Marhh	500	2000		
April	625	2500		
May	1,500	6000		
June 1-13, inclusive	2,500	10,000		
September 16-30, inclusive	1,500	6000	8,625	34,500
c. Travel at entrances not included in above figures:				
Longs Peak road				
Wild Basin, on foot and horseback				
Other portions of park, on foot and horseback				
Total estimated visitors			58,047	233,912

Travel at other entrances of the park is not included in this estimate.

The actual count by type of travel is as follows:

	Total travel		Visitors	
	Cars	People	Cars	Visitors
Private cars:				
General	32648	118747	32648	118,747
Camping	6778	22673	6778	22,673
Repeaters	12434	34216	39,426	141,420
Rocky Mountain Parks Transportation				
Company cars	1554	10542		10542
Hotel cars	687	2138		2138
Rent cars	120	523		523
Trucks	2630	4381		
Motorcycles	112	183	112	183
Horseback		3838		3838
Pedestrians		886		886
Total	56963	198127	39538	159530

The actual count by automobile entrances is as follows:

	Total Cars	Travel People	Visitors Cars	Visitors People
Beaver Point	30753	102080	17034	70371
Grand Lake	6764	22723	16899	19302
Fall River	19446	73324	5605	69857
Total	56963	198127	39538	159530

The private cars, listed by states, are shown below:

	Cars		Cars
Alabama	3	New Hampshire	3
Arizona	80	New Mexico	100
Arkansas	136	New York	129
California	439	North Carolina	0
Colorado	34614	North Dakota	12
Connecticut	7	Ohio	227
Delaware	1	Oregon	16
District of Columbia	73	Oklahoma	1486
Florida	117	Pennsylvania	83
Georgia	10	Rhode Island	1
Idaho	24	South Carolina	0
Illinois	1012	South Dakota	72
Indiana	269	Tennessee	34
Iowa	1079	Texas	1836
Kansas	3402	Utah	69
Kentucky	16	Vermont	2
Louisiana	86	Virginia	5
Maryland	12	Washington	22
Maine	1	W est Virginia	13
Massachusetts	37	Wisconsin	97
Nevada	7		

	Cars		Cars
Michigan	181	Wyoming	872
Minnesota	116	Panama	8
Missouri	1329	Canada	5
Mississippi	7		
Montana	28		
Nebraska	3653		
New Jersey	29		
		Total	51860

It will be seen from the above tabulation that one third of the private cars entering the park came from states other than Colorado. The proportion of visitors from outside Colorado is even larger than this, since many Colorado cars carry passengers from other states, while the passengers carried by the Rocky Mountain Parks Transportation Company are largely from states outside of Colorado.

The Fall River road runs for 37 miles through the park, and is our principal scenic road. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel through the Grand Lake entrance. The travel count through this entrance is as follows:

	Total travel		Visitors	
	Cars	People	Cars	People
Inbound travel, Grand Lake entrance	6739	22825	5605	19302
Outbound travel, Grand Lake entrance	6071	23126	5346	22183
Total	12810	45951	10951	41485

The following publications relating to this and other national parks were sold during the year:

Topographic Map of the Rocky Mountain National Park	276
Tell's Mountaineering in the Rocky Mountain National Park	126
Lee's Geologic Story of the Rocky Mountain National Park	143
National Parks Portfolio	31
Glimpses of Our National Parks	10
Panoramic View of the Rocky Mountain National Park	2

Many thousands of park booklets, folders, maps and other printed material were distributed through this office.

EDUCATIONAL AND NATURAL HISTORY WORK

The nature study and guide service, which was inaugurated in this park two years ago, was continued this season, under Mr. F. A. Snell, of Colorado Springs. Evening lectures, illustrated with colored lantern slides and material from the field, were delivered at the principal hotels, and before various organizations. These lectures were supplemented by field trips, on which the natural life and the geology of the park were studied first hand. Several all-day trips were taken to the top of Fall River Pass, which gave an opportunity to observe animal, bird and plant life at various altitudes. Two talks were given, under the auspices of the Colorado Mountain Club, over the KOA broadcasting station, Denver, by the superintendent and the park naturalist. Our educational and natural history work is growing in usefulness and popularity eachyear. The need is felt for a museum building, where the educational work of the park may be centered, where the interest of the public may be aroused in the wealth of material available in the park, and where conservation and the study of natural history may be promoted.

SNOW REMOVAL ON FALL RIVER ROAD

As an experiment in snow removal, 13 boxes of dynamite, weighing 50 pounds each, were placed last fall at the location of the heaviest snowdrift east of Fall River Pass. These boxes were connected by a special type of hollow lead fuse, filled with TNT, which would explode them all simultaneously. This dynamite, when it was exploded on June first, blew out a trench about 300 feet long, 15 feet wide and 6 feet deep. About 1000 cubic yards of snow were removed in this way. This is the most satisfactory method of using explosives in snow removal that we have tried. A steam shovel, purchased in connection with the road work in the park, was also used on snow removal, in addition to the use of teams and hand shoveling work. The road was opened to travel on June 13, which is the earliest date at which this has ever been accomplished. The maximum depth of snow through which the road was cut was 18 feet.

ROADS

The usual maintenance and repair work was done on all roads in the park.

The Fall River road was straightened, by blasting out rocky points, at several narrow, dangerous places. A parking space was constructed at Chasm Falls, so that visitors may examine this scenic feature without blocking traffic. Water brakes were built at several places, where sudden freshets, pouring their water down gulches, carry the danger of washing out portions of the road.

Two sharp switchback curves on the Bear Lake road were widened, and a parking space was constructed at the lake, to take care of the increased travel at that point.

The road up Moraine Park hill was widened, so as to permit the passing of vehicles at every point, and the grade was reduced in several places. A dangerous curve near Griffith's saw-mill was widened. The upper portion of the Moraine Park road is now being improved, under appropriation in the road budget.

A road was cleared, graded and graveled from the Fall River road into the Endovalley camp ground.

A branch road was constructed from the Fall River road, at the fish hatchery, to Aspenglen camp ground, and an 8-foot masonry arch culvert was built, to carry the roadway across Bighorn Creek.

BRIDGE CONSTRUCTION

A masonry bridge, of attractive appearance, was constructed across Fall River, at the fish hatchery. This bridge takes the place of the old log stringer bridge, which had proven inadequate to carry the high water flow. The new structure has a clear waterway, 24 feet wide by 8 feet high. The abutments, wing walls and guard rails are of masonry. Seven steel I-beams, 20 inches in height, are used to carry a reinforced concrete slab, floor. Ten inches of road surfacing lies above the concrete slab. This is the first bridge of a permanent type to be constructed in this park.

TRAILS

Longs Peak trail, from timberline to the Boulder Field, was relocated, in order to put the trail on an easier grade, and in a more scenic location. The upper part of this trail was extended half a mile, to the center of the Boulder Field. Hitching racks for horses were installed at that point. The eastern side of the Flattop trail was relocated on a better grade. The usual maintenance work was done on all park trails.

TELEPHONE LINES

The telephone line to the shelter cabin on Longs Peak trail was reconstructed, and the line was extended to the new terminus of the trail, in the center of the Boulder Field. Emergency telephones were installed at the shelter cabin and on the Boulder Field. The telephone line from Wind River junction to Glacier Creek camp ground was relocated, and the line was extended to Bear Lake ranger station. The Fall River line, and the line to the fire look-out station, on the summit of Twin Sisters Mountain, were put in first-class condition.

BUILDINGS

A log mess house, 18 by 35 feet, was completed at Willow Park, on the Fall River road, 14½ miles from Estes Park, for the accommodation of men working on snow removal and road maintanence in that vicinity.

A stone bunk and mess house is under construction on the Fall River road, at a point above timberline.

A horse barn and hay loft, 22 by 60 feet, was built at the utility site.

A bunk house and a mess house were constructed on the utility site, for the accommodation of road crews working in that vicinity.

A neat dwelling house, 18 by 30 feet, was constructed on the utility site.

A portable office building, and temporary quarters for the resident engineer, were constructed on the utility site, for use in connection with the work under the road budget.

Additions and improvements were made to the residences of the superintendent and of the chief ranger.

IMPROVEMENTS AT ADMINISTRATION SITE

A masonry wall was constructed in front of the administration building, in Estes Park, and the street in front of the building was graded and widened, to provide adequate parking space for automobiles. The Town of Estes Park cooperated with us in the work on the street.

TWIN SISTERS FIRE LOOKOUT

The National Park Service took over the operation of the fire lookout station on Twin Sisters Mountain, which has been maintained for a number of years by the Forest Service. This station has been of much value to the Park Service in past years, in the detection and reporting of forest fires. Several fires were reported during the summer, but in each case the fire was extinguished before serious damage was done.

WATER SUPPLY

Preliminary work was done toward a water supply for the utility site. A right of way for a spring and pipe line was secured from Mr. Peter Hondius. A concrete cut-off dam, about 5 feet high and 20 feet long, was constructed across the channel of Buck Creek, at a point above the Highdrive. A line of one-inch pipe was run to the Pineledge camp ground, where a tank was installed. The pipe line was extended from this point to the utility site, and now furnishes a safe water supply to the buildings at that point.

WINTER SPORTS

A ski course was constructed at Deer Ridge, with the cooperation of the local ski club, and this together with the course near Estes Parkvillage, was used in the various winter sports events last winter. Due to the open winter and scarcity of snow, the winter sports were somewhat curtailed, although the park attendance showed decided increases. The Colorado Mountain Club held its annual winter outing at Fern Lake.

SURVEYS

Last fall, the Bureau of Public Roads surveyed the road from Raymonds, on the South St. Vrain road, through Allens Park and the Longs Peak district, thence down Aspen Brook and Wind River, to Estes Park. The three miles of road in the Longs Peak district will require reconstruction in new locations, for most of the distance.

Surveyors from the General Land Office were at work during the summer, resurveying townships 4 and 5, North, in Range 73 West. This work was undertaken at the request of the National Park Service. The resurvey will not only reestablish the outside boundaries of the park, but will facilitate the correct location of the line between Government and private property within these townships.

A crew of men under Mr. George A. Gregory, assistant engineer, were engaged all summer in surveying roads and road locations in the park, preliminary to the letting of construction contracts under the road budget.

PURCHASE OF EQUIPMENT

A 3/4-yard steam shovel was purchased as part of the road construction program. A special snow dipper, with a capacity of 1 1/3 yards, was also purchased, for use in connection with snow removal.

A rock crusher w as purchased and installed at the rock slide, at the upper end of Horseshoe Park. This will be used to supply surfacing for roads on the eastern side of the Fall River road.

A portable pump and gasoline engine were purchased for use in fighting forest fires. This pump was mounted on a light trailer, together with 2,000 feet of hose, and a supply of tools, and is kept available for immediate use.

Several trucks were acquired from war surplus, and through purchase.

FISH PLANTING

Over one million trout were planted in the streams and lakes of the park during the past year. Most of the eggs were furnished by the State Game and Fish Commission, though 50,000 rainbow eggs and 750 rainbow yearlings were received from the U. S. Bureau of Fisheries. The eggs were hatched in the Estes Park hatchery, which is operated by the State of Colorado, and the fish were planted by the Estes Park Fish and Game Association, the National Park Service cooperating.

The State Game and Fish Commission also supplied some salt water salmon eggs, froma hatchery in Oregon. 60,000 of these fry were placed in Emerald Lake, which is land-locked. This is the first planting of salmon in this park, and the experiment will be watched with interest.

Lake Mills was stocked with 50,000 rainbow trout, with the expectation of making it a station for the collection of eggs.

Following is a summary of fish plantingduring the year: eastern brook, 250,000; native 730,000; rainbow, 150,000; rainbow yearlings, 750; salmon, 60,000; total, 1,190,750.

At the present time, there are some 780,000 native trout fry in the Estes Park hatchery. 180,000 of these were received from the Bureau of Fisheries. These fry will be planted later this fall.

ACCIDENTS

On January 11 and 12, 1925, Miss Agnes W. Vaille, with Walter Kiener, a Swiss climber, made the first winter ascent by the east face of Longs Peak. They reached the summit about four o'clock in the morning, and encountered a terrific wind, with temperatures far below zero. In descending the north side of the peak, Miss Vaille slipped and fell down a smooth face of rock for a distance of about 150 feet. She was not seriously injured by the fall, but exhausted and freezing, she was unable to proceed further. After futile efforts at assistance, Kiener went for help. A searching party of four men had already started from Longs Peak Inn. Jac Christen with Kiener succeeded in reaching the spot, and found that Miss Vaille had died from freezing. Herbert Sprtland, another member of the relief party, was forced to turn back, because of the bitter weather conditions. He made his way to within a few hundred yards of Longs Peak Inn, probably fell, dislocated his hip, and was frozen. Searching parties made unsuccessful efforts for several days to find him, but his body was not discovered until more than a month later, on February 25. Kiener spent many weeks in the hospital, and lost portions of all fingers except one, and part, at least, of every toe.

A dynamite cap exploded in the left hand of John D. Gregg, a member of the trail crew, breaking several bones of the hand, causing the loss of one finger, and resulting in permanent disability of this hand.

There were several automobile accidents, in which cars overturned, or left the road, on account of sharp curves, steep grades and narrow road. In some cases, bones were broken, but none of the accidents resulted fatally.

ARRESTS

Harry C. Auld was arrested on July 5, on the charge of carrying concealed firearms in the park, and of breaking into private cottages. He pleaded guilty of grand larceny before the county court, in Fort Collins, and was given a sentence of three to five years in the state penitentiary. The charge of carrying concealed weapons was not pressed.

Harvey F. Smith, of Omaha, was arrested on July 30, and charged before the local justice of the peace with leaving a burning camp fire. He was fined $25 and costs.

VISIT OF APPROPRIATIONS COMMITTEE

The Congressional sub-committee on Interior Department appropriations visited the park July 7-9, inspected the work being done on roads and other improvements, and looked over the plans for proposed work.

NEEDS OF THE PARK

A program has been prepared, covering the proposed development of the park for a period of five years. This program covers in detail roads, trails, buildings, camp grounds, and all other recommended improvement work.

Among the most urgent needs, for which appropriations are requested during the year 1927, are the following:

Additional buildings for road camps, to replace the present uneconomical and unsatisfactory tent camps, which do not afford proper protection to men or teams during the stormy weather of spring and fall.

Additional quarters for employees, in order that the office and field personnel may be adequately housed.

Shelter cabin at the Boulder Field, on Longs Peak. Shelter cabins are also needed at other locations.

Construction of new trails, and reconstruction of the most important present trails, where necessary.

Water supply and sanitation of camp grounds.

INDEX

ROCKY MOUNTAIN NATIONAL PARK

	Page
Accidents	17
Arrests	18
Bridge Construction	12
Buildings	13
Camping	3
Educational and Natural History Work	10
Fish Planting	16
General Statement	1
Hotels and Camps	9
Improvements at Administration Site	14
Information Service	9
Organization	2
Needs of the Park	18
Purchase of Equipment	15
Roads	11
Snow Removal, Fall River Road	11
Surveys	15
Telephone Lines	13
Trails	12
Transportation	9
Travel	3
Twin Sisters Fire Lookout	14
Visit of Appropriations Committee	18
Water Supply	14
Weather Conditions	2
Wild Animals	3
Winter Sports	14

(Review for "The Year in the Parks")

ROCKY MOUNTAIN NATIONAL PARK, COLORADO.

The past year in the Rocky Mountain National Park has seen continued development, and an increase and betterment in the service to the public.

Travel

The total number of visitors reported shows an increase over the corresponding figure for recent years, and the actual count of travel (at three gateways for nine hours per day, for a three months' period) shows an even larger increase, as compared with the corresponding figure for previous years. The official season for this park is June 15-October 1, but there are hotels in the immediate vicinity of the park that are open throughout the year, and there is some travel over park roads during every month of the year.

Utility Site

In 1923, a centrally located site for the grouping of utility buildings was secured, and with the four buildings that were completed during the past year at that location, there are now seven buildings in the group, each of which is filling a need that has long been felt. The development of this utility site has added greatly to the systematic handling of supplies and equipment, has facilitated the maintenance of motor equipment, and in many ways has improved the efficiency of maintenance and construction work of the park, through the centralizing of work at a convenient location that is readily accessible throughout the year.

Road Budget Work

With the passage of the three-year road program, there is definite assurance of a marked improvement in the condition of roads in the park. Surveys, under the direction of the Engineering Division, have been in progress during the summer, preparatory to advertising for bids and letting contracts for the work which is authorized under the 1926 appropriation. The improvement of certain portions of the Moraine Park road is now in progress. The need for better roads in this park has been an urgent one, and the prospects are brighter at this time than they have ever been before.

Other Road Improvement

Under the 1925 appropriation for the park, a noticeable improvement has been made at certain points on the park roads. At the upper end of Horseshoe Park, the road went around a rocky point, on a narrow ledge. This point has been widened to permit cars to pass, and to secure visibility of approaching travel. At a higher elevation on the Fall River road, two dangerously sharp rock curves have been widened, and made safe. A portable rock crushing plant has been purchased, and the surfacing of the eastern side of the Fall River road has been begun. It is proposed to continue this work each year, as funds are available. The road at the Moraine Park hill was widened, to permit of passing travel, and the grade was improved. This road has heavy travel, and the dangerous condition that existed has been materially improved. A new road, with ample width and low grades, was constructed to serve the Aspenglen camp ground.

Bridges

The first permanent bridge in the park was constructed during the past year, over Fall River, near the fish hatchery. The bridge has a roadway 20 feet in width, a clear span of 24 feet, and a waterway adequate for all previously recorded floods. The abutments, wing walls and railing are of masonry construction, using native granite. The appearance of the bridge is suitable to the location, and creditable to the park.

An 8-foot masonry arch culvert was constructed over Bighorn Creek, on the new road to Aspenglen camp ground. The roadway at this culvert is 20 feet in width.

Trails

The trail to Longs Peak was reconstructed, in a new and more scenic location, from Timberline to the Boulder Field. The trail was also extended for half a mile, to the center of the Boulder Field. The result of this work is not only that the ascent of Longs Peak may be made with less fatigue and with more interest, but also that the superlative views from the Keyhole, looking down into Glacier Gorge, and from the east edge of the Boulder Field, looking down toward Chasm Lake, are now much more readily accessible. An increased number of visitors have this year taken the trip to the Boulder Field, over the new trail, and it offers a remarkably fine one-day trip.

Accidents

On January 12, 1925, Miss Agnes W. Vaille was frozen to death on Longs Peak, at the Boulder Field, and Herbert Sortland, a member of the relief party, lost his life on the same day. Walter Kiener suffered the amputation of at least a part of nearly all his fingers and toes.

Congressional Visit

The Appropriation sub-committee for the Interior Department visited the park from July 7 to 9. Among other proposed changes, they recommended that the boundary line of the park should be revised, so as to reduce the area of privately owned land within the park boundaries. They indicated that if this were done, appropriations would be made available for the purchase of land, within the revised boundaries, for the construction of roads, for additional camp grounds, and other public purposes.

Needs of the Park

The need for better roads will, it is hoped, be taken care of by the present road budget, and such further appropriations as may prove to be necessary.

Many of the present trails are unsatisfactory, and provision should be made for the improvement or construction of the most important of existing trails. A few new trails are needed, to make accessible certain remarkably scenic portions of the park.

Additional buildings are needed for road camps, so that the men and teams may be properly cared for during the working season. There is much inclement weather, particularly early and late in the season, when tent camps are wholly inadequate. The tent camps are not economical, because of their depreciation, and because of the cost of installation and removal each year.

KB

This park is wholly deficient in housing accommodations for its employees. Suitable quarters are needed, in order that competent personnel may be retained in the service.

Shelter cabins are needed at several points in the park, the most urgent need being at the Boulder Field, on Longs Peak.

Two of the present camp grounds can not be opened to the public, until they are provided with a water supply, sanitation, and other development, making them suitable for the use of automobile campers. The present camp grounds need improved sanitation and water supply.

ANNUAL REPORT

1926

September 22, 1926.

An Report

Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

Enclosed are completed sheets to be made a part of the annual report for this park and showing the total travel figures. It will be noted that for the months of June and July these figures are different to those you already have. These differences are due to rangers' mistakes, which were discovered when the original count sheets were re-checked.

Very truly yours,

Thos. J. Allen, Jr.

Thos. J. Allen, Jr.,
Acting Superintendent.

TJA:RCS

August 30, 1926

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

Herewith is the annual report for this park for the year 1926. A copy is being sent to Mr. Albright. An additional copy will be sent to you as soon as the final travel figures are available,- not later than October 1.

Enclosed herewith are three photographs, as follows:

1. The east side of Longs Peak from Chasm Lake (elevation 11,800 feet). The lake has been made accessible by trail completed this year. The summit of Longs Peak (elevation 14,255 feet) towers 2,500 feet above the lake.

2. Timberline road camp building, which was completed late last fall, and which has proved most useful this year. The building is 3/4 mile east of Fall River Pass, at an elevation of 11,500 feet.

3. Steam shovel clearing snow from Fall River road, in June, 1926; maximum depth of snow, 21½ feet.

Very truly yours,

Roger W. Toll,
Superintendent.

RWT:MMS
enclosure

August 30, 1926

The Director,
National Park Service,
Department of the Interior,
Washington, D. C.

Dear Sir:

On account of the change in boundary line of this park on June 9, checking stations, at which travel counts had been made, are now moved six miles from Estes Park, or three times their former distance from the town.

Our actual travel count this year will not run much more than 50% of the corresponding figures for last year. Last year we reported a total travel figure of 233,912. The general concensus of opinion in this vicinity is that the year 1926 has not been quite as good as the year 1925, although I do not believe there has been very much difference between the two years. For the past four years we have reported travel figures between 219,000 and 233,912. In other words, our reports have held our travel figure almost stationary during that period, although our actual travel count rose during the period from 106,272 (in 1922) to 196,127 (in 1925).

As stated above, our actual count this year will not be much more than 100,000, but I believe that it is advisable to hold our travel figure at approximately the same amount, rather than to show the great reduction that is indicated at first glance from the actual count figures. If it meets with your approval, I will make up our estimates on the basis of about 225,000 visitors for the year. I believe that it is your desire, as well as our own, not to show any substantial loss, but rather to hold the figure almost stationary until the travel statistics fully justify an increase. While this park has been near the head of the list so far as travel figures are concerned, we do not wish to inflict our figures simply to keep ahead of other parks where the travel figures represent a very much more accurate count than will ever be possible at this park.

My attention has repeatedly been called during the year to the travel figure turned in for 1925 by Hot Springs National Park. I do not mention it at this time simply because their figure exceeded our figure, but for the reason that it seems to me a disadvantage for the Park Service in general for any park to turn in a figure which

shows an abnormal increase over previous years and is apparently fictitious. It would seem preferable from the standpoint of the Park Service that the total visitors from all parks should show a normal increase each year, rather than an abnormal increase one year and no increase or a decrease the following year. The following tabulation shows the figures of Hot Springs Park, Rocky Mountain Park, and the total of all parks, for eachyear from 1920 to 1925 inclusive.

Year	Hot Springs	Rocky Mountain	Total all parks
1920	162,850	240,966	919,504
1921	130,966	273,737	1,007,335
1922	106,164	219,164	1,044,902
1923	112,000	218,000	1,280,886
1924	164,175	224,211	1,422,353
1925	265,500	233,912	1,760,512

You will note that Hot Springs shows an increase last year from 164,175 to 265,500, or more than 61% increase. The superintendent's report, published in the Director's report for 1925 is as follows:

> "The records for the travel season show that about 265,500 persons visited the park this year. A paved highway connecting Little Rock and Hot Springs was completed in June. This has brought about an enormous increase in the number of automobile tourists visiting this park. Official figures are not available, but the chamber of commerce estimates that about 130,000 automobile tourists came here. Since December 1, 6,900 visitors have used the public camp grounds."

My only suggestion is that Superintendent Bolton should not accept chamber of commerce estimates, which are notoriously extravagant, but should make up his own figures so that the total turned in will fairly represent the actual travel conditions at the park. Perhaps I am in no position to protest fictitious figures, as our figures have always been estimated, but as you will note from the above tabulation, I have kept our total figures for the past four years below the figures that were previously turned in; although during that entire period there has been an actual increase in travel every year, with the possible exception of the present year.

Very truly yours,

RWT.

RWT:MMS

Roger W. Toll, Superintendent.

Copy to Mr. Albright

VISITORS

The records for the travel season show that about 265,500 persons visited the park this year. A paved highway connecting Little Rock and Hot Springs was completed in June. This has brought about an enormous increase in the number of automobile tourists visiting this park. Official figures are not available, but the chamber of commerce estimates that about 130,000 automobile tourists came here. Since December 1, 6,900 visitors have used the public camp grounds.

EXTRACT from the report of Dr. Joseph Bolten, Superintendent, Hot Springs National Park, contained in the Ninth Annual Report of the National Park Service for 1925, S. T. Mather, Director.

TRAVEL, 1920 - 1925 INCLUSIVE

	Hot Springs	Rocky Mountain	Total, All Parks
Omit. 1919	160,490	169,492	755,325
1920	162,850	240,966	919,504
1921	130,968	273,737	1,007,335
1922	106,164	219,164	1,044,502
1923	112,000	218,000	1,280,886
1924	164,175	224,211	1,422,353
1925	265,500	233,912	1,760,512

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent, Estes Park, Colo.

ORGANIZATION

The permanent organization of this park consists of the superintendent, assistant superintendent, chief clerk and special disbursing agent, clerk-accountant, three permanent rangers, resident engineer, general foreman in charge of road maintenance, storehouse clerk and auto mechanic. In addition onetemporary clerk-stenographer, one clerk in charge of information bureau, one park naturalist, and twelve temporary park rangers were employed during the summer season. Men were employed as needed for work on roads, trails, buildings and on other maintenance and construction work. The total organization, exclusive of road contract work, varied from 120 persons in the summer to eleven in the winter.

CHANGE OF PARK BOUNDARY

On June 9 the President signed a bill changing the eastern boundary of this park to exclude much of the privately owned land formerly within the park area. The boundary line was moved back approximately four miles west of its former location. The total area of the park was reduced from 397 square miles to 378 square miles. Checking stations were established at or near the points where the new boundary intersects the roads.

WEATHER CONDITIONS

The early part of the winter was mild and open; the latter part was stormy and cold. There was a wet spring and a late summer. Cool weather continued well into July. The open portion of the winter was favorable to winter travel, but the cool, rainy summer was unfavorable to travel in June and July. Weather conditions were particularly favorable to all kinds of plant and flower life, which flourished last summer in unusual beauty and luxuriance.

The total snowfall recorded at the Estes Park Fish Hatchery was 119 inches against 49 inches the preceding winter. In the higher altitudes the snowfall was much greater than this. While the snowfall in Estes Park was practically normal, it seems to have been above normal in the vicinity of Fall River Pass, and as the heaviest storms came late in the winter, the amount of snow on the ground June 1 approached the maximum of recent years.

SNOW REMOVAL

The heavy snowfall in the higher altitudes last spring made the task of opening the Fall River Road to travel much greater this year than usual. This work was begun on the eastern side of Fall River Pass on April 28 instead of May 15, which has been the usual day of starting work. On the western side the work began on May 15.

The most of the work on the eastern side of Fall River Pass was done with a steam shovel equipped with a yard-and-a-half snow dipper, while on the western side of the pass the work was accomplished by men and teams. The snow was especially heavy on the western slope, while at the two largest drifts east of the pass the depth exceeded twenty feet. It was necessary for the shovel to clear a path 14 to 15 feet wide to have room to work. As a result of this a considerably larger volume of snow was handled than in previous years when the work was done by men and teams, but on account of the wider clearing the roadway dried much quicker than usual.

One feature that made the work of snow removal particularly difficult this year was the running of three snow slides at points 12½ to 13½ miles from Estes Park. The lower of these slides, known as the "Fan" slide, covered 410 feet of roadway with snow varying in depth from 5 to 20 feet. The middle slide, known as "Old Faithful", gave unusual difficulty. One day after the roadway had been opened through the slide one of our trucks which was in the cut was completely bruied by a fresh slide, which came so quickly that the driver had barely time to escape to a place of safety. The roadway through this slide had to be cleared ten different times.

Snow removal work was completed on the afternoon of June 13, a trial trip was made on June 14, and the road was ~~officially~~ opened to public travel on the morning of June 15.

The estimated quantity of snow removal of this year is as follows:

Hand shoveling, on four miles of road, from a point above Chasm Falls (10.2 miles from Estes Park) to Willow Park(14.7 miles from Estes Park)	7,758 cu. yds.
Steam shovel, on three miles of road, from Willow Park to Fall River Pass, (17.8 miles from Estes Park)	70,628 " "
Hand shoveling on eight miles of road west of Fall River Pass	40,973 " "
Total	119,359 " "

TRAVEL

With the change of boundary which became effective on June 9, the gateways on the eastern side of the park were moved from their previous locations about two miles from Estes Park, to new locations about six miles from Estes Park. Eighteen miles of road were eliminated from the park. Parts of the Moraine Park road, the Bear Lake road, the Fall River road and the Highdrive are eliminated from the park. All of the Longs Peak road, the Wind River road and the Moraine Park Cut-off road are eliminated from the park. Travel from Estes Park to points on these roads was previously counted, but is not now counted. This change of boundary resulted in a marked decrease in the travel count. No count was maintained on the Moraine Park road, nor on the Mill Creek road. There is considerable travel entering the park that is not counted, such as visitors to Gem Lake, Twin Sisters, Longs Peak, Wild Basin and on trails in the Grand Lake region. An estimate is submitted of this travel that is not counted.

Rangers were on duty at four gateways, namely, Fall River road, Highdrive, Bear Lake road and Grand Lake, from June 12 to September 15, inclusive. The travel count is taken for 9 hours per day, during a three months' period. The park is open to travel 24 hours per day, throughout the year. In making up the total travel, the following points are considered:

1. Actual count at four entrances, 9 hours per day, from June 12 to September 15, inclusive.

2. Estimated travel at these entrances during the same period, at hours when rangers were not on duty.

3. Travel at other entrances during the same period, not included in the above.

4. Estimated travel from September 16 to June 11, inclusive, when no count was made.

The total travel for this park is, therefore, made up partly from actual count and partly from estimates.

The total travel reported below is somewhat less than that of last year. Some of the hotels report less business than last year on account of rainy weather in the park during June and July. People in the middle west take their vacations when the heat becomes oppressive, and reports indicate that there was less travel than usual during July because of cool weather in the Mississippi River valley. A few hotels report an equal or greater amount of business than last year.

Sub-heading - not cap.

ESTIMATED TRAVEL FOR 1926.

	Total Cars	Travel People
Actual count at four gateways:		
June 12 - 30, inclusive	3102 ~~3,252~~	10794 ~~10,782~~
July	10765 ~~10,868~~	40,951
August	12181	48313
September 1 - 15, inclusive	3092	10655
Total actual count	29140	110713
Estimated:		
Missed by rangers at these entrances, during same period, 30 per cent	8742	33214
Travel at other entrances during same period	4500	50000
Travel during months of year when no count is kept:		
October, 1925	500	2,000
November, 1925	250	1,000
December, 1925	150	600
January, 1926	125	500
February, 1926	750	3,000
March, 1926	625	2,500
April, 1926	625	2,500
May, 1926	1,500	6,000
June 1 - 11, inclusive, 1926	1,000	4,000
~~Sept 16-30, inclusive, 1926~~	~~2500~~	~~9,000~~

September 16 - 30, inclusive, 1926	2500	9000
Total estimated travel	50,407	225027

The actual count by type of travel is as follows:

	Total Travel	
	Cars	People
Private cars:		
General	18236	66633
Camping	4653	16089
Repeaters	2352	5919
Rocky Mountain Parks Transportation Co. cars	2254	14556
Hotel Cars	367	980
Rent cars	51	263
Trucks	1130	2239
Motorcycles	67	87
Horseback		2765
Pedestrians		1192
Total	29140	110713

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	People
Fall River road at Horseshoe Park	13099	51495
Highdrive at Deer Ridge	3470	15061
Bear Lake road at Glacier Creek Campground	4134	17119
Grand Lake entrance	8237	27038
Total	29140	110713

One third of the private cars entering the park came from States other than Colorado. The proportion of visitors from outside of Colorado is even larger than this, since many Colorado cars carry passengers from other States, and the passengers carried by the Rocky Mountain Parks Transportation Co. are largely from other States.

The Fall River road, which is the principal scenic road of the park and one of the highest roads in the country, crosses the continental divide and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	People
Grand Lake entrance, inbound travel	8237	27038
Grand Lake entrance, outbound travel	7909	28592
Total	16146	55630

The Grand Lake entrance is the only one whose location was not changed this year. The total travel count at that entrance is 41 per cent greater than last year.

The principal travel season in this park is from June 15 to October 1, but there are a few hotels in the immediate vicinity of the park that are open throughout the year, and the park itself is never closed except as weather conditions restrict its accessibility by automobile.

ROAD CONSTRUCTION AND MAINTENANCE

The Bureau of Public Roads, under an agreement with the National Park Service, has taken over the major road projects in this park. On June 10, 1926, a contract was let to Luke E. Smith & Co. for the construction of 1.8 miles of road on the Highdrive project. This project starts at Deer Ridge and runs in a northwesterly direction to a connection with the Fall River road in Horseshoe Park. This project also includes a 24 foot, reinforced concrete bridge with masonry facing, across Fall River. Work on this project is now in progress. Mr. Wm. L. Lafferty is resident engineer on this construction. The Bureau of Public Roads is now preparing plans and estimates preliminary to advertising for bids on the Bear Lake road project.

Maintenance work was performed on all roads in the park. The Fall River road suffered from frequent rains during July, and was muddy for about two weeks. Gravel surfacing was placed on the road near Grand Lake, reducing the previous trouble from mud on that portion of the road.

SURVEYS

The Bureau of Public Roads has a survey party in the field under the direction of Mr. S. A. Wallace, locating engineer. This party is now engaged in making a road location survey on Trail Ridge. Other surveys for proposed construction and reconstruction work will be undertaken as soon as practicable.

The work begun by the General Land Office a year ago on the re-survey of Townships 4 and 5 N., R. 73 W., was continued during the past summer. This re-survey includes the official marking of all section corners that are located, and the re-establishment of all missing corners. This work will be continued until the survey of the park boundary and the dividing lines between Government lands and private lands has been completed.

TRAIL CONSTRUCTION

During the past year a new trail has been constructed to a point near Chasm Lake, whose elevation is more than 11,800 feet. The trail is 3/4 mile in length and is close to the upper limit of tree growth. This trail branches from the Longs Peak trail and permits parties on horseback to approach to within a quarter of a mile of Chasm Lake, which is one of the most stupendous views in the park. The summit of Longs Peak, which towers 2,500 feet above the lake, is a ~~distance of~~ less than ~~3/4 mile.~~ *three-quarters of a mile distant.*

The Allens Park Chamber of Commerce recommended as the most desirable trail construction in Wild Basin, a connection between the trail to Pear Lake and the trail to Bluebird Lake. This trail is now nearing completion. It is approximately three miles in length and greatly increases the accessibility to Calypso Falls and Ouzel Falls. It also ties together two previously unconnected trails in the Wild Basin region, and increases the flexibility of the trail system.

The partial reconstruction of the trail from The Pool to Fern Lake is now nearing completion. This trail has very heavy travel and is one of the most popular trails in the park.

The North Inlet trail, in the Grand Lake district, was washed out by high water, so as to be impassable for horses. The reconstruction of a portion of this trail is now in progress. This trail is the shortest trans-mountain trail between Estes Park and Grand Lake, and has heavy travel.

The usual maintenance work was performed on other trails in the park.

CAMPGROUND DEVELOPMENT

Development of the Aspenglen Campground was continued during the year. The road system was completed and clearing was done for an additional number of camp sites. 3,500 feet of road is now in use on this campground.

The Pineledge Campground was developed by the construction of a road system comprising 3,400 feet of road. Water supply pipes were laid and sanitation temporarily provided for. The campground was put into use for the first time this season.

The development of Endovalley Campground was carried on by the construction of additional roads. Water supply and sanitation remains to be provided for this campground before it can be put into service.

BUILDINGS

A three-room dwelling was constructed at the Utility Site. This is the second of a group of quarters that will be needed to house park employees.

A combination bunk and mess house and a shed-stable is under construction near Milner Pass to house a road crew that is needed for work on the road in that vicinity.

A masonry shelter cabin is under construction on the Boulder Field, at the end of the horse trail to Longs Peak. The building is at an elevation of 12,700 feet.

A masonry storm shelter is under construction at the Keyhole, on the Longs Peak trail, at an elevation of 13,200 feet. This is the gift of Mr. F. O. Vaille, of Denver.

A small building was erected to house the portable fire-pump at a location where it can furnish some fire protection to buildings of the Utility Group.

Temporary checking stations were constructed at Horseshoe Park and on the Bear Lake road, on account of the change in park boundary. Temporary quarters were provided for the ranger stationed in Wild Basin.

The following improvements were made in buildings already constructed:

A portion of the main shop at Utility Camp was ceiled and partitioned off to provide working quarters that can be heated in cold weather.

The mess hall at Horseshoe Camp was partitioned in two equal parts and ceiled. This provides sleeping and boarding facilities for road men working in that vicinity.

A concrete frost-proof storage cellar was constructed at the storehouse on the Utility Site, to prevent injury and loss due to freezing of food supplies.

TELEPHONE LINES

An extension of the Wild Basin telephone line, one and one-half miles in length, was constructed in order to connect with the ranger station in that locality. One lineman was employed throughout the summer keeping the Government telephone lines in operating condition.

FISH PLANTING

The following fish, hatched by the State Hatchery at Estes Park, were planted during the year in lakes and streams in the park, by the Estes Park Game and Fish Association, in cooperation with the National Park Service:

Number	Variety	Location
100,000	Eastern Brook	Glacier Creek, below Sprague's
40,000	" "	Mill Creek, at Hallowell Park
20,000	" "	Wind River, above Y. M. C. A.
40,000	" "	Longs Peak District
80,000	" "	Moraine Park Pond
80,000	" "	Hidden Valley Creek
20,000	Rainbow	Lake Mills
380,000	Total	

EDUCATIONAL WORK

Mr. P. A. Smoll served as Park Naturalist during the year. Up to September 1, he had conducted a total of 29 field trips, with a total attendance of 695 persons. He had also given 42 lectures, with a total attendance of 3,800 persons.

The educational work of this park is handicapped by the fact that there is no Government building in which the lectures can be given, or in which suitable exhibits can be placed on display. At present the only available space for such exhibits is in the administrative building, and educational work of this character does not fit in well with routine office and administrative work. Much better results would be accomplished if the educational work were housed in a building by itself. The Colorado Lions' Clubs have endorsed a proposal made by Mr. Smoll and have authorized the raising of $10,000 for the purpose of such a building.

The check list of plants and birds of the park, by Dean Babcock, has been enlarged and reprinted. A series of colored oil photographs of the conifers of the park has been prepared, framed and placed on exhibition.

Members of the International Botanical Congress visited the park in September.

For the fourth consecutive season, a series of evening talks on natural history subjects, illustrated with lantern slides, has been given at the various hotels in and near the park. These lectures were supplemented with a field trip the following day. Several all-day nature study trips have been made to Fall River Pass. Those participating in this trip walked from Fall River Pass to Chasm Falls, and studied the natural history features of the park in the various life zones that are passed from above timberline to an elevation of about 2,000 feet below timberline.

Park visitors have shown an increased appreciation of the educational opportunities offered by the National Park Service, and in many cases have shown a desire for more accurate and complete knowledge with reference to natural history subjects.

INFORMATION SERVICE

The Information Bureau in the administrative building continued to perform a useful function during the tourist season. Many thousands of park booklets, maps, folders, etc., were distributed and information was given to visitors on a large variety of subjects. Fifteen hundred persons registered at the information office.

The following Government publications relating to this and other national parks were sold during the year:

Topographic Map of the Rocky Mountain National Park	317 copies
Toll's Mountaineering in the Rocky Mtn. Nat'l Park	57 "
Lee's Geologic Story of the Rocky Mtn. Nat'l Park	154 "
National Parks Portfolio	8 "
Total	536 copies

A few other publications relating to the park, but not issued by the Government, were kept on sale to supply the needs of visitors.

HOTELS AND CAMPS

Ten new cottages were constructed at Grand Lake Lodge for the accommodation of guests, and a new hydro-electric plant, costing approximately $25,000, was installed. These improvements added materially to the character of the service rendered the public by this hotel.

Forest Inn added to its capacity by a three-room guest cabin.

Bear Lake Lodge did an increased business due in part to heavier travel on the Bear Lake road. The Bear Lake Trail School had an enrollment of 76 boys.

Fern Lodge was operated as usual.

Sprague's Hotel had a successful season.

In addition to the hotels and camps operated under Government franchise, there are more than thirty hotels and camps on private land, in and near the park, that have a combined capacity of about four thousand guests.

PARK INSPECTION

The work of this park was inspected during the past year by the following officials:

Dr. Hubert Work, Secretary of the Interior; Mr. John H. Edwards, Assistant Secretary of the Interior; Mr. Stephen T. Mather, Director of National Park Service; Mr. A. E. Demaray, Administrative Assistant to the Director; Mr. Horace M. Albright, Assistant Director, Field; Mr. Bert M. Burrell, Acting Chief Civil Engineer; Mr. Thos. E. Vint, Associate Landscape Engineer; Mr. H. B. Hommon, Sanitary Engineer, Public Health Service, and also by several officials of the Bureau of Public Roads.

ACCIDENTS AND DEATHS

On October 16 E. V. Apgar, an employee of this park, was sharpening a steel drill, when a splinter of steel struck his right eye, necessitating the removal of the injured eye.

On April 4 Ranger Moomaw found Charles Hupp, caretaker at Horseshoe Inn, dead in bed. Mr. Hupp had been in poor health for some time.

On July 23 Forrest Ketring of Denver, age 19, was killed by a fall while attempting to climb the precipitous east face of Longs Peak. Ketring fell about 800 feet. ~~This is a difficult and dangerous route, and should not be taken except by the most experienced mountaineers, with competent guides.~~

On July 25 Fred N. Selak of Grand Lake disappeared from his cabin, which was found to have been ransacked. Two young men were arrested on suspicion, and several weeks afterward confessed that they had murdered Mr. Selak by hanging him to a tree, in the southwestern portion of the park. The two men are now being held by the state authorities, under a charge of murder.

PURCHASE OF LAND

A 20-acre tract adjoining Utility Site was purchased from the Estes Park Development Co. The acquisition of this tract furnishes additional space for the erection of buildings, and for other needs.

WILD ANIMALS

The number of the larger animals in the park is estimated as follows, although as there is no means of getting an exact count, the figures represent only a rough approximation:

Deer, blacktail	3,000
Mountain sheep	400
Elk	200
Bear, black and brown	35

One herd of about a hundred elk were seen last fall in Beaver Park, while one party reported seeing approximately 65 sheep on Specimen Mountain. The herd of mountain sheep often seen at the upper end of Moraine Park has been reduced in number, presumably from scab or some other disease. Bear have been seen on several occasions and are perhaps increasing slightly. The wild animals are apparently in good condition.

FIRES

The park was fortunate in not having any destructive forest fires during the year. A ranger was stationed at the fire lookout on Twin Sisters Mountain, at an elevation of 11,436 ft., from June 15 to the close of the fire season in September. Several small fires, caused by cigarettes, camp fires and lightning, occurred but in each case they were discovered promptly and extinguished before any extensive damage had occurred.

WINTER SPORTS

The official State Ski Tournament was held at Estes Park February 7. The paid attendance at this tournament was 1500 persons, and it is estimated that at least 1500 more visitors were in the vicinity

The annual winter outing of the Colorado Mountain Club was held at Fern Lake February 19 to March 1. This outing was attended by approximately 70 persons.

ARRESTS

On October 2, 1925, three men from Mt. Carmel, Pa., were arrested by park rangers for killing a deer in the park. They were tried in the county court on the charge of hunting out of season without a license, and were given the choice of a fine of $175 or 60 days in jail. They elected to pay the fine.

CAMPING

There are four public campgrounds available to camping motorists on the east side of Rocky Mountain National Park. The Aspenglen campground is located adjacent to the Fall River road, 4½ miles from Estes Park. Pineledge campground is located near the Highdrive, 2½ miles from Estes Park. The Glacier Creek campground is located on the Bear Lake road, 6 miles from Estes Park. The Endovalley campground is located adjacent to the Fall River road, 8½ miles from Estes Park.

During the year about 4,000 campers registered at the Aspenglen campground, and about 700 campers registered at the Glacier Creek campground. The campers came from 40 states and several foreign countries. No ranger was stationed at Pineledge campground or Endovalley campground, so that figures were not available from these points.

Rangers stationed at entrance gateways counted about 4,500 cars, containing 15,000 people, entering the various gateways of the park with camping equipment.

(To be used as a basis)
( )
(For "The Year in the Parks")

ROCKY MOUNTAIN NATIONAL PARK, COLORADO

OPENING OF FALL RIVER ROAD

There was an unusual amount of snow on the Fall River road this spring, and much difficulty was encountered from snow slides, but for the third time in the six years that the road has been in service, it was open to travel on June 15, the official opening date. A steam shovel with a special snow dipper was used on the eastern side of Fall River Pass and in a month cleared a path fourteen feet in width, through three miles of continuous snow drifts, to the Pass, whose elevation is 11,797 feet. The maximum depth of snow on the roadway was twenty-one and a half feet. The shovel removed about seventy thousand cubic yards of snow and the wide pathway cleared made the condition of the road better for early travel than it has been in previous seasons. The steam shovel had all that it could do to clear the road on the eastern side of the pass, and in order to have the road open on schedule time, a crew of about forty men, with teams, was started from Grand Lake on May 15 and they opened up the western side of the road, mostly by hand shoveling. It is estimated that the total amount of snow removed was 119,000 cubic yards. One snow slide ran ten times after the work was begun.

ROAD CONSTRUCTION

The reconstruction of the north side of the Highdrive, for a distance of 1.8 miles is now in progress and constitutes the most important road improvement that has been undertaken by the Park Service since the creation of the park. The Bureau of Public Roads, under an interdepartment agreement, has undertaken supervision of the major road projects in this park, and their cooperation has been of the highest order. The Highdrive project was advertised and contract was let on June 10, to Luke E. Smith & Co. on a unit price basis. The estimated amount of the contract is about $44,000. The work includes the construction of the road in a new location, reducing the maximum grades from 14 per cent to 6.5 per cent. A reinforced concrete bridge, with masonry facing, crossing Fall River, with a span of 24 feet, is included in the project.

The improvement of three fourths of a mile of the Moraine Park road was completed during the year.

Preparations for advertising for the reconstruction of the Bear Lake road are in progress.

The Bureau of Public Roads has a survey party in the field making a location for the proposed Trail Ridge road. Surveys for the construction and reconstruction of other roads will be undertaken as soon as practicable.

TRAIL CONSTRUCTION

The past year has seen a greater improvement in the trail system of the park than has been possible in any previous year. A new trail, about three miles in length, is nearing completion in the Wild Basin district. This trail forms a connection between the trail to Bear Lake and the trail to Bluebird Lake. It increases the accessibility of points in Wild Basin, helps to unite the trail system in that region and offers an attractive circle trip.

A new trail, three-fourths of a mile in length, has been constructed to a point near Chasm Lake. This trail branches from the Longs Peak trail, and makes accessible one of the most impressive regions in the park. Chasm Lake lies at an elevation of 11,800 feet, and is almost at the foot of the precipice, some twelve hundred feet in height, on the east side of Longs Peak. The summit of the peak, whose elevation is 14,255 feet, towers nearly twenty-five hundred feet above the lake, and the whole scene is impressive in the highest degree.

The reconstruction of the trail from the Pool to Fern Lake is nearing completion. The distance is between two and three miles. This trail forms a part of the circle trip from Bear Lake to Fern Lake and thence to Moraine Park. This is one of the most popular trail trips in the park, and has heavy travel. Fern Lodge cannot be operated satisfactorily without a good trail, as it is four miles from an automobile road, in a picturesque valley, at the foot of rugged gorges. This trail also serves Forest Inn. It is expected that the entire circle trail can be made satisfactory in another season's work.

The reconstruction of a portion of the North Inlet trail, in the Grand Lake region, is in progress. This trail had been washed out and was impassible for horses. The North Inlet trail is the shortest transmountain trail between the Estes Park and Grand Lake districts.

BUILDING CONSTRUCTION

A masonry shelter cabin is under construction on the Boulder Field, at the end of the horse trail on the slopes of Longs Peak, at an elevation of about 12,700 feet. A storm shelter, of masonry construction, is also under construction at the Keyhole on the route to Longs Peak, at an elevation of 13,200 feet. This shelter is the gift of Mr. F. O. Vaille, of Denver. These two buildings will do much to add to the comfort and safety of the three thousand or more people who annually visit this region, high above timberline, where sudden storms are not infrequent. These buildings present unusual problems in construction on account of their elevation and remoteness from automobile roads.

Quarters to house a road crew are under construction near Milner Pass. The buildings are a combination bunk and mess house and a stable shed. This camp is at an elevation of 10,700 feet, and the log buildings will offer much more suitable quarters for men and teams than the tents previously used.

A three room dwelling has been constructed at the Utility Site, the second of a group that is needed to house park employees.

CAMP GROUNDS

There are now four camp grounds available to the public on the eastern side of the park, and their road development has been practically completed this year. As soon as water supply and sanitation have been completed, the needs of campers on the eastern side of the park will have been supplied.

BOUNDARY CHANGE

At the suggestion of the Appropriation Committee, a bill was submitted to Congress, and approved on June 9 setting back the eastern park boundary to exclude about 12,100 acres, of which about 10,700 acres are in private ownership, and 600 acres are State school lands. Eighty acres were also eliminated on the north boundary of the park to permit the construction of a reservoir at Mirror Lake, which was partly within and partly outside of the previous park boundary.

FIRES

There have been no fires in the park during the year. Such fires as have occurred were discovered and extinguished before any extensive damage resulted.

OPERATORS

The transportation company and hotels and camps operated under franchise gave adequate and satisfactory service during the year.

NEEDS OF THE PARK

The construction and reconstruction of the park road system, which has now begun, will be carried on as rapidly as funds are available. Improvement of the roads constitute one of the greatest needs of the park.

There is an excellent opportunity to make this park notable for the trail trips that it offers. Much of the park area will never be accessible to automobile roads, and the continued development of a sufficient and satisfactory trail system is of great importance, in order that the park may be of greater service to the public.

Quarters for housing Government employees are inadequate in number, and this shortage should be met at the earliest opportunity.

There is much important work to be done in water supply and sanitation to bring the camp grounds to a proper standard.

Shelter cabins are needed at many of the more remote portions of the park, and on trails at high elevations.

Buildings are needed at the Utility Group for the storage of lumber and cement, for the winter storage of motor equipment, and for the storage of other equipment and supplies.

Additional ranger stations and road camp buildings are needed.

R E P O R T

For

ROCKY MOUNTAIN NATIONAL PARK

1927.

Annual Report 1927

Sept. 19, 1927

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

Dear Mr. Director:

In accordance with your instructions, I am mailing you herewith dupdicate copy of the Annual Report for this park for the 1927 season. Original of this report was mailed to you on August 29, 1927.

You will find on pages 2, 3 and 4 revised figures for the travel statistics; on page 5 will be found the figures for camping parties; and on page 12 will be found a statement of the number of persons climbing Longs Peak this season. Please insert these figures in the original copy sent you previously.

Our travel count ceased at the close of September 15. However, travel has been estimated for the rest of September, and the figures submitted herewith arethe complete figures for this season, up to September 30, and it will, therefore, not be necessary for us to send you any telegraphic report on September 30.

Very truly yours,

Roger W. Toll,
Superintendent.

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent, Estes Park, Colo.

ORGANIZATION

The permanent organization of this park consists of a superintendent, assistant superintendent, chief clerk and special disbursing agent, clerk accountant, chief ranger, three permanent rangers, general foreman in charge of road maintenance, storehouse clerk and auto mechanic. In addition one temporary clerk-stenographer, one clerk in charge of information bureau and fifteen temporary rangers were employed during the summer season. Temporary labor was employed as needed for construction and maintenance work on roads, trails, buildings, etc. The total personnel varied from eleven persons in the winter to one hundred twenty-five during the height of the summer working season.

WEATHER CONDITIONS

Weather conditions in general were good during the fall, winter and spring, but the summer was unusually cold with many stormy days. The first heavy snowfall of the season occurred on October 4, which closed Fall River Pass to travel for a few days, but mild weather following this storm again opened the pass, which remained open until November 3. The total snowfall for the winter season, recorded at the Estes Park Fish Hatchery, was 128 inches and at Longs Peak Inn, 127.5 inches. In the high mountains the snowfall was much greater than these figures. The snowfall was light during the early winter months, but was heavy during the months of February, March and April, so that the total for the entire winter season was above normal.

TRAVEL

Rangers were on duty at four gateways, namely, Fall River road, Highdrive, Bear Lake road and Grand Lake, from June 12 to September 15, inclusive. The travel count was taken for a period of nine hours per day. The following tabulation shows the actual count and the total estimated travel:

	Total Travel	
	Cars	People
Actual count at four gateways:		
June 12 - 30, inclusive	3,447	11,797
July	12,622	47,179
August	12,097	48,438
September 1 - 15, inclusive	3,533	12,480
Total actual count	31,699	119,894
Estimated:		
Missed by rangers at these entrances during same period, 30 per cent.	9,510	35,968
Travel at other entrances during same period	4,000	40,000
Travel during months of year when no count is kept:		
October, 1926	650	2,500
November, 1926	250	1,000
December, 1926	200	800
January, 1927	150	500
February, 1927	850	3,200
March, 1927	650	2,500

8% increase over last year.

	Total Travel	
	Cars	People
April, 1927	650	2,500
May, 1927	1500	6,000
June 1 - 11, inclusive, 1927	1500	6,000
September 16 - 30, inclusive, 1927	2500	9,000
Total estimated travel	54,109	229,862

The actual count by type of travel is as follows:

	Total Travel	
	Cars	People
Private cars:		
General	22,563	82,047
Camping	4,476	15,051
Repeaters	1,356	3,190
Rocky Mountain Parks Transportation Co. cars	2,080	13,557
Hotel cars	227	692
Rent cars	43	203
Trucks	915	1609
Motorcycles	39	66
Horseback		2849
Pedestrians		630
Total	31,699	119,894

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	People
Fall River road at Horseshoe Park	13,563	52,305-
Highdrive at Deer Ridge	4,265-	17,303
Bear Lake road at Glacier Creek campground	5,485-	21,481
Grand Lake entrance	8,386	28,805-
Total	31,699	119,894

One-third of the private cars entering the park came from States other than Colorado. The proportion of visitors from outside of Colorado is even larger than this, since many Colorado cars carry passengers from other States, and the passengers carried by the Rocky Mountain Parks Transportation Company are largely from other States.

The Fall River road, which is the principal scenic road of the park and one of the highest roads in the country, crosses the Continental Divide and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	People
Grand Lake entrance, inbound travel	6,375-	28,802
Grand Lake entrance, outbound travel	9,045-	32,944
Total	15,420	61,746

The principal travel season in this park is from June 15 to October 1, but there are a few hotels in the immediate vicinity of the park that are open throughout the year, and the park itself is never closed except as weather conditions restrict its accessibility by automobile.

CAMPING

There are four public campgrounds available for use on the east side of Rocky Mountain National Park. A water supply system is under construction at the Aspenglen public campground and at Endovalley campground. A total of 4,476 cars, containing 15,051 people, entered the various gateways of the park with camping equipment.

SNOW REMOVAL ON FALL RIVER ROAD

The work of removing snow from the east side of Fall River Pass began early in May, a steam shovel being employed with double shifts of men so that the shovel worked sixteen hours per day. In the "big drift" east of Fall River Pass the snow on the roadway varied from 15 to more than 20 feet in depth for a distance of 900 feet. It was necessary for the shovel to operate at times beyond the outer edge of the road, supported only on snow, so as to clear a space in which the snow on the roadway could be dumped. In order to complete the work, the shovel made four trips through the deepest portion of the drift. On the western side of the pass a force of men and teams began work on May 27. The hand-shoveling crew and the steam shovel crew met on June 13, a little west of Fall River Pass. A trial trip was made over the pass from Estes Park to Grand Lake on June 14, and the road was opened to the public on June 15. The estimated amount of snow removed from the big drift is 12,500 cubic yards and from the entire road about 100,000 cubic yards. The quantity of snow removed was about the same as in 1926, but considerably more than in the years 1922 to 1925, inclusive.

ROAD CONSTRUCTION AND MAINTENANCE

The reconstruction of 1.8 miles of road on the north side of the Highdrive was completed last fall, and final inspection of the road was made on October 29, 1926, by District Engineer Johnson of the Bureau of Public Roads and Superintendent Toll. The completion of this road included the building of a substantial and artistic masonry bridge across Fall River at Horseshoe Park. Improvement work was also done on a half mile of road on the south side of the Highdrive between the new park boundary and Deer Ridge, which had been in a very unsatisfactory condition. The reconstruction of the Highdrive road left Horseshoe road camp off the Highdrive, and it was necessary to construct a connecting road from this camp to the Highdrive as relocated.

On October 23, 1926, a contract was made with Shields & Platt for the construction of approximately 6.9 miles of the Bear Lake road. The estimated cost of work under this contract is $122,051, and the estimated cost of engineering and other expenses is $12,407. Open weather permitted the contractor to begin work of clearing the right of way almost immediately upon the letting of contract. This work was continued throughout the winter, and all supplies and equipment were hauled in, and some rock shooting and drilling were done in preparation for the heavy construction work which started early in the spring of 1927. The lower two miles of this project, that is, from Tuxedo Park to the lower bridge over Glacier Creek, was sufficiently completed to be used by the public during the month of June.

The usual maintenance work was done on park roads by crews of men working out from five camps conveniently located with reference to the work to be done. Mud slides between the 21 and 22 mile posts on Fall River road necessitated much work on account of their continued movement into the ditch and encroachment on the roadway. Only such maintenance work as was necessary was done on the old Bear Lake road in view of the fact that the road is now being reconstructed in a new location. Three rock retaining walls on the western side of the Fall River road fell before the road was open to travel. They were from 12 to 18 feet in height and from 20 to 80 feet in length. One of them was rebuilt before the road was open to travel, and at the other two locations, the road was widened so that automobiles could pass while the walls were being rebuilt.

There are sixty miles of road in the park.

TRAILS

All trails in the high altitudes were gone over by a small mobile crew and put in shape for summer travel. On the east side of the Deer ~~Ridge~~ Mountain trail some relocations were made in order to eliminate excessive grades and to place the trail in a more scenic location. Some reconstruction work was also done on the west side of Deer Mountain so that all of this trail is now in good condition for horseback travel. The trail to Loch Vale, which was in need of extensive repairs, was worked over and relocated for a considerable distance, in a more scenic location. The Ouzel Falls trail, in Wild Basin, which was begun last year, was completed to a connection with the Bluebird Lake trail. This trail makes Wild Basin more readily accessible from Allens Park, and opens up some attractive country. The trail from Fern Lake to Odessa Lake was reconstructed during the year.

There are 175 miles of trails in the park.

TELEPHONE LINES

The 89 miles of telephone circuits in the park were maintained in service.

BUILDINGS

The relocation of the eastern boundary of the park a year ago made it necessary to move the Fall river entrance gateway. The logs and other materials forming the structure were taken down, and the building was reconstructed at a point near the junction of the High-drive and Fall River roads in Horseshoe Park.

The masonry shelter cabin at the Boulderfield, on the Longs Peak trail, was completed, and was much used by visitors during the season. This shelter is at an elevation of 12,700 feet, and is the highest building in the National Park system, with the exception of the storm shelter at the Keyhole, which is mentioned below. A horse shelter, storeroom and toilets were built at that location during the summer, and will be available for use next year.

A combination bunk and mess house and also a shed-stable were built at the Milner Pass road camp to provide accommodations for men working on roads at that locality. It proved very serviceable from the time of snow removal in the spring until the close of work in the fall.

Two three room cottages were built on the Utility site as quarters for employees.

Work was begun on a ranger station and a road camp building near the Grand Lake entrance. At the end of the season these buildings were nearing completion.

A second shed for the storage of equipment is under construction at the Utility group.

The masonry storm shelter at the Keyhole, at an elevation of 13,200 feet, on the Longs Peak trail, was completed during the year, and afforded shelter from wind and storm to the many visitors at this location. This shelter is a gift from Mr. F.O. Vaille of Denver, in memory of his daughter, Agnes W. Vaille, who died from exposure on Longs Peak, January 12, 1925, and of Hubert Sortland, a member of the rescue party, who lost his life on the same date.

UTILITY SEWER SYSTEM.

A sewage treatment plant at the Utility site, which was begun a year ago, was completed during the past year. This plant consists of a sludge tank, sand filter, chlorination tank and seepage basin. Sewers were also constructed to connect the dwelling quarters and other buildings in the utility group with the treatment plant, and the system is designed to take care of future development at the Pineledge campground.

COLORADO STATE GAME REFUGE

The change in the eastern boundary of the park created an area in the territory eliminated from the park in which the hunting of deer and other game animals would have been legal during the open season. This unfortunate situation was remedied through the passage by the Colorado legislature of an act making the western boundary of the Colorado Game Refuge coincident with the eastern boundary of the Rocky Mountain National Park as relocated.

PARK INSPECTION.

The work of this park was inspected during the year by the following officials: T.C. Vint, Assistant Landscape Engineer, National Park Service; H.B. Hommon, Sanitary Engineer, Public Health Service; A.E. Demaray and N.J. Wilt of the Washington office; Wilson A. Blossom and Charles L. Gable, Inspectors of the Interior Department; and F.E. Cristofane of the General Accounting Office.

EXCHANGE OF LANDS

Through special act of Congress the Government effected an exchange with Mr. Abner E. Sprague, transferring to him a 160 acre tract of land in Glacier Basin on which Sprague's Hotel is located, for two tracts containing 200 acres, and including Lake Mills and The Loch in Loch Vale. These lakes are located in the heart of the park, and their ownership by the government will be an important factor in the development of Glacier Gorge and Loch Vale.

SURVEYS.

Surveys have been made by engineers of the United States Bureau of Public Roads for proposed road construction and reconstruction, including the Fall River road, the proposed Trail Ridge road, Deer Ridge to Hill Creek road and the Moraine Park extension.

The General Land Office had a survey party in the park during the summer working in Twp. 5 N., R. 74 W., re-establishing section corners and relocating the boundary between government land and private property.

HEWES-KIRKWOOD CLAIM

The Secretary of the Interior made a final decision in regard to the Hewes-Kirkwood placer claim, comprising 80 acres in the Longs Peak district, which has long been a matter of controversy. The Secretary's decision was in favor of the government, and the lands in question are now a part of the government land within the park.

FIRES

The park was fortunate in having no large, destructive forest fires during the year. Several small fires, caused by cigarettes, camp fires and lightning, occurred, but in each case were discovered promptly and extinguished before any extensive damage has occurred.

THE "CEDE JURISDICTION" BILL

A bill for an act to cede jurisdiction to the United States, of the territory comprised in the Rocky Mountain and Mesa Verde National Parks was introduced in the Colorado State Legislature at the last session. An active campaign was inaugurated by the Denver Chamber of Commerce in support of this bill, which was also endorsed by the Chambers of Commerce of Estes Park, Lyons, Longmont, Fort Collins, Allens Park and Grand Lake. The bill met with opposition on the part of certain mining and agricultural interests in Boulder and Larimer counties and opponents of the transportation policy in national parks. The legislature finally ceded jurisdiction over Mesa Verde National Park but took no action with reference to Rocky Mountain National Park.

WINTER SPORTS.

The Colorado Mountain Club held its usual ten day winter outing at Fern Lake in February. Snow conditions were excellent. The annual ski tournament which was scheduled for February 15 was postponed on account of insufficient snow.

INSECT CONTROL.

A serious infestation of the Black Hills beetle exists in Larimer and Boulder counties east of the park and in a limited area within the park itself. The Forest Service felled 8,632 infested trees in the Colorado National Forest at a cost of $12,300 in an effort to check this infestation. No funds were available for similar work in the park.

Mosquito control work was continued with the co-operation of the residents of Grand Lake, and very satisfactory results were obtained.

ACCIDENTS AND CASUALTIES

Miss Flora Napier of Denver was killed on June 26 while tobogganing on the snow drift near timberline in Hidden Valley. The accident was caused by the toboggan getting beyond control and striking a tree. Other members of the party on the togobban were rendered unconscious but their injuries did not prove serious.

Congressman William N. Vaile of Denver died of heart failure, at Fall River Pass, on July 2nd.

LONGS PEAK

1721
1700
More than 1600 persons signed the register on the summit of Longs Peak during the year. This is the largest number that has climbed the peak in any year. The cable on the north side of the peak has made this a popular route of ascent. The first wedding on the summit of the peak was held on June 14, in spite of unfavorable weather conditions.

HOTELS AND CAMPS

An annual permit was granted to Robert Collier, Jr. to operate the newly constructed Boulderfield shelter cabin as a small hotel or lodge for the accommodation of those persons climbing Longs Peak who wish not only shelter but meals or lodging.

A temporary building was constructed at Bear Lake Lodge for the sale of refreshments. Fern Lodge was operated as usual.

Construction of a large main building has been begun at Forest Inn.

Two additional two room cottages were built at Grand Lake Lodge during the year. A fire-lane was constructed with the co-operation of the National Park Service, in order to increase fire protection for the Lodge and for the adjacent timbered areas.

In addition to hotels and camps operated under government franchise, there are some 30 hotels and camps on private land, in and near the park. The hotels and camps have a total capacity for about 4,000 guests.

ARRESTS

S.A. Larsen and son were arrested just outside the eastern boundary of the park, charged with killing a deer out of season. They were turned over to the county authorities and as they did not pay the fine of $100 and costs levied against them, they spent 30 days in jail.

see pg 9

WILD ANIMALS

There is no means of getting an exact count of the large animals in the park, but the number is roughly estimated as follows: Deer, blacktail, 3,000; mountain sheep, 400; elk, 200; bears, black and brown, 35.

FUTURE NEEDS

The existing roads in the park should all be made satisfactory to the motoring public and creditable to the government. This will require the reconstruction of some of the existing roads, notably the Fall River road. A road about three miles in length should be constructed in Wild Basin in order to make that large area more accessible to the public. The Moraine Park road should be extended for three miles in order to facilitate access to the attractive country lying at the headwaters of the Thompson river. A road should be constructed from Deer Ridge to Moraine Park and thence to Mill Creek, in order to tie together the various roads within the park.

This park has a splendid opportunity for development as a trail park. The existing trails should all be put in suitable condition and additional trails should be constructed. There is great demand for new trails opening up the country tributary to the Bear Lake road. Various gorges such as Glacier Gorge, Loch Vale and Tyndall Gorge include some of the finest scenic attractions of the park, and are entered each year by an increasing number of persons. The development of trails in this region has not kept pace with the road development. New trails would make these portions of the park accessible to many thousands of additional visitors.

Among the buildings that are needed are: A stable at Horseshoe Park road camp; 2 four room cottages for employees; an enlargement of the warehouse; a lumber and cement storage shed; road camp buildings in the Bear Lake district; a checking station on the Bear Lake road; several shelter cabins; and a community house at one of the campgrounds.

The water supply and sanitation of campgrounds, road camps and other centers of activity should be continued, and the campgrounds should be further developed to make them more useful to the motoring public.

Submitted as a Basis for the Director's Report under "The Year in the Parks".

ROCKY MOUNTAIN NATIONAL PARK

The question of jurisdiction in this park is unsettled. The State Legislature which met in January, 1927, considered a bill to cede jurisdiction over Rocky Mountain National Park and Mesa Verde National Park to the Federal Government. The bill was much discussed, and in the closing hours of the legislature a bill was passed ceding jurisdiction over Mesa Verde National Park, but taking no action with reference to Rocky Mountain National Park. The Congressional Appropriation Committee has taken the stand that further expenditure in the development of roads and trails in this park is not advisable until the question of jurisdiction is definitely settled. This year a tentative allotment of $199,000 for the construction and reconstruction of roads and trails was made to this park, but when the jurisdiction bill failed to pass, the allotment was withdrawn, so that no new construction work under the road budget was undertaken in this park during the present year. Indications are that the Appropriation Committee will not make any further appropriation for the development of roads and trails in the park until the next session of the State Legislature. The future status of the park will probably be determined at that time.

ROAD CONSTRUCTION

A contract under a previous allotment was entered into on October 23, 1926, for the reconstruction of 6.9 miles of the Bear Lake road. The estimated cost of the work under this contract is $122,000. This work is now in progress, and the first two miles of the road are now open to travel, and the work will be completed next summer. With the completion of this contract, Bear Lake will be accessible by an excellent road, and the travel in that portion of the park will be very greatly increased. The construction of 1.9 miles of the High-drive project was completed in a most satisfactory manner last fall, and the road has been heavily traveled during the year.

The Fall River road is much in need of reconstruction in order to bring it up to the standard adopted for roads in national parks, and a few short roads are needed to facilitate access by trails to important regions of the park, which are now not readily accessible. It is unfortunate for this park that the controversy over jurisdiction comes at a time when larger allotments could be obtained for roads and trails, than have previously been available, and when other parks are being more rapidly developed than in the past.

ROAD MAINTENANCE

The Fall River road reaches a maximum elevation of 11,797 feet and is the highest road in the National Park system. In order to have this road open to travel on June 15, the official opening date, a considerable task of snow removal must be successfully accomplished. This year the maximum depth of snow on the roadway exceeded 20 feet. The 7 miles of road east of Fall River pass were opened by a steam shovel with a special snow dipper. Six miles of road on the west side of Fall River pass were opened by hand shoveling. The work was completed in time for the opening of the road on June 15. In four out of the past six years the road has been opened to travel on June 15.

Roads were maintained as usual during the season, and in general were in better condition than in previous years.

TRAILS

The complete trail system planned for this park comprises 325 miles of trail. There are 175 miles of existing trails, though much reconstruction is needed to put the present trails in satisfactory condition. During the year an important trail in the Wild Basin region, known as the Ouzel Falls trail, has been completed, the Loch Vale trail, the trail from Fern Lake to Odessa Lake, and the Deer Mountain trail have been much improved, and the betterment of the North Inlet trail from Grand Lake toward Estes Park has been continued. The construction of new trails is now suspended, awaiting a satisfactory settlement in the matter of jurisdiction.

BUILDINGS

The masonry shelter cabin on the Boulderfield, at the end of the horse-trail leading toward Longs Peak, was completed this year. In view of the large number of people who wish to obtain food or overnight lodging furnished at this location, a permit has been issued to Robert Collier, Jr. to provide such accommodation, in addition to having the building available for shelter, by all who wish it. This building is at an elevation of 12,700 feet and is the highest occupied building in any of the National Parks. It has a sleeping capacity for twelve persons, and on many occasions during the summer it was filled to capacity, by visitors, both during the day time and at night. On more than one occasion persons lost or in distress on Longs Peak received much needed help more promptly than would otherwise have been possible had no assistance been available at the shelter cabin. An unprecedented number of persons climbed Longs Peak during the year, and on one day a hundred persons climbed the peak.

A masonry horse shelter is nearing completion at the Boulderfield, and will supply a need that has been felt for several years, as the horse travel on the trail has been increasing annually. At this elevation, high above timberline, even mid-summer storms are frequently severe, and horses, as well as people, are much in need of shelter from cold winds and sleet storms. These buildings present unusual problems in construction, as all materials except the rock must be packed up on horses or burros from the automobile road for a distance of seven miles and more than three thousand feet in elevation.

A storm shelter, with walls and roof of stone, was constructed, as the gift of Mr. F.O. Vaille, at the Keyhole, on the Longs Peak trail, at an elevation of 13,200 feet. This is the highest building in any of the national parks, and was much appreciated by the many visitors.

At the utility group, near Estes Park, two small dwelling quarters were constructed for employees, and the nucleus of a road camp was built near Milner Pass. The first building of a road camp near the Grand Lake entrance is now under construction, and also a ranger station at the same location.

FUTURE NEEDS

The construction and reconstruction of roads in the park, necessary to complete the road system as programmed, will require the expenditure of approximately $1,750,000. The Fall River road is urgently in need of reconstruction, and this should be the first project to be undertaken.

The completion of the trail system in the park, as planned, will require about $165,000. Among the new trails most needed are those radiating from the new Bear Lake road, as this road gives the closest approach to some of the most spectacular scenery in the park. Most of the finest areas of the park are not to be developed by roads, but should certainly be made accessible by trail.

The development of both roads and trails is now suspended in this park until the wishes of the state, in regard to jurisdiction, are determined.

The park is lacking in dwelling quarters for its employees, and this need should be met as promptly as possible.

Additional road camp buildings are needed in order to house the men and teams that are essential for the regular maintenance of the roads. The present tent camps are inadequate for use during the spring and fall months, when work must be done in spite of storms and adverse weather conditions. A few substantial buildings are needed to complete the road camp units.

The nucleus of shops and other utility buildings near Estes Park has greatly facilitated the efficient handling of the park work, and this group should be made more serviceable by providing the shops and storage facilities that are now lacking.

ANNUAL REPORT

ROCKY MOUNTAIN NATIONAL PARK

1928

September 22, 1928

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

Dear Mr. Director:

In accordance with your instructions, I am mailing you herewith duplicate copy of the Annual Report for this park for the 1928 season. Original of this report was mailed to you on August 27, 1928.

You will find on pages 2, 3 and 4 revised figures for the travel statistics; on page 4 will also be found the figures for camping parties; and on page 8 is a statement of the number of persons climbing Longs Peak this season. Please insert these figures in the original copy sent you previously.

Our travel count ceased at the close of September 15. However, travel has been estimated for the rest of September, and the figures submitted herewith are the complete figures for this season, up to September 30, and it will, therefore, not be necessary for us to send you any telegraphic report on September 30.

Very truly yours,

Thomas J. Allen Jr.
Acting Superintendent.

An
Report

August 27, 1928.

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

Dear Mr. Director:

In accordance with your letter of July 3, there is enclosed herewith the annual report for this park for the year 1928.

Some suggested items for the annual report of the Director are also attached.

It is planned to send you the figures for the travel statistics after the end of the travel count and before October 1.

The photographs submitted with the annual report for last year would be suitable for use this year, and a few additional photographs are attached hereto.

Very truly yours,

RWT/MFS

Roger W. Toll,
Superintendent.

Enclosed:
2 copies of report
photographs

SUGGESTED TOPICS FOR DIRECTOR'S ANNUAL REPORT

The reconstruction of the Bear Lake Road in Rocky Mountain National Park is now completed and crushed gravel surfacing is being placed, so that the road will be in excellent condition for next season.

Further improvement of the roads in Rocky Mountain National Park is suspended pending the ceding of jurisdiction by the state.

The Fall River Road, the highest road of the park system, elevation 11,797 feet, was cut through snow drifts more than twenty feet in depth, and opened to travel on June 14, a day ahead of the scheduled date. Some 91,000 cubic yards of snow were removed from the roadway, most of the work being done by a steam shovel, operating 16 hours per day.

A start was made toward the improvement of the trails in Rocky Mountain National Park, and it is expected to continue this work for several years until the trail system of this park is on the improved standard to which the National Park Service is now working. The popularity of the trails in Rocky Mountain National Park is increasing annually.

During the year a new ranger station, some road camp buildings and other utility buildings were constructed at Rocky Mountain National Park. There is still an urgent need for quarters to house the employees of this park.

The first insect control work that has been done in Rocky Mountain National Park was carried out during the spring months, and a serious infestation of the Black Hills beetle is now believed to be checked.

ROCKY MOUNTAIN NATIONAL PARK

Roger W. Toll, Superintendent, Estes Park, Colo.

ORGANIZATION

The personnel varied from eleven persons in the winter to one hundred fifty at the height of the summer working season. The permanent organization is composed of the superintendent, assistant superintendent, chief clerk and disbursing agent, clerk accountant, chief ranger, three permanent rangers, general foreman, storehouse clerk, and mechanic. Two temporary clerks, fifteen temporary rangers and one park naturalist were employed during the summer season. Temporary labor was employed for construction and maintenance operations on 60 miles of roads, 200 miles of trails, 90 miles of telephone circuit, buildings, etc.

WEATHER

The Fall River Road was closed by snow on October 1, 1927, and remained closed throughout the winter. There was much warm, open weather during the fall months and until late in the autumn, but December was the coldest month that has been recorded in the twelve years that weather records have been kept at the Fish Hatchery. The mean temperature for that month was 17.9 degrees, or 9 degrees below normal, with fourteen nights out of the thirty-one when the thermometer dropped to zero, or below. January was a pleasant month and the rest of the winter showed no unusual weather conditions. The spring was generally cold and wet, and the summer season was late in starting. The snowfall for the winter season, as recorded at the Estes Park Fish Hatchery, was 144 inches, which is above the normal of 121 inches. Ice froze in the village of Estes Park several nights in June. There was some warm, dry weather in July and August, but, on the whole, the summer was rather cool and damp.

TRAVEL

Rangers were on duty at four entrance gateways, from June 13 to September 15, inclusive. The travel count was taken for a period of nine hours per day. The following tabulation shows the actual count, and the total estimated travel:

	Total Travel	
	Cars	People
Actual count at four gateways:		
June 13 - 30, inclusive	4,180	13,045
July	11,779	43,041
August	13,691	51,178
September 1- 15, inclusive	4,335	15,857
Total actual count	33,985	123,121
Estimated:		
Missed by rangers at these entrances during same period, 30 per cent	10,196	36,936
Travel at other entrances during same period	4,000	40,000
Travel during months of year when no count is kept:		
October, 1927	650	2,500
November, 1927	250	1,000
December, 1927	200	800
January, 1928	150	500
February, 1928	900	3,500
March, 1928	700	2,700
April, 1928	650	2,500
May, 1928	1,600	6,000
June 1 - 12, inclusive, 1928	1,500	6,000
September 16 - 30, inclusive, 1928	2,700	9,500
Total estimated travel	57,381	235,057

2a

The actual count by type of travel is as follows:

	Total Travel	
	Cars	People
Private cars:		
General	25,619	91,642
Camping	3,556	11,993
	29,175	103,635
Repeaters	2,101	4,782
Rocky Mountain Parks Transportation Company cars	1,658	10,272
Hotel cars	209	604
Rent cars	62	318
Trucks	745	1,272
Motorcycles	35	49
Horseback		2,002
Pedestrians		187
Total	33,985	123,121

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	People
Fall River Road, at Horseshoe Park	13,412	50,564
Highdrive, at Deer Ridge	4,770	19,842
Bear Lake Road, near Glacier Creek Campground	6,028	21,593
Grand Lake entrance	9,775	31,122
Total	33,985	123,121

One-third of the private cars entering the park came from states other than Colorado. The proportion of visitors from outside of Colorado is even larger than this, since many Colorado cars carry passengers from other states, and the passengers carried by the Rocky Mountain Parks Transportation Company are largely from other states.

The Fall River Road, which is the principal scenic road of the park and one of the highest roads in the country, crosses the Continental Divide and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	People
Grand Lake entrance, inbound travel	9,776	31,124
Grand Lake entrance, outbound travel	10,494	36,042
Total	20,270	67,166

CAMPING

Four public campgrounds are maintained in the park. At two of these, "Aspenglen" and "Glacier Creek," caretakers are stationed during the busy season. New water systems have been installed at Aspenglen and Endovalley and additional toilets installed at the latter locations. Some work has also been done toward a water system for Glacier Creek Camp.

Automobiles with a total of 11,993 persons, entered the park, carrying camping equipment.

SNOW REMOVAL ON FALL RIVER ROAD

The depth of snow removed from Fall River Road was above normal, 1923 being one of the three years of heaviest snowfall in the history of the opening of that road. The work was done this year, as in the past, by the use of a steam shovel on the eastern side, and by men and teams on the western side of the range. For a part of the time, the steam shovel crews worked from 4:00 a.m. to 8:00 p.m., in two shifts, in order to insure the opening of the road on schedule time. The steam shovel began work at a point 11 miles from Estes Park, and the hand shoveling crew began 27 miles from Estes Park, so that some snow removal work was done on 16 miles of the road, while on 9 miles of this distance the work was almost continuous. The steam shovel crew and the hand shoveling crew met at Forest Canyon, two miles west of Fall River Pass, and the road was open to public travel on June 14, one day ahead of schedule. Fresh snow on June 17 and 18 again closed the road, but it was open to travel at noon on June 19. This is the first time that the road has ever been closed by fresh snow, after June 15. The estimated quantity of snow removed from the "Big Drift" is 15,376 cubic yards. It is estimated that the steam shovel removed 76,000 cubic yards of snow, and that approximately 15,000 cubic yards were removed by hand shoveling, giving a total of 91,000 cubic yards of snow removed. The Rocky Mountain Parks Transportation Company donated the excess cost of this work over our allotment. The maximum depth of snow in the "Big Drift" was 21 feet, 9 inches, on the date that the road was opened to travel. The snow at the roadside did not completely disappear until about the middle of August. There is perpetual snow at Fall River Pass, not far from the roadway.

5a

ROADS

General maintenance work was performed on 60 miles of park roads during the year. Included in this was the improvement of several bad curves and narrow places on the Fall River Road.

The new Bear Lake Road built under contract by Shields and Platt of Pueblo, Colorado, was completed during September, 1929. The surfacing of this road with crushed gravel is in progress at present under a separate contract with W. A. Colt and Son. The project covers 6.9 miles of road which was reconstructed under the supervision of the Bureau of Public Roads, Mr. J. W. Johnson, District Engineer and Mr. William L. Lafferty, Resident Engineer.

During the past year several sections of approach roads adjacent to the park, have been improved by county, state and federal agencies.

TRAILS

This park received an allotment for trail construction during the past season, and work was begun on June 14, on the Lawn Lake and North Inlet Trails, and later on the North Side Longs Peak and Thunder Lake Trails. Two and one half miles of trail were reconstructed and relocated on the Lawn Lake Trail, three miles on the North Inlet Trail, and one mile on the Thunder Lake Trail. Three miles of new trail was built from the Loch Vale trail up the north approach to Longs Peak.

Two hundred miles of existing trails were maintained during the year and kept open to travel.

BUILDINGS

A new ranger station, stable and mess house, near the Grand Lake entrance to the park, were completed last fall, and a water system was installed for these buildings.

A new equipment storage shed, and a new gasoline filling station were constructed at the Utility Site.

A frame stable, with log trim, was built at Horseshoe Camp, to take the place of the old building, which had reached a state of collapse.

A road camp consisting of bunk house and stable will soon be under construction on the new Bear Lake Road in order to more efficiently handle maintenance work on that road.

The roof of the stable at Boulder Field, which was demolished by winter storms, was rebuilt.

FIRES

Three fires occurred during the summer season, but all were extinguished before causing any extensive damage. Each of these fires would have proven serious had they not been handled promptly.

INSECT CONTROL

A crew was employed during April and May, in cutting and peeling trees infested with Black Hills beetles. Six hundred fifty trees were treated. The Forest Service also had crews working in the region adjacent to the park. The results were very beneficial in checking the spread of this infestation.

The usual mosquito control work was done in the Grand Lake region, with park funds, supplemented with donations from residents of Grand Lake.

SURVEYS

Locating Engineer Wallace, of the Bureau of Public Roads, ran a survey line for the proposed Wild Basin Road, and started work on the survey of the proposed Deer Ridge-Mill Creek Road.

A field party of the General Land Office was engaged in a resurvey of the western boundary of the park. A resurvey of the eastern boundary had been previously nearly completed.

ANIMALS

Wild animals were seen in their usual numbers, and were generally in good condition. A few more bear were seen than usual. Two fawns which seemed to have been deserted, were cared for by Rangers Moomaw and Finn, and were a source of great entertainment to visitors. There was considerable violation of the state laws in the Colorado State Game Refuge, east of the park, but none of the culprits were apprehended.

There is no means of getting an exact count of the animals in the park, but the number is roughly estimated as follows: Deer, blacktail, 3,000; mountain sheep, 400; elk, 300; bear, black and brown, 35.

ACCIDENTS AND CASUALTIES

Professor George H. Sleight, of Lake Forest University, Illinois, and his son, Virgil G. Sleight, were each shot in the head, while asleep in their camp in Glacier Basin, by an unknown man, without any apparent motive. Fortunately, the shooting was done with a low-powered weapon, and both men recovered from their injuries in a few weeks.

ASCENTS OF LONGS PEAK

The climb of Longs Peak continues to be popular with visitors. More than 1,200 persons signed the register on the summit of the peak during the season.

HOTELS AND CAMPS

Hotel and camp operations were conducted in the park under permit at Grand Lake, at Bear and Fern Lakes, at "the Pool" and at Boulder Field. Grand Lake Lodge constructed ten additional cabins with bath. The Cheley Boys' Camp or Trail School was transferred from Bear Lake to a location outside of the park and the buildings formerly used by the camp were remodeled for the use of Lodge guests. At "the Pool" the new lobby building was practically completed.

WINTER SPORTS

The Colorado Mountain Club held its annual winter outing at Fern Lake, February 18 - 27. About 30 members of the Club participated. A ski tournament was held by the Estes Park Ski Club in December on the slope of Old Man Mountain, near Estes Park.

SANITATION

Samples of water from Fall River, Thompson River and Glacier Creek, both inside and outside the park boundary, as well as water used at the Utility Site, were taken twice a month, during the summer, by the National Park Service and tested by the State Sanitary Engineer. The results of these tests showed that the streams left the area of the park in excellent condition.

EQUIPMENT

Three new Model A Fords, one 1½ ton G.M.C. truck, and three Harley-Davidson motorcycles were purchased to take the place of worn-out equipment. A Rix portable air compressor, as well as tents and camp equipment, were purchased for use in trail construction.

RANGER-NATURALIST SERVICE

Dr. Margaret Fuller Boos, formerly professor of geology at Northwestern University, was on duty during the season as ranger-naturalist. Dr. Boos gave lectures at the various hotels in this vicinity, and conducted nature study trips, on all natural history subjects. This service proved very popular with park visitors. Dr. Boos also edited a series of Nature Notes during the season. Some 40 lectures were given to a total audience of about 3,500 people. Thirty-one field trips were taken. Five educational institutions have conducted science courses in and near the park.

PARK INSPECTIONS

The work of the park was inspected during the year by the following officials: P. A. Kittredge, Chief Engineer, National Park Service; H. B. Hanson, Sanitary Engineer, Public Health Service; Dr. L. I. Hughes, Deputy Chief Engineer, and J. W. Johnson, District Engineer, of the Bureau of Public Roads; Horace M. Albright, Assistant Director (Field), National Park Service; F. L. Conner, Supervisor of Field Accounts, National Park Service; R. H. Slaughter and G. W. Rose, Inspectors of the General Accounting Office; and T. C. Vint, Chief Landscape Architect.

SPECIAL VISITORS

Among the special visitors to the park may be mentioned Mr. Theodore Joslin, Washington correspondent of the Boston Transcript; Major R. Y. Stuart, Chief Forester, U. S. Forest Service; and Senators Gerald P. Nye and Porter H. Dale, of the Senate Public Lands Committee.

OUTSIDE ASSIGNMENTS

During the season the superintendent was assigned to inspect and report on the following proposed national parks, for which legislation had been introduced in the last Congress: Shepherd of the Hills, Missouri; Ouachita, Arkansas; Killdeer Mountains, North Dakota; Roosevelt, North Dakota; and Teton or Badlands in South Dakota. The last two were visited with the Director and the Senate Committee on Public Lands and Surveys.

Superintendent Toll was also assigned to the Washington office during September for work on personnel classification.

M. Mabel Shaffer was assigned to Wind Cave National Park for a week during June, to assist in accounting matters.

Annual Report

1929

September 21, 1929

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

Dear Mr. Director:

Submitted here with is the following data to complete the annual report for this park.

Page 3-b with reference to travel through the Grand Lake entrance.

Pages 3 and 3-a showing figures to be filled in corresponding pages originally submitted.

Page 3-c showing classification of private cars by states.

On page 2 originally submitted, please fill in the following data showing revenues for the fiscal year 1928-29:

Concessioners	1,311.70
Timber sales	69.75
Miscellaneous permits	4,761.16

The last paragraph on page 2 should have "20" filled in the first blank, which shows percentage of increase over last year's figure; and "72.3" in the second blank, which shows the percentage of increase over last year's figure for travel over the Bear Lake road.

The blank space on page 7 should be filled in to read "More than 1,600."

Very truly yours,

Assistant Superintendent.

MMS
enclosure

Year

Revenues Fiscal, 1928-29

Misel.	Timber Sale	Concess.
10.00	5.00	25.00
2.00	7.25	418.02
21.82	10.00	10.00
10.00	25.00	25.00
11.34	11.25	833.68
2.31	11.25	
10.00		
.77		
1.00		
19.08		
42.54		
6.70		
16.13		
1.47		
6.00		
100.00		
1000.00		
2000.00		
1500.00		
4761.16	69.75	1311.70

August 31, 1929

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

Dear Mr. Director:

Submitted herewith in duplicate is the annual report for this park, together with the following photographs showing progress of work.

1. Aspen Cottage, built last fall on the utility site.
2. Bath House on Glacier Basin Campground, built in June, 1929.
3. Bear Lake Road Checking Station, built this season.
4. North Longs Peak Trail, 1929 construction.
5. Lawn Lake Trail, 1929 construction.
6. Lawn Lake Trail, 1929 construction.
7. Bear Lake Road, completed in 1929.
8. Fall River Road, before widening.
9. Fall River Road, after widening, 1929 season.

Very truly yours,

Superintendent.

MMS
enclosure

ROCKY MOUNTAIN NATIONAL PARK

Edmund B. Rogers, Superintendent, Estes Park, Colorado

JURISDICTION

The outstanding event of the past year for Rocky Mountain National Park was the ceding of jurisdiction to the federal government, by the State of Colorado, over the area within the boundaries of the park. The Act passed the state legislature on February 15, and jurisdiction was accepted by Act of Congress approved by President Coolidge on March 2, 1929. While the park was created by Act of Congress in 1915, the matter of ceding jurisdiction was neglected until two or three years ago, when the question came up in connection with transportation over the Fall River Road. Jurisdiction, however, has not been assumed, pending the appointment of a United States Commissioner for the park by the Department of Justice.

ADMINISTRATION

On February 1, 1929, Superintendent Roger W. Toll was transferred to Yellowstone National Park, and Edmund B. Rogers was appointed superintendent of Rocky Mountain National Park, effective February 2. Thos. J. Allen, Jr., former assistant superintendent of this park, was transferred on November 2 to the superintendency of the Hawaii National Park. John C. Preston, former chief ranger, was promoted to the assistant superintendency of this park. The permanent staff consists of eleven - superintendent, assistant superintendent, four rangers, two clerks, general foreman, auto mechanic and storehouse keeper. The increased business of the park taxed the capacity of the office force during the summer season. The superintendent maintained headquarters in Denver during the winter, as has been the custom for a number of years, where direct contact may be had with the Bureau of Public Roads and other agencies closely associated with the national park work.

Cash appropriations allotted to the park for the fiscal year 1928-29 were as follows:

Regular Park appropriation			93,500.00
Donations:	Mosquito control	273.15	
	Bath House	1,000.00	
	Snow removal	3,500.00	4,773.15
Total Roads and Trails funds allotted to this park (including 333,000 unappropriated) from the establishment of the road budget to June 30, 1929			637,858.75

Revenues

Concessioners	1,311.70
Timber sales	69.75
Miscellaneous permits	4,761.16

OUTSIDE ASSIGNMENTS

Superintendent Toll spent the month of October in the Washington office on personnel classification work. He also visited the proposed Shenandoah and Great Smokies National Parks.

TRAVEL

Tourist travel into Rocky Mountain National Park shows an increase of 20 per cent. over last year's figures. All gateways report increased motor travel, but the most noticeable gain has been counted at the Bear Lake entrance where an increase of 72.3 per cent. over last year's figure is shown. This is due to the completion of the new primary road from the park boundary to Bear Lake, which makes it possible for the motorist to drive to the high, rugged country over a standard eighteen foot, gravelled road on which the maximum grade is seven per cent.

TRAVEL (continued)

Rangers were on duty at four gateways from June 15 to September 15, inclusive. The travel count was taken for a period of nine hours per day. The following tabulation shows the actual count, and the total estimated travel.

	Total Travel	
	Cars	Persons
Actual count at four gateways:		
June 15 to 30, inclusive, 1929	5,276	17,721
July, 1929	14,213	51,557
August, 1929	17,765	64,977
September 1 to 15, inclusive, 1929	4,163	13,905
Total actual count	41,417	148,160
Estimated:		
Missed by rangers at entrances during same period, 30 per cent.	12,425	44,448
Travel at other entrances during same period	4,800	48,000
Travel during months when no count is kept:		
October, 1928	650	2,600
November, 1928	300	1,000
December, 1928	200	800
January, 1929	150	500
February, 1929	250	1,000
March, 1929	500	2,000
April, 1929	650	2,500
May, 1929	1,550	6,000
June 1 to 14, inclusive, 1929	1,550	6,000
September 16 to 30, inclusive, 1929	3,240	11,400
Total estimated travel	67682	274,408

The actual count by type of travel is as follows:

	Total Travel	
	Cars	Persons
Private cars:		
General	33397	118565
Camping	3060	10353
Repeaters	2342	4896
Rocky Mountain Parks Transportation Company cars	1493	9510
Hotel cars	184	489
Rent cars	53	257
Trucks	840	1743
Motorcycles	48	63
Horseback		2014
Pedestrians		220
Total	41417	148160

by states page 3c

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	Persons
Fall River Road, at Horseshoe Park	15761	58716
Highdrive, at Deer Ridge	4797	19029
Bear Lake Road, near Glacier Basin Campground	10074	32216
Grand Lake	10785	38199
Total	41417	148160

TRAVEL (continued)

The Fall River Road, which is the principal scenic road of the park, and one of the highest roads of the country, crosses the Continental Divide, and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	Persons
Grand Lake entrance, inbound travel	10,785	33,199
Grand Lake entrance, outbound travel	12,719	39,319
Total	23,504	72,518

CLASSIFICATION OF PRIVATE CARS BY STATES

Private automobiles representing 47 states, District of Columbia, Alaska and five Canadian provinces passed through Rocky Mountain National Park during the season of 1929, as follows:

State	No. of Cars	State	No. of Cars
Alabama	18	New York	240
Arizona	95	Nebraska	2,841
Arkansas	60	Nevada	11
California	616	North Carolina	11
Colorado	21,618	North Dakota	51
Connecticut	32	Ohio	380
Delaware	3	Oklahoma	1,005
District of Columbia	31	Oregon	11
Florida	68	Pennsylvania	195
Georgia	9	Rhode Island	4
Idaho	16	South Carolina	2
Illinois	2,042	South Dakota	113
Indiana	360	Tennessee	79
Iowa	1,206	Texas	1,622
Kansas	2,619	Utah	90
Kentucky	42	Virginia	18
Louisiana	40	Vermont	6
Maine	4	Washington	90
Maryland	13	West Virignia	11
Massachusetts	73	Wisconsin	193
Michigan	336	Wyoming	547
Minnesota	184	Alaska	1
Mississippi	10	British Columbia	2
Missouri	1,655	Ontario	9
Montana	32	Saskatchawan	3
New Jersey	74	Nova Scotia	1
New Mexico	86	Alberta	1
		Total	38,799

INFORMATION SERVICE

Fifteen hundred people have been served at the information office at the administration building during the 1929 season. Approximately fifteen thousand free government publications - maps and information pamphlets - have been distributed by this office. Four hundred ninety-one government publications, totaling in value $99.50, and one hundred thirty-one private publications, totaling in value $39.10, were sold through this office during the year.

ROAD CONSTRUCTION

Surfacing of the newly reconstructed Bear Lake Road, begun under contract last season, was completed and accepted July 23, 1929. A contract for the oiling of this highway was let late in the season. Parking spaces at the Glacier Gorge junction and at Bear Lake were constructed under force account.

Bids for the contract on the construction of the 17.2 mile standard highway along Trail Ridge from Deer Ridge to Fall River Pass were advertised for September 4, 1929. Clearing and a small amount of grading are expected to be completed before the winter shut-down. The new road will take the travel which now traverses the eastern side of the Fall River Road, the grades and curves of which are such that it cannot accommodate the heavy travel. The Trail Ridge Road will also have more scenic qualities, in that it follows the crest of the ridge while the present road follows the valley.

TRAIL CONSTRUCTION AND MAINTENANCE

The construction of standard trails which was begun last year was resumed this season. Construction during the season on the North Longs Peak Trail was carried 7,000 feet; Lawn Lake Trail, 20,000 feet; Thunder Lake Trail, 6,000 feet; North Inlet Trail, 3,600 feet; and Storm Pass Trail, 1,300 feet; making a total of approximately seven miles of standard new trail. A nature trail was constructed around Bear Lake, and it is believed this trail will prove very popular with those interested in nature study.

Assistant Engineer A. van V. Dunn, of the National Park Service Field Headquarters, was assigned to this park during the 1929 season, to supervise trail construction and make a study of the trail needs of the park. This park does not have a resident engineer, and Mr. Dunn's assistance is very much appreciated.

There are 175 miles of trail maintained throughout the park.

BUILDINGS

A new cottage for employees was built at the utility site in the fall of 1928. We now have five cottages at the utility site. These have been named for trees common in the park - Pine, Spruce, Cedar, Juniper and Aspen.

A mess hall and stable were constructed on the Bear Lake Road.

During the spring of 1929 a checking station was constructed on the Bear Lake Road, and a stable is nearing completion on the west side of the Fall River Road.

A bath house was built on the Glacier Basin Campground. One thousand dollars of the cost of this building was donated by the Highlander Boy Foundation, an organization with headquarters in Denver, which sends annually from 600 to 800 boys into the park for their summer encampment.

A concrete frost-proof cellar, with sleeping quarters above, was constructed at the superintendent's residence.

Toilet buildings were erected in the following locations: two at the top of Fall River Pass, four in Glacier Basin Campground, and two in Longs Peak Campground.

WATER SUPPLY AND SANITATION

A complete water system was installed on the Glacier Basin Campground during the 1929 season and four public toilets installed. Seven thousand feet of three-inch pipe was laid from Boulder Brook to the campground and Bear Lake checking station, and one thousand feet was laid to the new Bear Lake road camp.

Sanitary Engineer H. B. Foxmon, of the U. S. Bureau of Public Health Service, spent a short time in the park at the time this work was begun, and it was finished under the supervision of Mr. Dunn.

The water lines at the utility site, which froze up very badly last winter, were buried four feet to prevent future freezing, and an electric pump was installed in an insulated room in the machine shop to replace the gravity system heretofore used.

PROTECTION

On October 22 the permanent ranger force of three rangers was increased by the appointment of an additional ranger. During the winter, a patrol was established for the protection of animals and park property. This is the first year that regular patrol work has been done in this park during the winter months, as the force previously was too small. The position of chief ranger has been vacant since the promotion of John C. Preston to the position of assistant superintendent on March 21, 1929.

During the summer fifteen temporary rangers were employed for checking of visitors, patrol of roads and trails, care of campgrounds, enforcement of regulations, fire lookout and general protection.

ANIMALS

Park animals are in good condition and seem to be increasing in numbers. Elk have been seen in herds numbering fifty to seventy-five animals and signs of this animal have been noted in the north-eastern part of the park where they have been seldom seen previous to this year. Deer frequently came down into the village of Estes Park during last winter. There has been a decided increase in the number of bears reported seen by visitors. After the lapse of many years, timber wolves have been reported in this region, there being four cases in widely separated localities inside of two weeks. The timber wolf is a highly objectionable animal which was thought to have become entirely extinct in this section of Colorado.

The estimated number in the park, of black tail deer, is 3,500, mountain sheep 450, elk 300, and bear 45.

FIRES

The extremely dry weather the early part of the summer created a serious fire hazard. Practically all of the fires of the year occurred during the last two weeks of June. During that period there were four fires in the park and in addition, park men assisted in fighting one fire on private lands and two on Forest Service lands. The only fire of the year which did any considerable damage was the one which started on the western slope of Twin Sisters Mountain on the afternoon of Sunday, June 23. This fire burned over approximately sixty acres of lodgepole pine before it was under control the following morning. About two hundred men were employed on this fire and the cost to the government for hire of men, purchase of supplies, loss of tools and equipment was in the neighborhood of one thousand dollars.

ACCIDENTS

There was only one fatal accident in the park during the year. On August 18 Charles W. Thiemeyer of Denver, while attempting to climb the precipitous east face of Longs Peak in company with Dr. and Mrs. Arthur Stafcher of Boulder, lost his hold and fell to the bottom of the precipice, many hundreds of feet below. His two companions tried to complete the climb but were forced by darkness and the presence of ice to spend the night exposed to freezing weather on the side of the cliff. They were rescued the next day by rangers.

The ascent of Longs Peak continues to be one of the most popular climbs in the park. The shelter cabin on the Boulderfield has proven a boon to climbers who wish to make the climb in installments. More than 1,600 persons registered in the book kept on top of the peak for that purpose.

The first ascent of the peak was made by three students from the Colorado Agricultural College, who ascended the peak on December 31 and returned safely on January 3. Extremely stormy weather necessitated their spending three nights at the shelter cabin on the Boulderfield. These winter excursions and the dangerous climb up the east face of Longs Peak are not encouraged by the National Park Service.

WINTER SPORTS

The annual winter outing of the Colorado Mountain Club was held at Fern Lodge February 16 to 24, about fifty members of the club attending the outing. Snow conditions were excellent.

EDUCATION

Educational activities were in charge of the ranger-naturalist, who delivered lectures all during the season at the various hotels and other public places in the park and vicinity, and conducted field trips the following morning from the same location. During the summer the naturalist delivered fifty lectures attended by 5,520 persons, and conducted thirty-seven trips with a total attendance of 1,286. Approximately one thousand persons visited the small museum collection on exhibition in the administration building. It will thus be seen that approximately 8,000 persons took advantage of the educational facilities offered by this park. This is abut double the number recorded last year. Seven universities and colleges conducted field courses in this region during the summer and in September two hundred members of the Kansas Geologic Association were piloted through the park by the naturalist on the last lap of their two-weeks field conference.

Nature News Notes were prepared by the naturalist twice a month and given to people interested.

SNOW REMOVAL

Snow removal work on the Fall River Road began on April 24 and continued until June 15 when the road was officially opened for travel. As usual, this work was done by a steam shovel on the eastern side of Fall River Pass and by men and teams on the western side. This year a steam shovel operated in one shift with crews working overtime instead of in two shifts as was done last year. There was more snow on the western slope this spring than usual and hand shoveling was necessary beginning at Grand Lake. Approximately 100,000 cubic yards of snow were removed. This is a larger volume of snow than usual, the increase being principally on the western side. A large proportion of the expense of this work was borne by donation from The Rocky Mountain Parks Transportation Company. The annual snow removal work continues to be one of our most serious problems.

WEATHER

Beautiful autumn weather prevailed until Thanksgiving day when the first heavy snow of the season occurred. During December, January and February, the park shivvered and froze through one of the coldest, if not the very coldest, winters that this region has ever known. The eastern slope had its full share of wind and the western slope had more than its share of snow. Spring arrived late. June was very dry, July very wet, and August warm and dry. On the whole, the summer season was very pleasant and weather conditions most favorable for travel.

ROAD MAINTENANCE AND IMPROVEMENT

The heavy rains during July were very hard on the roads, both inside of the park and those approaching the park; although no serious wash-outs occurred, and the roads were kept passable.

On June 9 the bank of Copeland Lake, which was of glacial formation, gave way due to overloading and washed out about 150 feet of roadway just below the lake. This lake is outside the park and was used as water supply for the town of Longmont. The town of Longmont repaired the road, which is one of the approaches to the park; but the lake, which was a popular mirror for the high peaks, was destroyed.

About 700 feet of roadway on the Fall River Road, at the beginning of the long ascent above Endovalley Campground, was widened so as to make two-way travel possible. This stretch of road has been dangerously narrow heretofore.

The park maintains sixty miles of high, mountain roads, reaching a maximum elevation of 11,797 feet.

TELEPHONE LINES

The Bear Lake Ranger Station telephone line was reconstructed on a new location out of sight of the road, from Sprague's Hotel to the Ranger Station.

The government owns and maintains sixty-one miles of telephone line and thirty-three stations.

SIGNS

Four thousand thin metal boundary signs, reading "National Park Boundary Line - Hunting Prohibited," were placed along the park boundary at intervals of approximately one hundred yards.

Forty trail and road signs were placed along trails and roads during the season.

EQUIPMENT

A one and one-half ton G.M.C. truck and an Indian motorcycle with side car have been added to park equipment from regular park funds. Two Rix air compressors, two rock drills and some tents and other small equipment were purchased from Roads and Trails funds for use in trail construction. A typewriter, filing case and mimeograph machine were purchased for office use.

MOSQUITO CONTROL

Mosquito control work was carried on in the vicinity of Grand Lake under the direction of Ranger McLaren, and the residents of that district express their satisfaction with the work and their desire to have operations continued from year to year. Control was more difficult than usual on account of the wet spell in July. Inasmuch as some of the area treated is outside the boundaries of the national park, the local residents contribute funds toward this work equal to the amount provided by the government.

CAMPING

The government maintains five free public campgrounds, all of which are equipped with running water and toilet facilities. There are two campgrounds on the Fall River Road - Aspenglen at the boundary of the park four miles from Estes Park Village, and Endovalley at the head of Horseshoe Park; Pineledge Campground is on the Utility Group tract, Longs Peak at the base of the Longs Peak Trail, and Glacier Basin on the Bear Lake Road.

FISH HATCHERY

The Estes Park Fish Hatchery was completely rebuilt and enlarged during the year and is now one of the most up-to-date hatcheries in the country. This hatchery is outside of the park boundary, but is a chief source of supply for fish for park streams and lakes. The hatchery has a capacity of 3,000,000 fish and is several times larger than the old building which it replaced.

OFFICIAL VISITORS

Inspection of park activities were made at various times during the year by thefollowing national park officials: Horace M. Albright, Director; Thos. C. Vint, Chief Landscape Architect; Merel S. Sager, Asst. Landscape Architect; Fred L. Conner, Supervisor of Field Accounts; Frank A. Kittredge, Chief Engineer; A. van V. Dunn, Assistant Engineer.

The following officials of the Bureau of Public Roads visited the park for the purpose of inspecting road construction projects: Dr. L. I. Hewes, Deputy Chief Engineer; J. S. Bright, Construction Engineer, of San Francisco; A. E. Palen, Acting District Engineer; L. A. Hamilton, Office Chief Locating Engineer, of Denver.

H. B. Howson, Sanitary Engineer, of the U. S. Public Health Service, was in the park in connection with the work of his department.

OTHER SPECIAL VISITORS

Other distinguished visitors to the park who might be mentioned were Dr. Hubert Work, former Secretary of the Interior; Dr. and Mrs. Frank B. Castler and Dr. Vernon Kellogg of the Advisory Board on Educational Work of the National Park Service; C. T. Trowbridge, first superintendent of Rocky Mountain National Park, and Carl E. Harriman, former Editor in Chief of the Ladies Home Journal.

SUGGESTIONS FOR DIRECTOR'S REPORT:

JURISDICTION

The State of Colorado ceded jurisdiction over the area within the boundaries of Rocky Mountain National Park, by Act of legislature on February 15, 1929, signed by Governor Adams on February 19; and jurisdiction was accepted by Act of Congress approved March 2, 1929. A bill for this purpose was defeated in the state legislature two years previously. Development of the park, which was retarded until jurisdiction was ceded to the federal government, is now going ahead.

EDUCATIONAL DEVELOPMENT

Rocky Mountain National Park is among those offering lectures on natural history subjects, and nature guiding. Several schools have conducted field trips in the park in connection with the study of botany and other nature subjects. While the park has no special building for this purpose, much material has been accumulated, and it is hoped to have a much needed building in the near future.

WINTER SPORTS

The comparatively mild, open winters of Colorado make winter sports increasingly popular in the park. The Colorado Mountain Club held its annual outing in the park in February, with headquarters at Fern Lodge.

FISH PLANTING

The Colorado state hatchery near Rocky Mountain National Park was enlarged recently, and fish for stocking within the park are available from this agency. Lake Mills, closed to fishing for three years, was opened to fishing August 1, 1929.

SANITATION

Mosquito Control work was carried on in the vicinity of Grand Lake by the National Park Service, with the cooperation of the local community.

SUGGESTIONS FOR DIRECTOR'S REPORT (continued)

ADMINISTRATION

Roger W. Toll was transferred February 1 to Yellowstone National Park and was succeeded by Edmund B. Rogers as superintendent of Rocky Mountain National Park. Thos. J. Allen, Jr., was promoted to the superintendency of Hawaii National Park, and John C. Preston was appointed assistant superintendent in Rocky Mountain Park to succeed him.

ROADS

During the summer the surfacing contract on the newly reconstructed Bear Lake Road was completed under the supervision of the Bureau of Public Roads. Late in the season, bids were asked for the construction of the Trail Ridge Road from Deer Ridge to Fall River Pass, a distance of 17.2 miles.

TRAILS

The trail construction program which began last year was continued, and approximately seven miles of standard trail were built in the 1929 season.

FIRE PREVENTION

An unusually dry June resulted in a serious fire hazard. Of the several fires which occurred within, and in the vicinity of, the park, only one - on the west slope of Twin Sisters Mountain - assumed serious proportions. This fire burned over an area of sixty acres.

October 14, 1929

207-01.4

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

Dear Mr. Director:

Attached is a report covering the progress of operations in this park during the present season. It is my understanding that this report is to be used in connection with hearings on the 1931 estimate of appropriations before the sub-committee of the House Appropriations Committee.

Enclosed are photographs of many of the construction projects during the past working season.

Very truly yours,

Superintendent.

JCP:MMS
enclosure

REPORT OF PROGRESS AND OPERATION

Covering 1929 Season

BUILDING CONSTRUCTION

Bear Lake Checking Station

This building of log construction, one story, 2 rooms, was completed in July at a cost of $1,500. This building furnishes quarters for two rangers, one serving as checker at the entrance, and the other as motorcycle patrolman on the Bear Lake road.

Shower and Wash House - Glacier Basin Campground

A donation of $1,000 was received from the Highlander Boys Foundation of Denver, Colorado, for the construction of a wash house on the Glacier Basin Campground. The building was completed by June 15. It is of log trim construction, 20' x 45' in size, with one partition, cement floor, connected with drain and equipped with wash troughs. This combination shower and wash house will be used by the Highlander Boys during their encampments, and at other times will be available for use by the public. Water for this purpose is piped through 7,000 feet of 3" pipe from Boulder Brook.

Timber Creek Stable

During the first week of September, this $2,000 stable was completed. The building is located near Timber Creek, 11 miles north of Grand Lake, on the Fall River road. It is of log trim construction, has space for eight head of horses, approximately 15 tons of hay and storage for road maintenance equipment. This is the first building of a road camp that is planned for this point.

Fir Cottage - Utility Group

This new $4,000 employee's residence is under construction at the Utility Group. It is a six room frame building, with 4 rooms, sun porch and bath on the lower floor, and space for two bed rooms upstairs.

TRAIL CONSTRUCTION

A total of $32,000 was appropriated for trail work in this park for new construction for 1929-30. Of this amount, $25,000 was used for actual construction and $7,000 for purchase of equipment.

Assistant Engineer Dunn was detailed from the San Francisco office in connection with trail construction in the park for the season.

Following is a statement of work completed to date:

North Longs Peak Trail

This trail leaves the Bear Lake road at the Glacier Gorge junction, and will, when complete, offer a new approach from the north to Longs Peak. When finished, the trail will be approximately 9 miles in length. 5,450 feet of trail was constructed during the summer of 1929; with work accomplished last year the trail to date is 50% complete.

Lawn Lake Trail

When completed, the trail will be approximately 6 miles in length. This trail leaves the Fall River road near the Fall River gateway, following Roaring River northward to Lawn Lake. Work on the present trail started during the summer of 1928. At present the trail is 95% complete. During the summer, 18,000 feet of trail was constructed, and unless weather conditions prevent it construction will be completed this fall.

Wild Basin - Thunder Lake Trail

One of the most splendid regions in the park is the Wild Basin area, south of Longs Peak and east of the continental divide. Thunder Lake is one of the many lakes in the region. This year 5,215 feet of trail was built, and with work completed last year the trail now stands 60% complete.

North Inlet - Flattop Mountain Trail

Construction and relocation of this trail has been carried on for the past two seasons. All work to date has been done on the western slope. During the present season 4,020 feet of trail was built. This trail is a principal one in so far that it is the only one which crosses the continental divide in a direct line between Estes Park on the east and Grand Lake on the west.

Nature Trail

A 2,200 foot nature trail, foot path only, was built around Bear Lake during the summer.

ROADS

Bear Lake Road

W. A. Colt and Son, of Las Animas, Colorado, contractors on the surfacing of the Bear Lake road, completed this work during the latter part of July. This project was under the supervision of the Bureau of Public Roads.

During September, under contract, the New Mexico Construction Company, of Denver, completed dust proofing the Bear Lake road. This 7 mile stretch of oiled gravel road is a beautiful piece of highway and is decidedly the best in the park or in this region.

Trail Ridge Project

The early part of September, a contract was awarded to W. A. Colt and Son, contractors, for project 1-B Trail Ridge - Fall River Pass Road. This project is 17.2 miles in length, the bid of the contractor being $393,674. Camp has been established in Hidden Valley at the lower end of the project. Approximately one mile of right of way has been cleared, and excavation has been made for the bridge at the first stream crossing. Considerable equipment is on the job, and, with favorable weather conditions, much should be accomplished this fall.

Road Improvement

Even with the completion of the Trail Ridge road, there is no doubt that the present Fall River road will be maintained as such as far as Chasm Falls. With this in mind 700 feet of roadway above Endovalley Campground was widened during the early part of the season. It is now possible for two cars to pass at any point between Endovalley Campground and Chasm Falls.

Parking Areas

Parking areas were constructed under force account at the Glacier Gorge junction on the Bear Lake road and near Bear Lake at the end of the Bear Lake road project. Travel on this new road has increased so rapidly that the new areas for parking were quite necessary. The parking space at Glacier Gorge junction will accommodate approximately 100 cars. That at Bear Lake will care for approximately 350 cars.

CAMPGROUND DEVELOPMENT

Special attention was given to Glacier Basin Campground during the season. With the completion of the new Bear Lake road, travel has increased considerably and this 25 acre campground has proven the most popular in the park. During the season 7,000 feet of 3" pipe was laid from Boulder Brook to the campground, and several pit toilets were built. In addition to furnishing water for the campground, the line will serve the Highlander Boys camp and the Bear Lake checking station.

EDUCATIONAL SERVICE

During the season, educational work was carried on by Acting Park Naturalist Dr. Margaret Fuller Boos. More than 50 lectures on various nature subjects were given. Thirty-seven trips, aggregating more than 200 miles on foot, were conducted. Volume 2, numbers 1 to 5 inclusive, of Nature Notes of Rocky Mountain National Park, were issued. Educational work of this nature has proven quite successful, hundreds of people having taken advantage of the lectures, guide books and collections.

TRAVEL COUNT

Tourist travel into Rocky Mountain National Park shows an increase of 20% over last year's figures. All gateways report increased motor travel, the most noticeable gain being counted at the Bear Lake entrance, where an increase of 72.3% over last year's figures is shown. This is due to the completion of the new primary road from the park boundary to Bear Lake. The total estimated count for the year being 474,408 persons. Private automobiles representing 47 states, District of Columbia, Alaska and five Canadian provinces passed through the park during the season.

INFORMATION SERVICE

During the season of 1929, 1,500 people were served at the information office at the administration building. Approximately 15,000 free government publications - maps and information pamphlets, have been distributed by this office.

JCRMMS

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

OCT -4 1929

The Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

Sir:

Reference is made to Service letter of July 18 requesting operating and progress report covering the present season's operations in the park for use in connection with the hearings on the 1931 estimates of appropriations before the Sub-committee of the House Appropriations Committee. This report was called for not later than October 1. It is requested that this report be submitted at the earliest possible date.

Sincerely yours,

A. E. Demaray

Acting Associate Director.

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

JUL 22 1929

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

WASHINGTON

JUL 18 1929

Mr. Edmund B. Rogers,
Superintendent, Rocky Mountain National Park,
Estes Park, Colorado.

Dear Mr. Rogers:

This letter should be placed in your suspense file and brought to your attention about September 15 for reply to this office, to be received not later than October 1.

Annually, when the officers of the Service appear before the subcommittee of the House Appropriations Committee in defense of the estimates of appropriations, Chairman Cramton usually requests certain information, outside of the written justifications prepared in advance, concerning the season's operations, particularly as to the progress of approved construction projects.

In order that the Director may have in concise form data in anticipation of questions that may be asked by the Chairman, your report for Rocky Mountain should briefly cover -

Individual construction projects, with photographs.

Particularly cover improvement of camp grounds.

A statement of progress of work under Roads and Trails, with photographs of interesting features. This statement should of course include the status of the Trail Ridge project.

A brief statement regarding travel, educational services rendered or any other matters that you think might be of interest to the Committee should be included.

Sincerely yours,

A. E. Demaray

Acting Director.

CC Director Albright.

Annual Report

1930

ADDRESS ONLY
THE DIRECTOR, NATIONAL PARK SERVICE
WASHINGTON, D. C.

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON

JUL 16 1930

The Superintendent,
Rocky Mountain National Park,
Estes Park, Colorado.

Sir:

The Service has had a call from the Secretary of the Interior for the submission of the Director's Annual Report for 1930 at the earliest practicable date, and not later than October 1.

Out of the total number of printed pages allowed by Congress for the Annual Reports of the Secretary of the Interior and the various bureau chiefs (1,250 pages), 159 pages have been allotted to the National Park Service, including the index but exclusive of any illustrations. This is about twenty pages less than the 1929 Annual Report of the Director. It has been necessary to limit the amount of space allotted to the field officers accordingly.

Five pages have been allotted to your report. When printed in 8-point solid type, there will be 1,000 words to the page, but you should allow for 1,000 words in text for each page devoted to tables. Where headings are used, preceded and followed by a blank space, it should be remembered that they will occupy the space of three full lines.

In the preparation of the report, please be guided by the inclosed mimeographed instructions dated July 3, 1930. Especially note paragraph 1 of the instructions, headed "Special Requirements." Several of the field reports in the past have come in on letter-size paper instead of the 8 by 12½ size specified. Please be sure to observe this requirement, and also use heavy paper for the original as the printers have difficulty in handling the thin paper.

The official park season for the purposes of the Annual Report is from October 1 to September 30, inclusive, and travel statistics should be submitted for this period. As stated in the attached instructions, telegrams giving total number of visitors and total number of automobiles entering the park for the year must be wired to the Service the night of September 30, and duplicate pages containing complete travel figures must be placed in the mail not later than October 1.

Absence of the superintendent or custodian from his official post on leave will not serve as an excuse for neglecting to submit the report or the travel data by wire. If absence is planned, make arrangements to have the material submitted on schedule.

In connection with your travel statistics in the report, please include a statement regarding the number of motorists entering the park in private automobiles and the number of people using the public camp grounds. The travel figures should be as complete as possible, since the Service receives many requests for travel data regarding the various parks. Information as to the number and location of free public camp grounds, the approximate number and condition of the wild animals, and the total number of miles of roads, trails and telephone lines in the park should also be included, as these are matters of public interest.

It is suggested that where necessary to cut the report to keep within the desired length, data regarding matters of local maintenance be summarized in a general statement, omitting details not of general interest. This would apply to painting and repairs to buildings of both the Government and the operators and other such matters.

Your report should be submitted in duplicate, and should be mailed not later than September 1. This is imperative.

Photographs showing progress of work on new construction should also be included for use in the report.

Please also submit brief statement concerning any special features of park administration or development that you believe should be discussed by the Director in his personal report to the Secretary.

Sincerely yours,

Arno B. Cammerer

Inclosure 11383

Acting Director.

UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service
Washington

OFFICE ORDER No. 166
(Revised)

July 3, 1930.

PREPARATION OF ANNUAL REPORTS—1930 EDITION

In the preparation of the annual reports of the various superintendents, custodians, and field officers at large, to be included in the 1930 Annual Report of the Director of the National Park Service to the Secretary of the Interior, it is directed that the following requirements be observed:

1. Special Requirements.—Use plain, heavy paper, 8 x 12½ inches in size, and write on only one side of the sheet, in lines that are double or triple spaced. Use single spacing only for quoted matter that includes several lines. Leave a margin of at least two inches at the top of the page, an inch at the left, and at least an inch at the bottom. Indent paragraphs 6 spaces.

Each page should begin and end with a paragraph. This is a requirement of the Government Printing Office, to expedite the work of handling both copy and proof.

If new matter must be inserted it should be written on a separate sheet and pasted in at the proper place. Sheets so pasted together should not be longer than 12½ inches. Room for wide tables may be obtained by pasting additional sheets at the side only, but this should not be done in making additions to text. Copy for tables should under no conditions be crowded; it is not necessary that the whole of a table appear on one sheet.

Number pages consecutively at the top. Page 1 of your report manuscript should be headed in the manner shown in the individual reports printed in Appendix C of the 1929 Annual Report, pages 60 to 176.

To obtain uniformity in copy, the several topics treated in the report should be separately headed, in capital letters. Subheadings should be in small letters, with minor subheadings thereunder underscored and used to start the paragraphs to which they relate. The name of the park, at the beginning of the report, should be in all capitals, underscored.

Reports should be clipped together and not fastened with special fasteners or binders making holes in the paper. There is no need for special covers, as these are taken off in the Washington Office when the reports are reviewed and edited.

All numbers, when first word in a new sentence, should be spelled out. Dates should read "June 30, 1930," or "June 30." Do not use th, rd, etc., after dates unless the month is omitted, as "the 30th." Several of the parks ignored this particular instruction last year.

Capitalize names of rivers, roads, etc., as Carbon River Road, Fall River Pass. Do not capitalize the word park in such phrases as "the wild animals in the park."

(over)

Be sure that all statistical data submitted are correct, particularly the totals of tables. As the reports all come in at the last minute and have to be read, edited, and assembled very hurriedly, at the same time that data for the Director's portion of the report is being secured and put into shape, it is impracticable for the office to check all totals. We must be able to assume that the data as submitted are correct.

2. Travel Statistics.—Tables showing travel should be included, omitting only final figures for insertion later. On September 30 a telegraphic report should be made to the Service showing totals from October 1 of the previous year to and including September 30 of the year for which report is made. This telegram must not be overlooked. Duplicate pages, containing tables with complete final figures inserted, must be placed in the mail not later than October 1. The travel wire need contain only the total number of visitors and the total number of automobiles for the year ended September 30. Other travel figures may be supplied on the duplicate pages of the report to be mailed October 1.

Out-of-season travel should be included in all travel statements, and unusually large numbers of visitors due to attendance at pageants and other special events should be counted.

Motorcycles should be counted with automobiles in the totals wired in at the end of September.

In order to secure uniformity in the travel statistics available in the Annual Report, such statistics should be submitted as nearly as possible in the form used in the 1929 Yellowstone report. More detailed travel information should be issued in the form of a press memorandum, as is now done by a number of the parks at the end of the travel season.

3. General.—Report on fiscal matters should be made for the fiscal year ended June 30, 1930. All other matters, such as travel, construction, conditions in the parks, etc., should be for the travel year ended September 30, 1930. In this connection note the second paragraph of the first page of the Director's 1929 report

While the report must necessarily be concise, it should contain data respecting all matters of special interest which transpire during the year, from both an administrative and public-interest point of view. Matters of local interest only should be eliminated where it is necessary to conserve space.

4. Transmittal.—The report must be forwarded in duplicate to the Service not later than the close of September 1, except in the cases of Hawaii and Mount McKinley National Parks, and the Sitka National Monument. These should be mailed in time to reach Washington by the end of the first week in September.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER.

ARNO B. CAMMERER,

Acting Director.

July 3, 1930.

UNITED STATES
DEPARTMENT OF THE INTERIOR
National Park Service
Washington

OFFICE ORDER No. 166
(Revised)

July 3, 1930.

PREPARATION OF ANNUAL REPORTS—1930 EDITION

In the preparation of the annual reports of the various superintendents, custodians, and field officers at large, to be included in the 1930 Annual Report of the Director of the National Park Service to the Secretary of the Interior, it is directed that the following requirements be observed:

1. Special Requirements.—Use plain, heavy paper, 8 x 12½ inches in size, and write on only one side of the sheet, in lines that are double or triple spaced. Use single spacing only for quoted matter that includes several lines. Leave a margin of at least two inches at the top of the page, an inch at the left, and at least an inch at the bottom. Indent paragraphs 6 spaces.

Each page should begin and end with a paragraph. This is a requirement of the Government Printing Office, to expedite the work of handling both copy and proof.

If new matter must be inserted it should be written on a separate sheet and pasted in at the proper place. Sheets so pasted together should not be longer than 12½ inches. Room for wide tables may be obtained by pasting additional sheets at the side only, but this should not be done in making additions to text. Copy for tables should under no conditions be crowded; it is not necessary that the whole of a table appear on one sheet.

Number pages consecutively at the top. Page 1 of your report manuscript should be headed in the manner shown in the individual reports printed in Appendix C of the 1929 Annual Report, pages 60 to 176.

To obtain uniformity in copy, the several topics treated in the report should be separately headed, in capital letters. Subheadings should be in small letters, with minor subheadings thereunder underscored and used to start the paragraphs to which they relate. The name of the park, at the beginning of the report, should be in all capitals, underscored.

Reports should be clipped together and not fastened with special fasteners or binders making holes in the paper. There is no need for special covers, as these are taken off in the Washington Office when the reports are reviewed and edited.

All numbers, when first word in a new sentence, should be spelled out. Dates should read "June 30, 1930," or "June 30." Do not use th, rd, etc., after dates unless the month is omitted, as "the 30th." Several of the parks ignored this particular instruction last year.

Capitalize names of rivers, roads, etc., as Carbon River Road, Fall River Pass. Do not capitalize the word park in such phrases as "the wild animals in the park."

(over)

Be sure that all statistical data submitted are correct, particularly the totals of tables. As the reports all come in at the last minute and have to be read, edited, and assembled very hurriedly, at the same time that data for the Director's portion of the report is being secured and put into shape, it is impracticable for the office to check all totals. We must be able to assume that the data as submitted are correct.

2. Travel Statistics.—Tables showing travel should be included, omitting only final figures for insertion later. On September 30 a telegraphic report should be made to the Service showing totals from October 1 of the previous year to and including September 30 of the year for which report is made. This telegram must not be overlooked. Duplicate pages, containing tables with complete final figures inserted, must be placed in the mail not later than October 1. The travel wire need contain only the total number of visitors and the total number of automobiles for the year ended September 30. Other travel figures may be supplied on the duplicate pages of the report to be mailed October 1.

Out-of-season travel should be included in all travel statements, and unusually large numbers of visitors due to attendance at pageants and other special events should be counted.

Motorcycles should be counted with automobiles in the totals wired in at the end of September.

In order to secure uniformity in the travel statistics available in the Annual Report, such statistics should be submitted as nearly as possible in the form used in the 1929 Yellowstone report. More detailed travel information should be issued in the form of a press memorandum, as is now done by a number of the parks at the end of the travel season.

3. General.—Report on fiscal matters should be made for the fiscal year ended June 30, 1930. All other matters, such as travel, construction, conditions in the parks, etc., should be for the travel year ended September 30, 1930. In this connection note the second paragraph of the first page of the Director's 1929 report

While the report must necessarily be concise, it should contain data respecting all matters of special interest which transpire during the year, from both an administrative and public-interest point of view. Matters of local interest only should be eliminated where it is necessary to conserve space.

4. Transmittal.—The report must be forwarded in duplicate to the Service not later than the close of September 1, except in the cases of Hawaii and Mount McKinley National Parks, and the Sitka National Monument. These should be mailed in time to reach Washington by the end of the first week in September.

PLEASE ACKNOWLEDGE RECEIPT OF THIS ORDER.

ARNO B. CAMMERER,

Acting Director.

July 3, 1930.

Data for Annual Report to be supplied ~~after~~ Sept. 30, 1930

Telegram giving top Visitors & top autos, must be wired to the Service Wt. of 9/30-30

3-a, 3-b, 3-c, 3-d

Duplicate pages containing tables with complete final figures inserted, must be mailed not later than 10/1-30.

Page	Line	Data
2	5 from bottom	No people
2	3 " "	" pub.
2	2 " "	Value "
3	3 from top	No people
3	1st underlined	% increase
8	3	No. Campers
8	4	" "
10	2 fr bottom "Fauna"	No fish
10	Last line under "	Location

1206 A

CLASS OF SERVICE DESIRED

DOMESTIC		CABLE	
TELEGRAM		FULL RATE	
DAY LETTER		DEFERRED	
NIGHT MESSAGE		NIGHT LETTER	
NIGHT LETTER		WEEK END LETTER	

Patrons should check class of service desired; otherwise message will be transmitted as a full-rate communication.

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT — J. C. WILLEVER, FIRST VICE-PRESIDENT

CHECK

ACCT'G INFMN.

TIME FILED

Send the following message, subject to the terms on back hereof, which are hereby agreed to

(NIGHT LETTER COLLECT)

Estes Park, Colorado
October 2, 1930

DIRECTOR NATIONAL PARKS
WASHINGTON, D. C.

TOTAL PERSONS TWO HUNDRED FIFTY FIVE THOUSAND EIGHT HUNDRED SEVENTY FOUR

AUTOMOBILES SEVENTY THREE THOUSAND ONE HUNDRED ONE COMPLETE REPORT MAILED

LAST FRIDAY

ROGERS

(MMS)

WESTERN UNION MESSENGERS ARE AVAILABLE FOR THE DELIVERY OF NOTES AND PACKAGES

TELEGRAM

Form 1–080

OFFICIAL BUSINESS

GOVERNMENT ..... RATE
(Day or night.)

VIA ..... TELEGRAPH CO.

DEPARTMENT OF THE INTERIOR (Recd. on phone by MMS, from Boulder, 3:15 p.m., 10/2-30) I 88014

BUREAU OR OFFICE OF .....

Washington, D. C. (Place.), 10/2-30 (Date.), 192.... A. M. / P. M.

To Supt., R.M.N.P. .....

WIRE TOTAL NUMBER VISITORS ALSO NUMBER AUTOMOBILES YOUR PARK 1930

DEMARAY

Charge: .....
(Insert name of office to which bill should be presented for payment.)

Appropriation: .....

PAID ..... By SENDER
(Insert "In cash," if so paid.)

From .....
(Name of sender.)

6—6413

.....
(Title of sender.)

Dept. Iden. Card No. .....

Rec'd payment: $ ..... Operator: .....

ALL MESSAGES TAKEN BY THIS COMPANY ARE SUBJECT TO THE FOLLOWING TERMS:

To guard against mistakes or delays, the sender of a message should order it repeated, that is, telegraphed back to the originating office for comparison. For this, one-half the unrepeated message rate is charged in addition. Unless otherwise indicated on its face, this is an unrepeated message and paid for as such, in consideration whereof it is agreed between the sender of the message and this company as follows:

1. The company shall not be liable for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the unrepeated-message rate beyond the sum of five hundred dollars; nor for mistakes or delays in the transmission or delivery, or for non-delivery, of any message received for transmission at the repeated-message rate beyond the sum of five thousand dollars, *unless specially valued;* nor in any case for delays arising from unavoidable interruption in the working of its lines; nor for errors in cipher or obscure messages.
2. In any event the company shall not be liable for damages for mistakes or delays in the transmission or delivery, or for the non-delivery, of any message, whether caused by the negligence of its servants or otherwise, beyond the sum of five thousand dollars, at which amount each message is deemed to be valued, unless a greater value is stated in writing by the sender thereof at the time the message is tendered for transmission, and unless the repeated-message rate is paid or agreed to be paid, and an additional charge equal to one-tenth of one percent of the amount by which such valuation shall exceed five thousand dollars.
3. The company is hereby made the agent of the sender, without liability, to forward this message over the lines of any other company when necessary to reach its destination.
4. Domestic messages and incoming cable messages will be delivered free within one-half mile of the company's office in towns of 5,000 population or less, and within one mile of such office in other cities or towns. Beyond these limits the company does not undertake to make delivery, but will, without liability, at the sender's request, as his agent and at his expense, endeavor to contract for him for such delivery at a reasonable price.
5. No responsibility attaches to this company concerning messages until the same are accepted at one of its transmitting offices; and if a message is sent to such office by one of the company's messengers, he acts for that purpose as the agent of the sender.
6. The company will not be liable for damages or statutory penalties in any case where the claim is not presented in writing within sixty days after the message is filed with the company for transmission.
7. It is agreed that in any action by the company to recover the tolls for any message or messages the prompt and correct transmission and delivery thereof shall be presumed, subject to rebuttal by competent evidence.
8. Special terms governing the transmission of messages according to their classes, as enumerated below, shall apply to messages in each of such respective classes in addition to all the foregoing terms.
9. No employee of the company is authorized to vary the foregoing.

THE WESTERN UNION TELEGRAPH COMPANY
INCORPORATED
NEWCOMB CARLTON, PRESIDENT

CLASSES OF SERVICE

TELEGRAMS

A full-rate expedited service.

NIGHT MESSAGES

Accepted up to 2:00 A.M. at reduced rates to be sent during the night and delivered not earlier than the morning of the ensuing business day.

Night Messages may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such night messages at destination, postage prepaid.

DAY LETTERS

A deferred day service at rates lower than the standard telegram rates as follows: One and one-half times the standard night letter rate for the transmission of 50 words or less and one-fifth of the initial rates for each additional 10 words or less.

SPECIAL TERMS APPLYING TO DAY LETTERS:

In further consideration of the reduced rate for this special Day Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

A. Day Letters may be forwarded by the Telegraph Company as a deferred service and the transmission and delivery of such Day Letters is, in all respects, subordinate to the priority of transmission and delivery of regular telegrams.

B. This Day Letter is received subject to the express understanding and agreement that the Company does not undertake that a Day Letter shall be delivered on the day of its date absolutely, and at all events; but that the Company's obligation in this respect is subject to the condition that there shall remain sufficient time for the transmission and delivery of such Day Letter on the day of its date during regular office hours, subject to the priority of the transmission of regular telegrams under the conditions named above.

No employee of the Company is authorized to vary the foregoing.

NIGHT LETTERS

Accepted up to 2:00 A.M. for delivery on the morning of the ensuing business day, at rates still lower than standard night message rates, as follows: The standard telegram rate for 10 words shall be charged for the transmission of 50 words or less, and one-fifth of such standard telegram rate for 10 words shall be charged for each additional 10 words or less.

SPECIAL TERMS APPLYING TO NIGHT LETTERS:

In further consideration of the reduced rates for this special Night Letter service, the following special terms in addition to those enumerated above are hereby agreed to:

Night Letters may at the option of the Telegraph Company be mailed at destination to the addressees, and the Company shall be deemed to have discharged its obligation in such cases with respect to delivery by mailing such Night Letters at destination, postage prepaid.

No employee of the Company is authorized to vary the foregoing.

FULL RATE CABLES

An expedited service throughout. Code language permitted.

DEFERRED HALF-RATE CABLES

Half-rate messages are subject to being deferred in favor of full rate messages for not exceeding 24 hours. Must be in language of country of origin or of destination, or in French. This class of service is in effect with most European countries and with various other countries throughout the world. Full particulars supplied on application at any Western Union Office.

CABLE NIGHT LETTERS

An overnight, low-rate service for plain language communications. The language of the country of destination may be employed, if the Night Letter service is in operation to that country. Subject to delivery at the convenience of the Company within 24 hours if telegraphic delivery is selected. Delivery by mail beyond London will be made if a full mailing address is given and the words "Post London" are written after the destination. Rates vary according to country of destination; minimum charge based on 20 or 25 words.

WEEK-END LETTERS

At still lower rates. Similar to Night Letters except that they are accepted up to midnight Saturday for delivery Monday morning, if telegraphic delivery is selected. Rates vary according to country of destination; minimum charge based on 20 or 25 words.

August 28, 1930

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

Dear Mr. Director:

Submitted herewith in duplicate is the annual report for this park, together with the following photographs showing progress of work.

Utility Group (panoramic view mounted)

1. North Longs Peak Trail - 4' standard above timberline
2. Shadow Mtn. Fire Trail on 18" standard
3. Fall River Trail - 4' standard at low elevation
4. Thunder Lake Trail - 3' secondary trail without compressor work
5. A dry rock wall on the North Inlet Trail
6. Onahu Creek Bridge on Fall River Road, being reconstructed
7. Bunk House at Milner Pass Road Camp
8. Storehouse on Utility Site, enlarged in 1930
9. Excavation for Information Office on Administrative Site
10. View from about station 600 on new Trail Ridge Road, looking east
11. Construction on section B - Trail Ridge - Fall River Pass project

Data to fill in the blank spaces will be forwarded as soon as same can be ascertained.

Very truly yours,

Superintendent.

MMS
enclosure

(1st + 3d sent to Director)

(About 3000 words exclusive of Tables)

ROCKY MOUNTAIN NATIONAL PARK

Edmund B. Rogers, Superintendent, Estes Park, Colorado

GENERAL

The authorized permanent staff of Rocky Mountain National Park, with the park naturalist position authorized this year, consists of 13 - superintendent, assistant superintendent, chief ranger, 4 rangers, 2 clerks, general foreman, auto mechanic and storehouse keeper. The park naturalist position has not been filled. On April 1, Assistant Chief Ranger McLaughlin of Yellowstone was transferred to Rocky Mountain as chief ranger to fill the vacancy created in March, 1929, by the promotion of John C. Preston to assistant superintendent. During the summer season the force was increased by an engineer from Field Headquarters, 2 clerks, 16 rangers and an assistant mechanic. Other officers who spent some time in the park during the year are Fire Control Expert J. D. Coffman, Assistant Accountant E. W. Tillett, Chief Landscape Architect T. C. Vint, Junior Landscape Architect C. E. Peterson, Director H. M. Albright, Assistant Secretary John H. Edwards, Sanitary Engineer H. B. Hommon of the U. S. Public Health Service, Messrs. F. E. Cristofane, E. F. Inbody and J. D. Denit of the General Accounting Office, Chief Accountant Noble J. Wilt, Chief of Control Accounts August J. LaCovey, N. P. S. Photographer Geo. A. Grant, Chief Engineer Frank A. Kittredge, and Deputy Chief Engineer L. I. Hewes of the Bureau of Public Roads. The superintendent and one clerk maintained winter headquarters in Denver, where the office was also shared by Superintendent Roger W. Toll of Yellowstone Park.

On June 21, 1930, a bill introduced by Congressman Edward T. Taylor of Colorado, was approved, authorizing the President, upon recommendation of the Secretary of the Interior, to revise the boundaries of Rocky Mountain National Park within certain defined limits by proclamation. The additions to the park authorized by this Act comprise a total of 35.2 square miles, and the areas concerned lie in the Grand Lake and Never Summer Range districts on the west boundary of the park, and the Fall River and Big Thompson Valleys on the eastern slope of the Continental Divide.

In accordance with this Act the President, by proclamation signed July 17, 1930, added to the park the Never Summer Range area comprising 22.1 square miles. This addition is one of great scenic qualities and consists of a beautiful U-shaped valley embracing the headwaters of the Colorado River and extending on three sides to the crest of the Continental Divide, a series of rugged, glaciated, snow-covered peaks.

No fatal or serious accidents occurred during the year.

Cash appropriations allotted to the park for the fiscal year 1929-30 were as follows:

Regular park appropriation		92,360.00
Donations:		
Mosquito control	249.61	
Snow removal	1,066.80	1,316.41
Roads and Trails funds allotted to this park (including $152,000 unappropriated) not included in previous report		578,600.05 (detail attached)
Total		672,276.46

Revenues received were as follows: (detail attached)

Concessions	4,075.92
Donations	1,539.95
Timber sales	145.58
Miscellaneous	249.76
Total	6,011.21

INFORMATION AND EDUCATION

1447 people were served at the information office in the administration building. Sixteen thousand free Government publications - maps and information pamphlets - were distributed by this office. 638 Government publications, totaling $ 171.00, and 211 private publications, totaling $75.15 in value, were sold through this office during the year.

UNITED STATES

DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE

ROCKY MOUNTAIN NATIONAL PARK

ESTES PARK, COLO.

OFFICE OF THE SUPERINTENDENT

REVENUES

Fiscal Year 1930

Concessions:		
Rocky Mountain Lodges	1,966.68	
R. M. P. Trans. Co.	2,074.24	
Forest Inn	25.00	
Timberline Cabin	10.00	4,075.92
Donations:		
For Mosquito Control	473.15	
For Snow Removal	2,000.00	~~2,473.15~~
Timber Sales:		145.58
Miscellaneous:		
Auto Tours	101.00	
Lost Government Property	10.00	
Sale of Govt. Stores	26.88	
Sale of worn out trucks	95.00	
Arbuckle Reservoir Co., use of house &c	10.00	
Mtn. States Tel. Co., toll calls on Fall River Telephone Line	6.88	249.76
Total Revenues:		6,944.41

Amt. reported in 1929 Annual Report, as funds allotted to R.M.N.P. (incl 333,000 unappropriated) from est. of Road Budget to June 30, 1929 637,858.75

This is amt. shown as as cost limitation in "Costs" col. of Stat E & C for June 1929, and does not include equipment 23,760.18
or closed out projects (June 1929) 7,731.87
Amt. should have been reported as: 668,850.80

Tot. Cost & Eq limi. as per
June 1930 Stat. E. & C. 1,028,872.92
Amt Closed out prev to 6/30-29
7,731.87
" " since 6/30/29
Aug 1929 28,314.77
Feb 1930 151,539.24 179,854.01 187,585.88
1,216,458.80

Prev. reported 637,858.75
To be reported as of 6/30/30 (incl 152,000 unapprop.) 578,600.05

Educational activities were handicapped due to the lack of a naturalist. However, nature trips were conducted by the rangers stationed at Bear Lake, in which 867 people participated; and three issues of "Nature Notes" were published and distributed. A new booklet on "Birds and Plants of Rocky Mountain National Park" was published for sale at 50¢ a copy; plants by Information Clerk Ruth E. Ashton, and birds by Dean Babcock, a former ranger and local artist. The other publications on sale are "Evergreens of Colorado" by Longyear, "The Evergreens of Rocky Mountain National Park" by Smoll, "The Small Mammals of Colorado" by Warren, "The Mountain Peaks of Colorado" by Toll, "Mountaineering in Rocky Mountain National Park" by Toll, "Geologic Story of Rocky Mountain National Park" by Lee, "The National Parks Portfolio" by Yard, "Oh Ranger" by Albright and Taylor and "Roads and Trails of Rocky Mountain National Park" by Close.

An effort is being made toward accumulating a reference library for Rocky Mountain Park. During the past season 57 books were acquired for this purpose, some of which were purchased, but most of which were donated by friends of the park. These books are primarily on the subjects of natural and local history.

TRAVEL

The number of park visitors this year is 6.7 % less than last year. Rangers were on duty at four gateways from June 15 to September 15, inclusive. The travel count was taken for a period of 9 hours per day. Although there is no entrance fee, the practice of stopping all cars at the park entrances was inaugurated this season. The primary object of the change was to give the Park Service a contact with the visitors that heretofore has been lacking and to convey to both the visitors and the local people the feeling of the existence of a national park. The result has been highly satisfactory.

The following tabulation shows the actual count, and the total estimated travel.

	Total Travel	
	Cars	Persons
Actual count at four gateways:		
June 15, to 30, inclusive, 1930	5,873	19,627
July, 1930	15,958	55,839
August, 1930	19,179	68,367
September 1 to 15, inclusive, 1930	4,146	12,983
Total actual count	45,156	156,816
E stimated:		
Travel outside nine hours checking period, June 15 to Sept. 15. 26 percent.	13,095	40,772
Travel at other entrances, June 15 to Sept. 15. 13 percent.	3,780	19,786
Travel during months when no count is kept:		
October, 1929	700	2,600
November, 1929	150	500
December, 1929	170	500
January, 1930	190	600
February, 1930	160	500
March, 1930	300	1,000
April, 1930	600	2,000
May, 1930	2,300	8,000
June 1 to 14, inclusive, 1930	3,500	12,800
S eptember 16 to 30 inclusive, 1930	3,000	10,000
Total estimated travel	73,101	255,874

The actual count by type of travel is as follows:

	Total Travel	
	Cars	Persons
Private cars:		
General	37,623	131,581
Camping	1,873	6,506
Repeaters	3,149	7,344
Rocky Mountain Parks Transportation Company cars	1,159	7,069
Hotel cars	258	891
Rent cars	19	137
Trucks	1,023	1,674
Motorcycles	52	75
Horseback		1,347
Pedestrians		192
Total	45,156	156,816

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	Persons
Fall River Road, at Horseshoe Park	17,209	61,473
Highdrive, at Deer Ridge	5,448	19,654
Bear Lake Road, near Glacier Basin Campground	10,292	37,843
Grand Lake	12,207	37,846
Total	45,156	156,816

The Fall River Road, which is the principal scenic road of the park, and one of the highest roads of the country, crosses the Continental Divide, and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	Persons
Grand Lake entrance, inbound travel	12,206	37,822
Grand Lake entrance, outbound travel	12,597	40,967
Total	24,803	78,789

Private automibles representing 48 states, District of Columbia, Alaska, Hawaii, Panama and four Canadian provinces passed through Rocky Mountain National Park during the season of 1930, as follows:

State	Cars	State	Cars
Alabama	11	New York	338
Arizona	143	Nevada	22
Arkansas	60	North Carolina	8
California	946	North Dakota	30
Colorado	21,201	Ohio	464
Connecticut	37	Oklahoma	1,262
D elaware	3	Oregon	23
District of Columbia	33	Pennsylvania	181
Florida	54	Rhode Island	20
Georgia	15	South Carolina	5
Idaho	32	South Dakota	128
Illinois	1,933	T ennessee	40
Indiana	371	Texas	1,206
Iowa	1,236	Utah	100
Kansas	2,636	Vermont	6
Kentucky	36	Virginia	3
Louisiana	67	Washington	36
Maine	3	West Virginia	14
Maryland	22	Wisconsin	235
Massachusetts	52	Wyoming	615
Michigan	276	Alaska	1
Minnesota	220	Hawaii	12
Mississippi	30	Panama	2
Missuuri	1,966	Alberta	3
Montana	41	Manitoba	3
Nebraska	3,142	Ontario	5
New Hampshire	3	Saskatchawan	2
New Jersey	112	Total	39,548
New Mexico	103		

CONSTRUCTION

Roads

Construction is now in progress on the 17.2 mile project from Deer Ridge to Fall River Pass, which is to supersede the present eastern portion of the Fall River Road. This work is being done under a contract let late last season to W. A. Colt and Son of Los Animas, Colorado, under the direction of the Bureau of Public Roads. Five steam shovels are in use, and work is going forward from both ends of the project. Due to the abnormally mild winter, construction was carried on throughout the past winter. The work is approximately 40% completed.

The west side Fall River project of 10 miles, running from Fall River Pass to the Colorado River has been advertised and it is expected that the contract will be let and construction begun before the close of the present season.

Trails

Approximately 11 miles of trail have been completed during the season. The work was scattered over a number of routes in order to complete trails started last year while also starting three new and much-needed routes.

Last year's trail work was continued as follows:

North Longs Peak Trail, 1½ miles, to a junction with the trail from the Hewes-Kirkwood Inn to the Boulder Field. This trail offers a direct route from Bear Lake to Longs Peak. Storm Pass Trail, ¼ mile, to an intersection with the old trail, making last year's construction serviceable. Thunder Lake Trail, 3/4 mile, to Thunder Lake, its objective until such time as it may be continued across the Continental Divide. North Inlet Trail, 1 3/4 miles, to the shelter cabin near timberline on Flattop Mtn. Further construction, continuing this trail across the Continental Divide to Bear Lake, will be postponed until a more adequate loop system is completed on the Grand Lake side.

The following new trails were started and completed as follows:

Glacier Creek Trail, 1 mile. The portion between Glacier Gorge Junction and Bear Lake is complete and takes the horse travel off of the upper mile of the Bear Lake Road. Work is being pushed on the portion from Glacier Gorge Junction to the northern end of the Storm Pass Trail, which, when completed next year, will free another three miles of the Bear Lake Road of horse travel. Nymph Lake Trail, ½ mile. It is planned to continue this trail to Dream Lake next year. Fall River Trail, 2 miles. This much-needed trail from Estes Park to Horseshoe Park and Deer Ridge was completed from the Old Man Ranger Station of the Forest Service to a point on the Deer Mtn. Trail, and work was started on the route to the Aspenglen Campground. Shadow Mtn. Trail, 3¼ miles. A good grade of fire trail was completed from the Pole Creek Road to the top of Shadow Mtn. where a fire lookout building will be erected next year. It is already proving popular with park visitors.

Considerable complication arose by receiving only half of the trail allotment before July, as it necessitated the purchase of additional equipment well along in the season. Compressors, which had to be made in San Francisco, were not received until August. However, by concentrating all available forces on the new work as the crews completed the earlier portions, it was possible to leave very few "blind ends." The question of maintenance is being given special attention on the new trails. A small crew has been out all summer resurfacing the work of last year so that bogs and scour will not reach the proportions which they have in the older trails. Location of trails now under construction and those programmed for next season, as well as reconnaissances for the construction and relocation of the rest of the trail system in the years to follow were made by survey crews during the summer under the direction of Assistant Engineer Dunn of the San Francisco office.

Buildings

During the fall of 1929 an employee's cottage was built at the Utility Site and named Fir Cottage. This is the sixth cottage at this location. During the summer of 1930 a bunk house was built at the Milner Pass Road Camp on the Fall River Road, a shelter cabin was built at Thunder Lake, an addition was made to the storehouse at the Utility Site, and an information office begun on the administrative site.

MAINTENANCE

Roads

There are about 60 miles of road in, and maintained by, the park exclusive of the Deer Ridge- Fall River Pass project now under construction. The Bear Lake Road which was completed last season and treated with oil has this season been given further oil treatment. The narrow bridge across Onahu Creek on the west side of the Fall River Road was replaced with a new log structure. Roadside cleanup work was done on the Bear Lake, West Side Fall River and Highdrive roads, and an effort made to heal and replant the old road scars.

Trails

There are about 185 miles of trail in the park. The necessary maintenance work to keep all trails open to horse traffic was carried on. Many of the old, sub-standard trails are not adequate for the present heavy travel and the cost of maintenance on them is high.

Telephone

This park has approximately 95 miles of pole line, on which the usual maintenance work was done. About 3½ miles of emergency line was built from the Grand Lake Ranger Station to the temporary Shadow Mtn. fire lookout above Grand Lake.

Signs

During the year various new and replacement road, trail and name signs were placed in the park for the convenience of the visitors.

PUBLIC UTILITIES

The public is served by the following operations:

Transportation by motor. The Rocky Mountain Parks Transportation Company operates busses on schedule from Denver, Longmont, Loveland, Lyons, Boulder, Fort Collins and Greeley, to Estes Park and Grand Lake, as well as over all roads in the national park.

Hotels, camps and lodges. The Rocky Mountain Lodges, Inc., operates, under lease from the Government, Grand Lake Lodge, located near Grand Lake; and the Estes Park Chalets and the Stanley Hotels outside the park, near the village of Estes Park. A lodge at Bear Lake, which is reached by the new Bear Lake Road completed last year, and one at Fern Lake, which is reached by trail from Moraine Park, are operated by The Front Range Lodges, Inc. F. D. Tecker operates Forest Inn at "The Pool" between Moraine Park and Fern Lake. At the Shelter Cabin on the Boulder Field, Robert Collier, Jr., provides meals and lodging to those who wish to climb Longs Peak in easy stages. There are also about 45 hotels, camps and lodges located on patented land in the park and vicinity, which are privately operated.

SADDLE HORSES

There is no concession for the operation of saddle liveries. Horses are supplied by privately operated corrals. This means of enjoying the park increases in popularity from year to year, and at present it is estimated that there are some 1,500 horses in use in the park and immediate vicinity.

CAMPING

Of the five free public campgrounds maintained by the Park Service, two - Aspenglen and Glacier Basin - are in charge of caretakers. The number of campers using these during the 1930 season are as follows: Aspenglen 4815 persons. Glacier Basin 2863 persons. The Longs Peak Campground is located on the eastern slope of Longs Peak, at the end of the automobile road, and is used chiefly by those who climb the peak; Pineledge, located about 2½ miles from Estes Park, is used mostly by campers who prefer to be near the village; and Endovalley, about 9 miles up the Fall River Road, is used largely by fishermen, and campers on their way across the range. A number of large parties have utilized the camping facilities of the park during the season, the largest of which is the Highlander Boy Foundation which uses Glacier Basin Campground each June, with 600 to 800 boys in camp.

SNOW REMOVAL

Snow removal work on the Fall River Road was begun May 1 and continued until June 15, when the road was officially opened for travel. Comparatively little snow removal work was necessary west of the Continental Divide, and the big drift just east of Fall River Pass, which last year was 30 feet deep was only 19 feet deep this year. Practically all the snow removal work was done this year by steam shove, as the snow conditions made it practicable to clear the road across Fall River Pass early enough to continue on down toward Milner Pass, a section that had in previous years been shoveled by hand. While last year this work cost more than in any previous year, this year the cost was only about half as much as usual.

INSECT CONTROL

Owing to an early spring, mosquito control work in the vicinity of Grand Lake was begun on April 17. It was continued to July 1. Inasmuch as some of the area treated is outside the boundaries of the national park, the local residents contribute funds toward this work equal to the amount provided by the Government. This work greatly reduces the one undesirable feature of the Grand Lake district.

The infestation of Black Hills beetles has reached a harmless minimum in the park. Rangers cut and peeled 20 infested trees during the year. The Forest Service had crews working in regions adjacent to the park during May and early June.

EQUIPMENT

Two new model A Fords with pick-up bodies were purchased in June. Other equipment purchased includes 1 Cletrac grader and scarifier, 2 model AA Ford dump trucks, 1 model AA Ford 1½ ton truck with stake body. Two Rix portable air compressors, as well as tents and camp equipment were purchased for use in trail construction. Fire fighting equipment purchased, includes hand tools for 8 6-man tool caches, 1 50-man cache and 1 25-man cache. One new type N Pacific pumper was purchased for use in the park.

APPROACH ROADS

Last fall Elkhorn Avenue, the main street in Estes Park Village, was oil processed, which effected a considerable improvement in this street.

The Bear Lake Road between the Wind River junction and the park boundary was graded and straightened by Larimer County during the summer. Boulder and Larimer Counties widened and improved the curvature at several points on the North St. Vrain Road between Lyons and Estes Park.

The State Highway Department continued the grading and crushed rock surfacing of the Grand Lake - Granby Road which is the west approach to the park. This work is now about 80% completed from Grand Lake to the junction with the Victory Highway (US40N).

FIRES AND FIRE PREVENTION

During the month of June a serious fire hazard was experienced. Eight fires occurred, but all were extinguished without causing much damage. Following June, an unusually wet season developed and no fires occurred. Park rangers assisted Forest Service officials in combating three fires in the adjoining national forests during the year.

The Twin Sisters Mtn. fire lookout was continued, and a new one on Shadow Mtn. was established to serve the area west of the Continental Divide during the summer months. A patrol was inaugurated on the North Fork of the Thompson River to supply fire protection in the north end of the park.

FAUNA

Wild animals were seen in increasing numbers and were in good condition. Early in the season evidence of scabies was noted in several herds of mountain sheep. This, however, appears to have cleared up during the summer. Under protection there appears to be a definite tendency for the elk, sheep and deer to remain in increasing numbers during the summer on the east side of the Divide and in the lowlands where they can be seen by the park visitors. There is no accurate count of the wild animals in the park, but numbers are estimated to be as follows: black tail deer 3,600, mountain sheep 400, elk 330. Bear, both black and brown, were seen quite frequently during the past year and it is evident that they are increasing rapidly. In December, 1929, a trap line was picked up in Forest Canyon and some 20 traps confiscated. Two fine marten which have been mounted for exhibition were taken from them. The poachers were not apprehended. Fishing continues to be popular. 677,500 fish were supplied by the Estes Park State Fish Hatchery and planted in local streams and lakes. These included 114,500 Rainbow trout, 333,000 Brook trout and 230,000 Native trout.

WEATHER

Extremes in weather conditions occurred in January and June, January being exceptionally cold and June exceptionally warm. In January the temperature went below zero twelve nights, reaching a minimum of -35° on the night of January 17. Snowfall for the winter was unusually light. In June the temperature reached 82° on the 28th, and went above 75° on 14 days. The month was also very dry, there being 25 days perfectly clear, and with only .04 inch of rainfall for the entire month. This continued for the first week in July. After the first week in July the weather was rainy up to the middle of August.

LANDSCAPING

On April 24, 1200 3-year old Western yellow pine trees were planted on the Aspenglen Campground with the cooperation of various local organizations. It is hoped something of this nature may be done annually.

WINTER SPORTS

The annual winter outing of the Colorado Mountain Club was held at Grand Lake February 15 to 22, with 7 women and 18 men in attendance. The party reached Grand Lake by horse-drawn sled from the nearest railroad point 16 miles away, several members of the party skijoring the entire distance on the return. Accommodations for the party were had in the village of Grand Lake. The weather was mild and the snow, though plentiful, was sticky. Ski trips were made up the North Inlet, East Inlet and Tonahutu Creek trails, as well as across the lake itself to the ski course on the lake shore. Skijoring with saddle ponies was done on the village street.

(Page 12 panoramic view
of Utility Group)

Total years travel by entrances - 1931 and 1930

Entrance	Rail	By PrivateAuto		By Motorcycle		Miscellaneous		After Hours		
	Visitors	Cars	Persons	Cars	Persons	Foot.	Horseback	Travel	Preseason	Total
1931										
Bear Lake	1,520	15,771	56,171	29	44	85	333	2,507		
Fall River										
High Drive										
Grand Lake										
Other Entrances										
Unclassified										
Total										
1930										
Bear Lake	1,289	9,980	35,974	2	4	576				37,843
Fall River	3,840	16,245	56,495	22	30	1,108				61,473
High Drive	1,084	4,975	17,460	7	8	1,102				19,654
Grand Lake	856	11,445	35,504	21	31	1,455				37,846
Other Entrances		3,780	19,786							19,786
Unclassified								40,772	38,500	79,272
Total	7,069	46,425	165,219	52	73	4,241		40,772	38,500	255,874

THE following tabulation shows the actual count, and the total estimated travel.

	Total Travel	
	Cars	Persons
Actual count at four gateways:		
June 15 to 30, inclusive, 1930	5,673	19,627
July, 1930	15,958	55,839
August, 1930		
September 1 to 15, inclusive, 1930		
Total actual count		
Estimated:		
Missed by rangers at entrances during same period		
Travel at other entrances during same period		
Travel during months when no count is kept:		
October, 1929	650	2,600
November, 1929	125	500
December, 1929	125	500
January, 1930	150	600
February, 1930	125	500
March, 1930	300	1,000
April, 1930	500	2,000
May, 1930	2,000	8,000
June 1 to 14, inclusive, 1930	3,000	11,900
September 16 to 30, inclusive, 1930		
Total estimated travel		

The actual count by type of travel is as follows:

	Total Travel	
	Cars	Persons
Private cars:		
General		
Camping		
Repeaters		
Rocky Mountain Parks Transportation Company cars		
Hotel cars		
Rent cars		
Trucks		
Motorcycles		
Horseback		
Pedestrians		
Total		

The actual count by automobile entrance is as follows:

	Total Travel	
	Cars	Persons
Fall River Road, at Horseshoe Park		
Highdrive, at Deer Ridge		
Bear Lake Road, near Glacier Basin Campground		
Grand Lake		
Total		

The Fall River Road, which is the principal scenic road of the park, and one of the highest roads of the country, crosses the Continental Divide, and connects Estes Park with Grand Lake. About 32 miles of this road are within the park. The best method of approximating through travel over this road is to take the sum of the inbound and outbound travel past the Grand Lake entrance. The travel count at this entrance is as follows:

	Total Travel	
	Cars	Persons
Grand Lake entrance, inbound travel		
Grand Lake entrance, outbound travel		
Total		

	Total Travel	
	Cars	Persons
Actual count at four gateways:		
June 15 to 30, inclusive, 1930	5,873	19,627
July, 1930	15,958	55,839
August, 1930		
September, 1930 to 15, inclusive, 1930		
Total actual count		
Estimated:		
Missed by rangers at entrances during same period,		
Travel at other entrances during same period		
Travel during months when no count is kept:		
October, 1929	650	2600
November, 1929	125	500
December, 1929	125	500
January, 1930	150	600
February, 1930	125	500
March, 1930	300	1000
April, 1930	500	2000
May, 1930	2000	8000
June 1 to 14, inclusive, 1930	3000	11,900
Septmmber 16 to 30, inclusive, 1930		
Total estimated travel		

SUGGESTIONS FOR DIRECTOR'S REPORT

ADDITION

In accordance with Act of Congress approved June 21, 1930, authorizing the President, upon recommendation of the Secretary of the Interior, to add certain lands to Rocky Mountain Park by proclamation, 22 square miles west of the park were added by presidential proclamation July 17, 1930. The addition is a beautiful, U-shaped valley embracing the headwaters of the Colorado River, and extending on three sides to the crest of the Continental Divide, which, in Colorado, is a series of rugged, snow-spattered peaks.

DEVELOPMENT

Construction

Roads. The 17.2 mile project from Deer Ridge to Fall River Pass, for which contract was let last fall, is approximately 40% completed. The 10 mile project from Fall River Pass to the Colorado River has been advertised, and it is expected that construction will be commenced before the close of the 1930 season.

Trails. The trail construction program begun in 1928 was continued, and 11 miles of trail constructed during the 1930 season.

Fire Prevention

In addition to the Twin Sisters Mtn. fire lookout, which has been maintained by the Park Service for six seasons, a lookout was established this year on Shadow Mtn., to serve the area west of the Continental Divide during the summer months, and a patrol was inaugurated on the North Fork of the Thompson River to supply fire protection in the north end of the park. No serious fires occurred during the 1930 season.

Annual Report

1931

STANDARD FORM NO. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1928

FROM INTERIOR DEPARTMENT

BUREAU NATIONAL PARK SERVICE

CHG. APPROPRIATION

September 30, 1931

TELEGRAM

OFFICIAL BUSINESS GOVERNMENT RATES

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

Estes Park, Colorado,
September 29, 1931

Dear Mr. Director:

Attached hereto is confirmation of telegram sent you last night reporting total travel for the year ending today.

Under date of September 16 I sent you data on a fatal accident which occurred since our annual report was submitted. Enclosed herewith in duplicate are pages 6 and 7 which are to be substituted for corresponding blanks originally submitted.

On page 3, will you please fill in the four blanks with the following figures in the order given: 5,565, 786, 80, 4,151.

The blank in the second paragraph on page 4: 18,855.

The two blanks in the third paragraph on page 4: 265,663 and 2.82 respectively.

The two blanks in the second paragraph on page 8: 10,131 and 11,664 respectively.

On page 19, in the second paragraph, please change the number of fires from 12 to 14, and the number of fires resulting from campfires from 4 to 6.

Very truly yours,

Superintendent.

MMS
enclosure

STANDARD FORM No. 14A
APPROVED BY THE PRESIDENT
MARCH 10, 1926

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

GOVERNMENT PRINTING OFFICE 6—7134

FROM INTERIOR DEPARTMENT

BUREAU NATIONAL PARK SERVICE

CHG. APPROPRIATION

(NIGHT COLLECT)

Estes Park, Colorado,
September 29, 1931

DIRECTOR NATIONAL PARKS

WASHINGTON, D. C.

TOTAL PERSONS TWO HUNDRED SIXTY FIVE THOUSAND SIX HUNDRED SIXTY THREE

CARS SEVENTY FIVE THOUSAND FOUR HUNDRED TWENTY NINE

ROGERS

2

MWS

3

September 16, 1931

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

Dear Mr. Director:

In our annual report for the current year, submitted under date of September 1, will you kindly make the following correction:

Eliminate the one-line paragraph at the bottom of page one reading "No fatal or serious accidents occurred during the year," and substitute therefor the following:

"On Sunday, September 13, 1931, the body of a man identified as R. B. Key of Lake, Mississippi, was found at the foot of the east face of Longs Peak. So far as can be learned, nobody saw the man climbing the mountain. He was evidently climbing alone when he lost his footing and fell, from somewhere on the east face of the peak, to the rocks below. The condition of the body indicated that the man fell to his death shortly before his body was discovered about 1 o'clock."

Very truly yours,

Superintendent.

Encls.
MMS

September 1, 1931

The Director
National Park Service
Washington, D.C.

Dear Mr.Director:

Submitted herewith in duplicate is annual report of Rocky Mountain National Park for the year 1931.

The following photographs are submitted in duplicate, from which selection may be made for publication:

Fire equipment building
Fire truck
Rocky Mountain National Park Museum
and Information Office
Porcupine group
Muskrat Group
Ground squirrel group
Mammot group
Snowshoe rabbit group
Ptarmigan group

Very truly yours,

Edmund B.Rogers
Superintendent

Encls.

SUGGESTIONS FOR DIRECTOR'S REPORT

JURISDICTION

Under the Act of Congress approved March 2, 1929, accepting jurisdiction over the lands embraced in Rocky Mountain National Park, Mr. Ray Baxter of Colorado was, on March 23, 1931, appointed U.S. Commissioner and on April 9, 1931 the State of Colorado was notified by the Secretary of the Interior that police powers had been assumed by the federal government.

DEVELOPMENT

Construction

The 17.2 mile grading project from Deer Ridge to Fall River Pass, which constitutes the highest and most scenic automobile road in the National Park system, will be completed this fall and opened to traffic in 1932.

Museum

The park museum at the administrative site was opened to the public, with 18 animal and bird groups, together with ethnological and natural history exhibits on display.

ROCKY MOUNTAIN NATIONAL PARK

Edmund B. Rogers, Superintendent, Estes Park, Colo.

ADMINISTRATION

The authorized permanent staff of Rocky Mountain National Park consists of 13 -- superintendent, assistant superintendent, park naturalist, chief ranger, 4 rangers, 2 clerks, general foreman, auto mechanic, and storehouse keeper. The park naturalist position, which has been vacant since its authorization, was filled on June 22, 1931 by the transfer of Associate Park Naturalist Dorr G. Yeager of Yellowstone National Park to park naturalist in Rocky Mountain National Park. During the summer season the force was increased by an engineer and a landscape architect from field headquarters, 2 clerks, 16 rangers, and an assistant mechanic.

Under the Act of Congress approved March 2, 1929, accepting jurisdiction over the lands embraced in Rocky Mountain National Park, Mr. Ray Baxter of Colorado was, on March 23, 1931, appointed U.S. Commissioner and on April 9, 1931 the State of Colorado was notified by the Secretary of the Interior that police powers had been assumed by the federal government.

No fatal or serious accidents occurred during the year.

The Secretary of the Interior and Mrs. Ray Lyman Wilbur spent the last week of June in the park.

Representatives of the House of Representatives subcommittee on appropriations for the Department of the Interior, consisting of the Hon. Frank Murphy, of Ohio, and Mrs. Murphy; Hon. W. W. Hastings, of Oklahoma; Hon. Addison T. Smith, of Idaho; Hon. Edward T. Taylor, of Colorado, together with Mr. F. J. Bailey, Assistant to the Director of the Bureau of the Budget, and Mr. Northcut Ely, Executive Assistant to the Secretary, spent June 25 and 26, 1931 in the park.

Cash appropriations allotted to the park for the fiscal year 1930-1931 were as follows:

Regular park appropriation		$ 102,290.00
Donations:		
Mosquito control	$ 315.15	
Beetle control	6.00	321.15
Forest Protection and Fire Prevention		5,390.00
Roads and trails appropriation not previously reported		78,800.00
Total		$186,801.15

Revenues received were as follows:

Concessions	$ 51.95
Donations	306.00
Timber Sales	333.50
Miscellaneous	63.00
Total	$754.45

MUSEUM AND EDUCATION

Two new self-guiding nature trails, one at the park information office and museum, and one at Grand Lake Lodge, were laid out, and with the previously established Bear Lake trail, were visited by _____ persons. A total of _____ persons availed themselves of field trips. The introduction of auto caravans as a part of the program was well received. During the summer _____ lectures were given by the park staff with a total attendance of _____.

The new museum and information office was completed early in the season. The museum room, which has made the park collections accessible to the public, has brought many valuable accessions to the park. Seventeen habitat groups of small mammals and birds, the gift of Mr. Colomon Jonas, of Denver; a park butterfly collection, presented by Mr. and Mrs. John L. Sperry, of Riverside, California; and other natural history and historical exhibits, were opened to the public early in August.

In all _____ individuals were reached during the season by the educational program of the park.

TRAVEL

The park in 1931 showed a normal and healthy increase in travel over 1930. The total number of visitors this year was 265,663 as compared with 255,874 last year, an increase of 2.82 %. The number of cars entering the park carrying camp equipment showed an increase of almost 50% over the previous year.

The greatest travel since the boundary revision of 1926 was July 4, 1931, with 1775 cars and 6616 visitors. The park also experienced the greatest travel week in its history, August 17 to 24, 1931, when 5303 cars and 19,753 persons entered the park.

This season again showed a marked falling off of visitors by railroad.

Total years travel by entrances - 1931 and 1930

Entrance	Rail Visitors	By Private Auto Cars	By Private Auto Persons	By Motorcycle Cars	By Motorcycle Persons	Miscellaneous Foot	Miscellaneous Horseback	After Hours Travel Cars	After Hours Travel Persons	Preseason Cars	Preseason Persons	Total Cars	Total Persons
1931													
Bear Lake	1,520	15.771	56,171	29	44	85	333	2,507	8,675			18,307	66,828
Fall River	2,498	18,356	62,300	31	43	208	461	4,009	13,865			22,396	79,375
High Drive	943	5,957	20,649	14	20	19	528	502	1,735			6,473	23,894
Grand Lake	641	11,614	35,866	21	25	65	130	3,007	10,410			14,642	47,137
Other Entrances		2,196	8,006			1,591	3,182					2,196	12,779
Unclassified								11,415	35,650			11,415	35,650
Total	5,602	53,894	182,992	95	132	1,968	4,634	10,025	34,685	11,415	35,650	75,429	265,663
1930													
Bear Lake	1,289	9,980	35,974	2	4	576							37,843
Fall River	3,840	16,245	56,495	22	30	1,108							61,473
High Drive	1,084	4,975	17,460	7	8	1,102							19,654
Grand Lake	856	11,445	35,504	21	31	1,455							37,846
Other Entrances		3,780	19,786										19,786
Unclassified								40,772	40,772	38,500			79,272
Total	7,069	46,425	165,219	52	73	4,241		40,772		38,500			255,874

Campground	Cars	Campers
Aspenglen (Actual Count)	1,852	6,340
Glacier Basin " "	983	3,791
Endovalley (Estimate)	206	696
Longs Peak " "	85	277
Pineledge " "	102	330
West Side " "	70	230
	3,236	11,664

Campground	Cars	Campers
Aspenglen (Actual Count)----------	1,852	6,340
Glacier Basin " " ----------	923	3,791
Endovalley (Estimate) ----------	206	696
Longs Peak " ----------	85	277
Pineledge " ----------	102	330
West Side " ----------	70	230
	3,236	11,664

PRIVATE LANDS

The first step toward the elimination of the large private holdings within the park was made. The Horseshoe Inn property, comprising 120 acres, on the Highdrive in Horseshoe Park was acquired; a tract of 80 acres on the new trans-mountain road was placed under contract of purchase, and negotiations were started on several additional tracts lying on the park highways.

CAMPGROUNDS

In June a new area was made available to campers in addition to the five existing campgrounds. The new campground is on the Fall River Road about twelve miles from Grand Lake in the Never Summer area, and supplies the only park campground west of the Continental Divide. Resident caretakers were maintained at Glacier Basin and Aspenglen Campgrounds. The number of campers using these two campgrounds this season was 10,131, as compared with 7,675 last year. The estimated total number of persons who camped in the park in 1931 was 11,664.

CONSTRUCTION

Roads

During 1931 satisfactory progress was made on the two major road projects under the supervision of the Bureau of Public Roads. The Fall River East Side 17.2 mile grading project, which was contracted to W.A.Colt & Son, in September, 1929, will be completed before the winter shutdown.

In spite of many unforeseen engineering difficulties on the Fall River West Side 10 mile grading project, the contractor, L.T.Lawler, of Butte, Montana, will have his work approximately 50 % completed by the end of the season.

The minor road projects completed during the season, under force account, are: - Development of the parking area at the information and administrative offices; a loop road at Glacier Basin Campground; reconstruction of the Longs Peak Campground approach road; improvement of the approach road and public parking area, Grand Lake Lodge, and Aspenglen Campground approach road; and further oil application on the Bear Lake Road.

Trails

Trail construction was concentrated in the Estes Park, Bear Lake, and Grand Lake areas where the heaviest demand exists.

The Glacier Creek Trail, started in 1930, was extended for another 1.7 miles to its junction with the Storm Pass Trail. This trail now connects the Bear Lake area with Nymph-Dream Lake, Loch Vale, North Longs Peak, and Storm Pass Trails, and removes all horse travel from the upper three miles of the Bear Lake Road. It is 2.6 miles in length and is to be a portion of an arterial loop around Estes Park, and of an arterial trail from Estes Park to Grand Lake over Flattop Mountain.

Fall River Trail was extended 5.9 miles within the park boundary by the Park Service, and 1 mile outside the park by the Estes Park Chamber of Commerce. With its spurs, it is now 8 miles in length and connects Estes Park with the Deer Mountain and Lawn Lake Trails, and also touches the Aspenglen Campground and Deer Ridge area. It removes nearly all horse travel from the Fall River Road, and is another unit of the Estes Park arterial loop.

Nymph Lake Trail, built in 1930, was extended 0.5 mile to Dream Lake. There has never been a recognized trail between these lakes although hundreds of tourists have made the trip each week during the summer. The new route with its more scenic location is proving very popular.

Work on the new trail from Bear Lake to The Pool, via Fern and Odessa Lakes, was started late in the season. Approximately 0.3 miles were under construction, and it is hoped to get the construction well away from the Bear Lake Lodge before another tourist season starts. This trail will be another unit in the Estes Park arterial loop when completed.

Between North Inlet Trail and Lake Nakoni approximately 1.8 miles of trail were built. Owing to the short season in this area, the lake was not quite reached. Work will be continued next year and both Lake Nakoni and Lake Nanita should be reached. This trail is a part of the North and East Inlet loop.

Between the lower end of Lone Pine Lake and Lake Verna approximately 1 mile of trail was completed. Owing to the short season in this area, there still remains approximately 0.5 miles of trail to complete between these two lakes. Although there has never been a recognized trail between these lakes there has been a constantly increasing travel to Lake Verna which made it highly desirable to start this upper portion of the East Inlet Trail before rebuilding the lower.

Gem Lake Trail was rebuilt for a distance of 0.2 mile at the southern end of the Lake. This was needed to reduce the heavy maintenance cost on this old but very popular trail.

Twin Sisters Trail was rebuilt for a distance of 0.1 mile, to remove certain undesirable features confronting the neighboring land owners. This trail is popular with the tourists and essential to the maintenance of the fire lookout on Twin Sisters Mountain.

Telephone

A Park Service telephone line was built for 1.1 miles to connect the Shadow Mountain line with the Grand Lake Ranger Station, and to eliminate a very unsatisfactory connection through the local village system. This line serves the emergencies of the Shadow Mountain Trail and fire lookout and has been unserviceable more than half of the time since its construction, due to poor service in the village cable.

A Trail telephone line was constructed from the Park System at the Grand Lake Ranger Station to the Lake Nakoni Trail Camp. This line serves the emergency needs along the North Inlet Trail and is proving a great economy on the trail construction. It is planned to extend this line as the trail is completed.

With the extensive trail construction scheduled for the next two years between Bear Lake and the Pool, a trail telephone line was constructed between the park system on the Bear Lake Road and Fern Lake, via Cub Lake and the Pool. This line brings the park system into an entirely new area of the park and will permit a very economical connection with many points on the Estes Park arterial loop trail and its tributaries.

Buildings

The following buildings were completed during the year: - Information office, museum and comfort station at the park office in Estes Park; blacksmith shop at Utility Group; shelter cabins at Lawn and Chasm Lakes; messbunkhouse at Timber Creek Road Camp; ranger station at Wild Basin; pit toilets at West Side Campground; fire equipment building at the Utility Group; 3 woodshed garages for employees' quarters, at Utility Group, and equipment shed at Forest Canyon Pass.

MAINTENANCE

Roads

Approximately 60 miles of road, of which 50 miles are old, and constructed on low standard, are maintained by the park. Several narrow, blind curves below Chasm Falls, on the Fall River Road, were eliminated.

Trails

With the Never Summer Addition to the park last season, there are over 200 miles of existing trails in the park which, with 1600 saddle horses available, are subject to very heavy travel. Two fly crews of 6 men and the necessary pack string were employed during most the season clearing out fallen trees, improving the drainage, removing loose boulders, and resurfacing the more modern trails.

Telephones

The necessary replacements and maintenance on 200 miles of park telephone was made.

SNOW REMOVAL

Work on the clearing of snow from the Fall River Road, to open it for the summer season, was begun in April and completed June 10. Through the courtesy of the Klauer Mfg.Co., of Dubuque, Iowa, a Sno-go rotary snow plow was made available to the park. The use of this machine brought the unit cost of snow removal to the lowest in the history of the park. The economies were particularly marked in the less compacted snow. The use of explosives was necessary to break down the larger drifts.

EQUIPMENT

The following items were added to the park equipment during the year: 4 Ford Model A pickups; 1 Buick; 1 Ford 1-1/2 ton fire truck; 2 Ford 1-1/2 ton, stake body trucks; 1 3 ton Kleiber truck; 1 station wagon, Ford model A truck; 1 Spearwell power grader; 2 drill sharpening machines; 2 tractors, transferred from the Department of Agriculture; and 3 horses.

LANDSCAPE WORK

The Residential Area at the Utility Site is located in an area devoid of trees or shrubs, thus making it very conspicuous from the main road and a rather undesirable area to live in.

During the year a planting program was inaugurated and considerable planting has been done in the form of trees and shrubs. A service road was laid out, confining the traffic to a definite area. The driveways were defined by shrubbery - wild currants, gooseberry and cinquefoil. Shrubs and trees were planted around the houses that heretofore have had no planting, nor a complete planting layout.

On the old Bear Lake Road, which is crossed many times by the new road, further planting and obliteration work was done. At all points where the old road is visible from the new road, native trees and shrubs have been planted.

ROADSIDE CLEANUP

When the Fall River Road was built by the State of Colorado, no provisions were made for disposing of timber cleared from the right-of-way, which was piled at the sides of the road. During the late fall, the dead timber along approximately four miles of the road, was pulled onto the roadway and burned.

APPROACH ROADS

The Colorado Highway Department, on July 5, 1931, completed the oiling of the 12 mile stretch from Longmont to Lyons. The improvement of this road, which serves the North and South St.Vrain approach roads to the park, eliminates part of a serious dust problem and brings a dustless highway within 27 miles of the park.

Portions of the South St.Vrain Road, serving the park on the east and the Berthoud Pass Road (U.S.40), which connects with the west entrance of the park, were reconstructed to a higher standard under the Forest Highway System.

PARK OPERATORS

A new contract was granted by the Secretary of the Interior to the Rocky Mountain Motors Company, under which the separate operations of the Rocky Mountain Parks Transportation Co., and the Rocky Mountain Lodges, Inc., were consolidated into one contract with their parent company. The Rocky Mountain Lodges, Inc. extended its facilities on the east side of the park, by taking over the operation of the Lewiston Hotel in the village of Estes Park.

WEATHER

Abnormal weather conditions existed throughout the year. The winter was mild and precipitation was less than 40% of normal. The winter deficiency in precipitation was made up by heavy, late, spring snows, which quickly melted and the range during the summer showed less snow than any time in the history of the park. The dry season which usually exists the last half of June, did not develop until the middle of July.

PROTECTION DEPARTMENT

The permanent protection staff consists of a chief ranger and 4 rangers. Winter activities consisted of some traffic supervision; regular and special patrols; gathering data on weather, snow, wild game and range conditions; repair and maintenance of telephone lines, buildings and equipment; cooperative patrol with state agencies in protection of elk and deer herds ranging in and outside of the park boundaries.

During the summer season the force was augmented by 16 temporary rangers, who worked under the supervision of the permanent staff. The temporary rangers were assigned to duties under the supervision of the protection staff, as follows: 3 motor patrolmen, 4 on entrance duty, 6 on trail patrols and traffic supervision, 2 in campgrounds, and 1 on duty at the summit of Fall River Pass.

Law Enforcement

Previous to May 1 this park was without a U.S. Commissioner. Last fall two cases of game law violation were turned over to the state. Since May 1, nine arrests have been made and nine convictions resulted in fines totaling $172.35.

Fire Protection

The actual fire protection personnel consists of two fire lookouts and two fire guards. The summer was unusually dry and, with a low relative humidity, a serious hazard was present most of the summer. The park force handled a total of 12 fires, with a total area burned of a little less than 2 acres. Four fires resulted from smokers, 4 from campfires, and 4 from lightning. In June a fire fighting unit, consisting of a special built Ford 1-1/2 ton truck, was purchased. Two new tool caches were placed in the park.

Forest Insect Control

The only forest insect doing appreciable damage within the park area is the black hills beetle (Dendroctonus ponderosae), which infests the western yellow pine, and to a limited extent, the lodgepole pine. This beetle is endemic throughout this section of the state and annual control measures are necessary. Approximately $126.00 was expended in May on the treatment of 34 infested individuals, two of which were lodgepole pine.

Wild Life and Range Conditions

The winter range problem of the park elk and deer is rapidly assuming serious proportions. There is adequate summer range, but the winter range is made up largely of the lowland meadows which are patented land and subject to heavy grazing by horses and cattle during the summer and early autumn. The winter was unusually open but the scarcity of natural food was indicated by the number of aspen trees stripped of bark. Deer fared much better than the elk as they are not directly in competition with the horses and cattle. The only solution lies in complete control of the Beaver Valley, Horseshoe and Moraine Parks, and the complete elimination of all domestic animal grazing. Regulation of the increase in the herds, based on the carrying capacity of the range may be necessary.

Last winter systematic game counts were made and some valuable data were collected. The elk situation in the State of Colorado is now regarded by some conservationists as precarious. There are only a few thousand of these animals in the state, but they are doing damage in some sections. The last General Assembly left the elk open season to the discretion of the various county commissioners.

The smaller furbearers are noticeably increasing, particularly the pine marten and mink. The beaver suffered last winter because of the lack of water and freezing of streams and ponds. This spring several ponds were found to contain dead beaver.

The number of mountain sheep seems to be decreasing, although but one winter killed sheep was found during the year. Many of the sheep appeared to be infested with what was locally thought to be scabbies. Investigations this summer may show the ragged condition is due to heavy seasonal shedding, or some other normal condition. No positive evidence of scab has been found. This years lamb crop was fair.

The following table shows the larger animal population of the park:

	Actual Counts	1931 Estimated Number	1930 Estimated Number
Elk	312	430	330
Sheep	287	400	400
Deer (mule)	672	2500	3600
Bear (black)	14	18	12

Rangers collected for the park museum specimens for mounting of beaver, marten, mink, porcupine, ptarmigan, cony, snowshoe rabbit, muskrat, pack rat, Abert squirrel, chickarees, ground squirrrl, marmot, weasel and gopher.

Messrs. Wright, Dixon and Thompson of the Wild Life Survey, made a two weeks stay in the park. Mr. David Madsen, the Supervisor of Wild Life Resources, made two short visits. These gentlemen gave many valuable hints and suggestions to the park staff.

During the year the following number of fish, all of which were fingerlings, were supplies by the State of Colorado and planted by the protection department.

Number	Kind	Location
20,000	Native	Chasm Lake
50,000	"	St.Vrain Creek
5,000	Brook	Dream Lake
5,000	"	Lake Haiyaha
20,000	"	Lawn Lake
5,000	"	Ypsilon Lake
50,000	Native	North and East Inlets
40,000	Brook	Bear Lake
60,000	Brook	Glacier Creek
60,000	Native	Hidden Valley Creek
20,000	"	N.Fork Colorado River
40,000	Brook	Fall River
30,000	Native	Thompson River
405,000		

Last winter, because of low water, little snowfall, and freezing and overflowing of streams, many fish were lost. The principal losses occurred in beaver dams where the beaver cut the dams above the huts to maintain the water level in the home pond.

ROCKY MOUNTAIN NATIONAL PARK

REPORT OF PROGRESS AND OPERATION

of the 1931 Season

TRAIL CONSTRUCTION

Account 508, Trail Construction, contained allotments amounting to $51,084.22, which included a small balance from the year before, the regular allotment, and $8,500 allotted for employment relief late in the season. Construction was carried on on seven trails and two trail telephone lines as follows:

Fall River Trail. The Fall River trail was extended 6.3 miles, making it a complete unit from the village of Estes Park to junctions with the Deer Ridge and Lawn Lake trails, and the Highdrive at the foot of the Trail Ridge road. This trail, with the Glacier Creek and extensions to be built in the next few years, will be the main trunk trail through the Estes Park area.

Glacier Creek Trail. The Glacier Creek trail was extended 2.5 miles and is complete except for 3,500 feet which were postponed until next spring because of limited funds and the arrival of winter weather. The trail now joins Bear Lake with the Dream Lake, Loch Vale, North Longs Peak and Storm Pass trails. By the opening of the tourist season next year, it is hoped to have it complete to the Glacier Basin Campground, from where horsemen can pass over little used roads to the Y M C A and Estes Park.

Dream Lake Trail. The Dream Lake trail was extended .5 mile from Nymph Lake to the bench at the outlet of Dream Lake. This makes a good trail from Bear Lake to Dream Lake and it is the first time that the latter part of this popular trip has been possible on any trail.

Bear Lake-Fern Lake Trail. The old Bear Lake - Fern Lake trail was rebuilt for a distance of approximately .6 mile and is now passable from Bear Lake to the top of the Bierstadt Moraine. Work on this trail was started after the close of the season and pushed in order to get construction activities away from the Bear Lake Lodge area before the beginning of another season. Work was stopped because of winter weather and will be resumed early in the spring.

Gem Lake Trail. Approximately .2 mile of the Gem Lake trail was rebuilt early in the season to eliminate the worst features of the older route. The trail was removed from the creek bottom and some very steep grades were reduced.

Lake Nokoni Trail. The Lake Nokoni trail was built for a distance of 1.5 miles, beginning at its junction with the North Inlet trail. Work was limited to a short season because of the high elevation, but it is

hoped to complete the unit by the middle of next season and then continue to Lake Nanita. This will be the first trail to the benches on which the lakes are located. This is a trail which is destined ultimately to connect the North and East Inlets through the popular lake area at their headwaters.

East Inlet Trail. The East Inlet trail was rebuilt for a distance of approximately .8 mile between Lone Pine and Verna Lakes. This, the worst portion of the trail, was built first in order to permit easier travel to the popular Lake Verna. Work was stopped because of the high elevation and early snows, but will be resumed as early as possible in the spring.

In all, 12.4 miles of trail were built, including a very attractive bridge designed by the Landscape Division on each of the three trails - Fall River, Lake Verna, and Lake Nokoni.

TRAIL TELEPHONES

North Inlet Trail Telephone. A trail telephone was built from Grand Lake to the junction of the North Inlet and Nokoni trails, partially to facilitate construction, and partially as a fire prevention measure. Approximately 9 miles of line were built, including a connection to the Shadow Mountain line, and one to the Grand Lake Lodge. Great care was used to make lines inconspicuous and burried cable was used where lines crossed roads or trails.

Fern Lake Trail Telephone. A trail telephone line was built from the Bear Lake line to Fern Lake, via Cub Lake and The Pool, using $400 from the Fire Telephone fund and the balance from Roads and Trails funds. This line was much needed to permit communication with this isolated area and will be used as a fire, emergency trail, and construction line during the next two years while the new Fern Lake trails are being constructed.

BUILDING CONSTRUCTION

Double Woodshed-Garages. Two double woodshed-garages were built at the Utility Site early in June at a cost of $1,620. These buildings serve four employees' residences, are of frame construction with log trim. All dwellings at the Utility Site are now provided with woodshed-garages of this type.

Lawn Lake Shelter Cabin. Early in August this $1,350 cabin was completed. It is located at Lawn Lake approximately 7 miles northwest of Horseshoe Park. The building is 12' x 16' in size and is of log construction. The Lawn Lake trail trip is one of the most popular in the region. Hundreds of visitors make this trip during the summer season, and the cabin, although small, will be used by many people during the season. During the winter

months the cabin will be rationed and will house rangers on patrol duty.

Chasm Lake Shelter Cabin. During September a 12' x 14' stone shelter cabin was completed near Chasm Lake. This lake is situated at the foot of the East Face of Longs Peak, at approximately 11,800 feet elevation. Packing of materials is a large item in the construction of any building located in an isolated area as this one is. Of the $1,350 allotted for this cabin, $547 was the low bid received for packing.

Timber Creek Bunk and Mess House. This $2,000 building was completed early in September. It is the second building constructed at Timber Creek, the first being an equipment shed and stable, built in 1929. This location is 11 miles north of Grand Lake on the Fall River road. The bunk and mess house is of log trim construction 18' x 40' and will house 16 men.

Wild Basin Ranger Station. This new ranger station, which is of log construction, has four rooms and is modern in every respect, was completed about the middle of October at a cost of $1,500. The Wild Basin area has increased in popularity rapidly during the past few years, and the plan is to house a permanent ranger and his family in this new structure throughout the year.

Equipment Shed. During September a contract for $1,220 was let to Jim Ladd of Loveland, Colorado, for the construction of a stone equipment shed. This building is 22' x 26' and is being constructed at Forest Canyon Pass, approximately 17 miles west of Estes Park on the new Trail Ridge road. When completed, this shed will house equipment used in maintaining the road.

Museum and Information Building. Fifty-five hundred dollars was appropriated in 1930 for the construction of this building. It was not until June, 1931 that it was completed. The building is not large, but is attractive and refined. It is frame and masonry construction, L-shaped, the large room (Museum) being 33' x 18' and the smaller room (Information office) 13' x 18'. Habitat groups of many of the small mammals of the park (the gift of Jonas Brothers, Denver) were installed in the building early in the summer. Approximately 4,000 people have visited the museum since its completion.

Blacksmith Shop. This building is located at the Utility Site and was completed the latter part of May. It is frame construction with log trim and in keeping with other buildings at this location.

Shadow Mountain Fire Lookout. In July proposals were sent out for the construction of this building. All bids received were in excess of the allotment and the contract was not let for its construction. New plans will be drawn up during the winter and it is planned to start as early as possible next spring.

ROAD CONSTRUCTION

Trail Ridge Road - Project 1 B. Early in September, 1929, W. A. Colt & Son, of Las Animas, Colorado, were awarded the contract for this 17.2 miles of road. This graded and drained 18-foot roadway (BPR 1926 standard) is now practically 95% complete.

The east end of the project is finished to Forest Canyon Pass (Station 450) with the exception of a small portion which is occupied by the contractor's camp.

From Forest Canyon Pass to Fall River Pass (Station 0+00) the road is well above timberline. This portion of the road is completed between stations 100 and 210. The remainder of the road, with a few exceptions, is rough graded and finishing is in progress. The condition of the work is satisfactory and progress is fair.

Trail Ridge Road - Project 1 C. October 8, 1930, L. T. Lawler, contractor of Butte, Montana, began construction work on project 1 C of the Trail Ridge road. This portion of the road is 10.2 miles in length starting at Fall River Pass and terminating near Phantom Valley Ranch near the headwaters of the Colorado River.

All heavy grading above timberline has been completed and the road from Fall River Pass (Station 0+00) to Poudre Lakes (Station 200) is fine graded and ready for surfacing. Most of the work during the late fall months will be confined to that portion of the road between Poudre Lakes and the end of the project.

Excavation on this road has progressed rapidly and in a satisfactorily manner. At the present rate of progress this contract will be completed before the specified time, as more than 55% of the work has been performed and only a little more than 35% of the time consumed.

IMPROVEMENTS

During the early summer a stretch of road approximately 1,000 feet in length between Endovalley Campground and Chasm Falls was widened. That portion of the Fall River road, at least as far as Chasm Falls, will always be popular. This small improvement eliminated many sharp curves and considerable steep and narrow road, thus making travel much safer.

Bear Lake Road Oiling and Post Construction. Early in June, before heavy travel started, oiling of the Bear Lake road for the 1931 season was completed. Oil was applied at .3 gallon per yard, semi-processed and spread. Post oiling maintenance was continued for about two weeks after the oil was spread to eliminate uneven surfaces.

Funds amounting to $7,174 were allotted this year for oiling and post

construction of this road. Travel is heavy and it is hoped that a seal coat of oil may be applied next season.

Longs Peak Campground Approach Road. The approach road to Longs Peak Campground was improved during the season. This road, built years ago, had poor grades and one bad switchback. While still of a secondary type, it is much improved, as it was widened, grades reduced and the switchback improved.

Grand Lake Lodge Loop. Both parking and turning facilities were improved at Grand Lake Lodge when the loop road was widened and the parking space enlarged. An allotment of $2,500 was expended in improving this area.

Improvements at Administrative Area. An allotment of $8,500 was used in the construction of walls and walks around the street line of the administrative area in Estes Park. This greatly improved the appearance of the grounds, which are the first seen by the average tourist; and road curves and grades were improved as a safety feature. Both the village and county cooperated in an effort to bring the road to grade conforming with the walls and their own ultimate programs.

Campground Development. Early in the season a water pipe line was installed in the Longs Peak Campground, the water being brought from Alpine Creek nearby. This campground, while not large, is very popular and serves as a base for many who make the climb to the top of Longs Peak.

The approach road to Aspenglen Campground was regraded to eliminate bad curves and the bridge which spans Fall River on the approach road was repaired and leveled.

(In this connection, attention should be called to the Roaring River and Chiquita Creek bridges on the Fall River road, which have both become so weakened that they require bracing at the mid span to permit their continued use. For safety, they must be rebuilt next season.)

During July a loop road was completed in the Glacier Basin Campground. This road eliminates several bad landscape features and provides much better service for campers seeking sites for the night. Approximately 20 stone fire places were built in various campgrounds during the season. Four pit toilets were built at the West Side campground.

This park has five campgrounds. At the two most popular a record is kept of visitors. The past season 3,286 cars were registered carrying 11,664 people.

Landscape Work. The barren residential area at the Utility Site underwent a change during the summer. New roads were laid out, consisting of one main road with a take-off to each double garage. The drives were defined by shrubbery planted along the edges. The lines of the houses were also broken by planting shrubbery around them.

Approximately 100 coniferous trees were planted in this area, in an attempt to screen the houses from the main highway. This area has always been barren and the planting done this year will be a great improvement.

EDUCATIONAL SERVICE

Dorr G. Yeager, Associate Park Naturalist, was transferred to this park from Yellowstone late in June. During the season, 80 lectures were given with 4,151 people in attendance. Fifty-seven field trips were conducted with 786 people in attendance. Twelve auto caravans were conducted with 128 people in attendance. Self-guiding nature trails served approximately 5,565 persons. Volume IV, Numbers 1 to 5, inclusive, of Nature Notes of Rocky Mountain National Park, have been issued.

The new museum and information building completed late in June has been extremely popular with our visitors; 8,225 people registered at the building during the summer. Educational work has proven quite popular, as shown by the above figures, many having taken advantage of the lectures, field trips, guide books and collections.

TRAVEL CHART

Despite hard times and the depression, tourist travel to Rocky Mountain shows an increase of 3.82% over last year.

Comparison of complete travel figures for Rocky Mountain National Park for the years 1931, 1930 and 1929, follows:

	1931	1930	1929
By private car	253,459	244,489	260,056
By rail	5,602	8,097	10,256
Miscellaneous	6,602	3,288	4,096
Totals	265,663	255,874	274,408

The largest day's travel this year was July 4, when 1,840 cars entered the park carrying 6,768 people. (Record day's travel)

The largest week's travel during the past season was August 17-24, when 5,303 cars entered the park, carrying 19,753 people. (Record week's travel)

FIRES AND FIRE EQUIPMENT

During the 1931 park season, there were 15 reportable fires. Five of these were caused by smokers, 5 by campers, 4 by lightning and one of unknown cause. Fortunately, the park suppression force located and

controlled them quickly and the total burn amounted to only about 1½ acres. In June a fire truck was purchased. The unit is especially adapted to fighting forest fires. It carries equipment for 25 men, 2 Pacific pumpers, 200 gallons of water, 1,000 feet of pumper hose, 2 five-gallon chemical extinguishers, 4 back pumps and a pack saddle especially constructed to pack a Pacific pump. The truck will carry in all seven men and is equipped with a siren and three spot lights. The unit is mounted on a 1½ ton Ford chassis and weighs 7,050 lbs. fully equipped with the tank filled with water. It was used considerably last summer and proved very satisfactory.

10/19-31

SUGGESTIONS FOR DIRECTOR'S REPORT

JURISDICTION

Under the Act of Congress approved March 2, 1929, accepting jurisdiction over the lands embraced in Rocky Mountain National Park, Mr. Ray Baxter of Colorado was, on March 23, 1931, appointed U.S. Commissioner and on April 9, 1931 the State of Colorado was notified by the Secretary of the Interior that police powers had been assumed by the federal government.

DEVELOPMENT

Construction

The 17.2 mile grading project from Deer Ridge to Fall River Pass, which constitutes the highest and most scenic automobile road in the National Park system, will be completed this fall and opened to traffic in 1932.

Museum

The park museum at the administrative site was opened to the public, with 18 animal and bird groups, together with ethnological and natural history exhibits on display.

Annual Report

1932
(Preliminary)

1937

207-01.4

ROCKY MOUNTAIN NATIONAL PARK

Edmund B. Rogers, Superintendent, Estes Park, Colorado

ADMINISTRATION

The permanent staff of Rocky Mountain National Park consists of fifteen - superintendent, assistant superintendent, United States commissioner, naturalist, general foreman, storekeeper, five rangers, two clerks and two mechanics. During the 1932 season the force was augmented by an engineer and an architect from Field Headquarters, two clerks, two ranger-naturalists and seventeen temporary rangers.

Appropriations allotted to the park for the fiscal year 1931-32, were as follows:

Regular park appropriation		$115,540.00
Donations:		
Mosquito Control Work	$353.90	
Beetle Control Work	12.00	365.90
Forest Protection and Fire Prevention		9,100.00
Roads and Trails		76,660.18
Purchase of Lands		462,746.00
Total		664,412.08

Revenues received were as follows:

Concessions	$ 535.00
Donations	262.00
Timber sales	86.00
Auto permits	85.00
Telephone facilities	31.58
Miscellaneous	12.00
Total	1,011.58

EDUCATIONAL DEPARTMENT

Considerable progress has been made by the Educational Department during the past year. Through an arrangement with the Estes Park Trail, Nature Notes from Rocky Mountain National Park have been made available in printed form. All museum material has been catalogued and stored. A manual of administration and instruction for the Educational and Protection departments has been prepared. Much favorable comment has been received from local residents on the nature work and, as a direct outgrowth of the activities of the Educational Department, the Rocky Mountain Nature Association has been organized. The first publication of the Association, "The Animals of Rocky Mountain National Park," was issued toward the end of August. Due to the addition of one ranger

naturalist for the summer season, and with the assistance of a ranger assigned by the Protection Department, the educational program was greatly enlarged over the previous season. 63 field trips were conducted, which accommodated 1430 persons. 109 lectures were delivered to an attendance of 6495. The self-guiding nature trail at Bear Lake served 7621 visitors, while the museum was visited by 9975 persons. This number was augmented by 1233 who visited the branch museum at Bear Lake. In all, 26,736 were served during the summer season, which represents an increase of 7,881 over 1931. Especially popular among the summer activities were the all-day Saturday trips and the four-day trip through the high country.

TRAVEL

Despite a general decrease in visitors to other recreational centers through the country, travel to Rocky Mountain was greater than in previous years. The opening of the east side of the Trail Ridge road, a slight boundary adjustment and the easy accessibility of the park from the eastern centers of population, were all probable contributing factors in drawing more visitors to the park. A total of 282,980 visitors, in 81,359 cars, were recorded at park entrances this year as compared

with 265,663 visitors, in 75,429 cars, last year - an increase of 6.52 %.

The record for visitors entering on a single day was also broken on July 4, when 6,822 persons in 1885 cars were recorded. The park also experienced the greatest travel week in its history, August 10-17, when 21,268 visitors in 6,258 cars entered the park. A marked decrease in rail travel was noted.

FIRE

Although there was considerable dry, hot weather during the summer, accompanied by periods of low relative humidity, there were only seven fires of a reportable nature within the park, and these were fortunately quickly controlled and the total burn did not amount to quite one acre. Of the seven fires, one was caused by lightning, four by smokers and two by campers.

WINTER SPORTS

This park has extremely interesting possibilities as a great winter sports area. During the past year several ski meets were sponsored by the Rocky Mountain National Park Ski Club. The June meet was by far the most popular, attracting hundreds of summer visitors. Three members of the local ski club qualified for the Olympic team and represented the United States at Lake Placid last January. The Colorado Mountain Club

on page 6.

held its annual winter outing at Fern Lake during February.

FATAL ACCIDENTS

During the year one fatal accident occurred; and the finding of the remains of Dr. Thornton R. Sampson cleared up a mystery of seventeen years standing. On July 15, Mr. Robt. F. Smith, General Manager of the American Legion Publishing Company of Indianapolis, Indiana, was instantly killed by a falling rock at Chasm View on the North Face of Longs Peak. The accident was investigated, and Coroner Day of Larimer County filed a death certificate showing the cause of the death to have been an unavoidable accident. Mr. Smith was a prominent "Legion" official, and was buried in Arlington Cemetery, Washington.

On July 8 the effects and remains of Dr. Thornton R. Sampson were found about one-half mile southeast of Odessa Lake by Meldrum Loucks, a member of a trail reconnaissance crew. The Reverend Sampson was last seen near Grand Lake on September 2, 1915. His plans were to cross Flattop Mtn. enroute to Estes Park, where he was to attend the dedication ceremonies of this park. The assumption is that he became lost and died of exposure or was fatally injured in falling from a cliff. Dr. Sampson was a prominent Presbyterian theologian and an intimate friend of President Wilson. Mr. Frank Sampson, son, of Augusta, Georgia, came to the park and positively identified the effects and remains. The remains

continued on page 6.

On August 29, Gray Secor, Jr., age 17, son of a prominent Longmont, Colorado attorney, was killed by a 125-foot fall from the False Keyhole on the north side of Longs Peak. He was accompanied by Carroll Frantz, age 16, also of Longmont. The boys had made the ascent of the peak by the north face and were returning by the regular route, when Gray declared he was going to take a short cut. Frantz requested that he stay on the trail, but Secor insisted and disappeared over the ledge. A few seconds later, Frantz heard some rock fall and hurried around through the keyhole and found Gray, still alive, at the bottom of the chimney. Frantz hurried to the Boulderfield Shelter Cabin and notified one of the guides, Hall Cook. Cook rushed to the scene with first aid materials, but when he arrived at the scene of the accident, Gray was dead. Rangers brought the body to the East Longs Peak Campground that night.

were interred in a quiet, out-of-the-way spot near the Fern Lake trail on July 17, 1932.

BOUNDARY REVISION

As authorized by Act of Congress approved June 20, 1930, the President, by proclamation of January 11, 1932, added to the park 3,075 acres. The area concerned lies along the Thompson River drainage, on the eastern slope of the continental divide.

PARK OPERATORS

By the acquisition of private land, three new park operators were added to the park list, namely: Woods Camp, located near the junction of the Bear Lake and Moraine Park roads; the Sprague Hotel, located seven miles west of headquarters on the Bear Lake road; and the Brinwood Hotel, located in Moraine Park and operated by C. L. Reed & Sons.

PRIVATE LAND PURCHASE

During the past year the Government acquired by voluntary sale, title to 4,414 acres of land, in twenty transactions, with a total expenditure of Government funds amounting to $435,316.00. An additional 240 acres was placed under contract for purchase. All of the land purchased is meadow land lying along the Thompson River drainage. Topo-

graphically it belongs in the park, and its addition will greatly facilitate and protect road construction and will afford winter forage for deer and elk.

CONSTRUCTION

Major Roads

Trail Ridge (East Side). The contractor W. A. Colt & Son, of Los Animas, Colorado, began work in September, 1929, on this 17.2 mile grading project, which extends from Deer Ridge to Fall River Pass, and work was completed August 1, 1932. This portion of the scenic trans-mountain road reaches an elevation of 12,185 feet, approximately three miles of the seventeen being in excess of 12,000 feet and nine in excess of 11,000 feet elevation.

Trail Ridge (West Side). Satisfactory progress has been made by L. T. Lawler, of Butte, Montana, on the ten mile grading project which extends from Fall River Pass to the Colorado River. Approximately 99.5 % of the project is complete, and it is anticipated that the road will be completed in October providing good weather prevails.

Guard Rails: On August 10, bids were received by the Bureau of Public Roads, Denver, for the construction of 1400 cu. yds. of masonry guard rail on the Trail Ridge road (east side). Collier & Latimer, Inc., of Denver, Colorado, were low bidders with a bid of $27,376. The contract calls for completion within 100 working days and when complete the 1400 cu. yds. of guard wall will add greatly to the comfort and safety of the traveling public.

$162,000 has been authorized for sub-surfacing the Trail Ridge road (east side).

Buildings

The following buildings were completed during the year: Shelter Cabin of log construction near the park boundary on the North Fork of the Thompson River; combination cement, coal and lumber storage shed at Utility Group; combination stable and garage at Wild Basin Ranger Station; 2 comfort stations at Glacier Basin Campground; a masonry mess house at Forest Canyon Pass and a fire lookout of masonry construction on Shadow Mountain near Grand Lake.

Trails

With only 0.4 of the allotment available for trail construction of a year ago, the season's activities have been concentrated in the

Bear Lake area. One minor exception was the construction of 0.1 miles of trail near Lone Pine Lake to place last year's work on the East Inlet of Grand Lake in use.

In the Bear Lake area, the Glacier Creek Trail was extended a distance of 0.6 miles, completing the trail from Glacier Basin Campground to Bear Lake via Glacier Gorge Junction. Work was also continued on the trail from Bear Lake to Odessa with 4.0 miles of completed work for the season and 0.2 miles opened to travel but not entirely surfaced. The whole route of the new trail from Bear Lake to Odessa is now open to travel, a distance of 4.75 miles.

The Glacier Creek and Bear Lake-Odessa Lake Trails constitute a part of the arterial trail along the base of the Front Range from Glacier Basin Campground to Moraine Park via Bear and Fern Lakes. In a trail count during the summer, it was found that this arterial carried 17.6% of the trail travel, or a total of 7,000 pedestrians and 3,000 equestrians, during the past season. This heavy trail travel for the summer of 1932 was in spite of the depression, and the fact that much of the route is still a very poor quality of very old trail.

Motor vehicle list report due Jan. 1
in Washington

Complete narrative report due Jan. 1.
(Re attached letter of June 8)

TOTAL YEAR'S TRAVEL BY ENTRANCES - 1932 and 1931

	RAIL	BY PRIVATE AUTO		BY MOTORCYCLE		MISCELLANEOUS		AFTER HOUR TRAVEL		PRESEASON		TOTAL	
	Visitors	Cars	Persons	Cars	Persons	Foot	Horseback	Cars	Persons	Cars	Persons	Cars	Persons
1932													
Bear Lake	970	*20,494	*66,685	13	15	*280	*1,266	a 3,510	a 11,115			24,017	80,331
Fall River	943	*14,552	*51,495	17	26	* 71	* 434	a 3,133	a 9,963			17,702	62,932
High Drive	1,007	*11,417	*38,505	10	15	*106	* 601	a 2,247	a 7,150			13,674	47,384
Grand Lake	600	*12,401	*38,300	16	21	*117	* 277	a 2,341	a 7,443			14,758	46,758
Other Entrances		1,450	5,930			1,735	3,250					1,450	10,915
Unclassified										9,758	34,660	9,758	34,660
TOTAL	*3,520	60,314	200,915	*56	*77	2,309	5,828	11,231	35,671	9,758	34,660	81,359	282,980
1931													
Bear Lake	1,520	15,771	56,171	29	44	85	33333	2,507	8,675			18,307	66,828
Fall River	2,498	18,356	62,300	31	43	208	461	4,009	13,865			22,396	79,375
High Drive	943	5,957	20,649	14	20	19	528	502	1,735			6,473	23,894
Grand Lake	641	11,614	35,866	21	25	65	130	3,007	10,410			14,642	47,137
Other Entrances		2,196	8,006			1,591	3,182					2,196	12,779
Unclassified										11,415	35,650	11,415	35,650
TOTAL	5,602	53,894	182,992	95	132	1,968	4,634	10,025	34,685	11,415	35,650	75,429	265,663

* -Actual counted travel as checked through the four main gateways 9 hours each day, June 15th to September 20 inclusive, was 206,037 visitors in 62,058 cars. Of this number, 120,229 persons in 32,048 cars were original entries. The rest were re-entries.

a -Counted but not classified by states or as to re-entry.

oOOo