

REPORT
OF THE
ACTING SUPERINTENDENT OF THE
YOSEMITE NATIONAL PARK
TO THE
SECRETARY OF THE INTERIOR

1914



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ILLUSTRATION.

Map of Yosemite National Park.....	At end.
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REPORT OF THE ACTING SUPERINTENDENT OF YOSEMITE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE SUPERINTENDENT,
Yosemite, Cal., October 3, 1914.

SIR: I have the honor to submit the following report of conditions and administration in the Yosemite National Park during the season of 1914:

GENERAL STATEMENT.

The Yosemite National Park, when created by the act of October 1, 1890 (26 Stat., 650), was situated in Tuolumne, Mariposa, Madera, and Mono Counties, Cal., and covered an area of about 1,512 square miles, being 36 miles wide by about 40 miles long. Under the act approved February 7, 1905, entitled "An act to exclude from the Yosemite National Park, Cal., certain lands therein described and to attach and include the said lands in the Sierra Forest Reserve," 542.88 square miles were excluded and 113.62 square miles were added to the park, making a net reduction in area of 429.26 square miles, so that the area, after the passage of the above act, was 1,082.74 square miles, the park being situated in Tuolumne, Mariposa, and Madera Counties. By act of June 11, 1906, entitled "Joint resolution accepting the recession by the State of California of the Yosemite Valley grant and the Mariposa Big Tree Grove, and including the same, together with fractional secs. 5 and 6, T. 5 S., R. 22 E., Mount Diablo meridian, Cal., within the metes and bounds of the Yosemite National Park, and changing the boundaries thereof," there were added to the park the Yosemite Valley, 48.60 square miles; Mariposa Big Tree Grove, 4 square miles; and a strip lying between the latter and the park proper, 2.13 square miles; and deducted by the change in the southwestern boundary, 13.06 square miles; making a net addition to the area of 41.67 square miles. The present area of the park is 1,124.41 square miles.

REMOVAL OF TROOPS.

Previous to this year, 1914, troops of cavalry detailed from the United States Army have performed police and other duties pertaining to the protection of the park. During the present season no troops have been detailed for duty in the park, and it is understood that the future policy will be to administer the park entirely with civilian employees. The position of acting superintendent of the Yosemite National Park has heretofore been held by the officer of the

United States Army in command of the troops stationed in the park. William T. Littebrant, major, First Cavalry, United States Army, served as acting superintendent from May 1, 1913, to July 10, 1914, on which date, pursuant to your instructions, I assumed the duties of acting superintendent of the Yosemite National Park. As my duties as general superintendent and landscape engineer of national parks has compelled me to be absent from the park the greater portion of the time, the immediate supervision of park affairs has been carried on by the park supervisor, Mr. Gabriel Sovulewski.

In the past, soldiers stationed at established outposts have attended to the enforcing of park rules, registering of tourists, taking up of firearms, guarding the park against poachers and cattlemen, and supervising automobile traffic. The troops have also been used for fire fighting. The installation and maintenance of telephone communication between outposts and the acting superintendent's office has been under the care of soldiers detailed from the Signal Corps. A hospital, under the command of an officer of the Medical Corps, has been maintained in the Yosemite Valley during the tourist season, to which civilians were admitted. All of the above duties, now and hereafter, must devolve on the civilian force employed in the park, and a suitable organization must be provided for this purpose. This requires a properly organized force of rangers, funds sufficient to meet any emergency required to fight forest fires, an increase in the existing electrical force to handle the outpost telephones and telephone lines, and a hospital under the charge of a physician employed by the Interior Department.

RANGERS.

In addition to the 5 regular rangers heretofore employed, 10 temporary rangers have been engaged to do the work formerly done by the soldiers. The employment of these men will terminate on October 31, 1914. With this small force the work of protecting the park was as well done as could have been expected. Quite a few people came into the park with firearms at unguarded places. It is recommended that this force be increased by at least five men.

TELEPHONE LINES.

The work of maintaining telephone communication between the outposts has been under the direction of Mr. H. C. Currier, the chief electrician, since the departure of the United States troops. The lines heretofore have been of light wire, quickly strung from tree to tree. The heavy winter snows of each year break and throw down these lines so that they practically have to be rebuilt each season. It is in the interests of both economy and good service that all of these lines be reconstructed of heavy wire substantially put up.

PHYSICIAN AND HOSPITAL.

From June 27 to August 21, 1914, Dr. H. H. Sheffield, practiced medicine in the park on authority given by the department. The War Department granted the use of its hospital and hospital equipment under the control of a noncommissioned officer then in charge

of the post. Dr. Sheffield was aided by a trained nurse. This arrangement, although not entirely satisfactory, was a great help in handling the cases of accidents and sickness occurring this season, and the arrangement could not have been dispensed with without working a great hardship on many unfortunate people. It is urged that hereafter the department provide its own physician, hospital, and hospital equipment throughout the year.

FOREST FIRES.

This season the forest fires did but little damage and were easily controlled by the force of park employees. It is necessary that sufficient funds be provided to meet any emergency due to this cause.

BUILDINGS.

All of the buildings heretofore used by the War Department at Camp Yosemite have been turned over to the Interior Department. The use of these buildings has temporarily relieved the need of the department for quarters for its employees. They are of light construction and were intended only for summer use, and will have to be ceiled before being suitable for winter use. The following new buildings are especially needed: An administration building, a storehouse, a residence for the superintendent, outpost quarters, and rescue lodges.

INSECT CONTROL.

The work of felling and burning insect infected trees with the object of eradicating injurious insects and protecting the remaining trees from other attacks has been continued this season under the direction of Mr. J. J. Sullivan, entomologist, of the Department of Agriculture. Work has been done in the vicinities of Big Meadows, Little Yosemite, and the valley of the Illilouette.

PATENTED LANDS.

Attention is invited to the recommendations of my predecessors to the effect that the title to all patented lands within the park be extinguished. I am in hearty agreement with these recommendations. The Yosemite Lumber Co. is now constructing a logging railroad into the park for the purpose of taking timber from their lands near Chinquapin and which are adjacent to the Wawona Road. This destruction of beautiful forests in one of the most prominent parts of the park should be prevented. A summer resort and town, known as Foresta, has been maintained on patented lands within the park during the last two seasons. A tract of patented land on the Big Oak Flat Road at a place known as Gentrys has been subdivided into lots with the purpose of establishing a town and summer resort. It is rumored that other owners of patented lands contemplate the establishment of camps for the accommodation of tourists, thereby having all the advantages afforded by the Government's administration without paying anything toward the maintenance of the park, as is required of all concessioners on the public lands.

SANITATION.

The sanitation of the valley is, of necessity, cared for by primitive methods, which are defective. As a protection to the health of the people in the Yosemite Valley and to the people of the San Joaquin Valley dependent on the Merced River for a water supply, steps should be taken at once to design and install a complete sewage system and disposal plant in the Yosemite Valley.

WATER-SUPPLY SYSTEM.

During the last four years work has been done on the water-supply system of Yosemite Valley as funds were available until the work is now nearing completion. All of the principal points excepting Kenneyville are now provided with water from water mains of adequate capacity to afford fire protection. In the future such extensions can be made from the present system as the needs of the service may require.

ELECTRIC LIGHT AND POWER.

There has been a marked increase in the use of electricity for power purposes and the time is nearing when the present plant will not be able to supply the demand. This increase in the use of electric power means an increase in the park revenues, the same being sold to the concessioners, and should be encouraged. The existing plant should be enlarged to over double its present capacity.

MIRROR LAKE.

I wish to emphasize the recommendations of my predecessors in regard to the removing of a deposit of sand from Mirror Lake. This lake has been one of the wonders of this place, giving a reflection of mountain scenery of unusual beauty, and its reputation has gone far and wide. Tenaya Creek, which passes through the lake, has carried down from the mountains and deposited in the lake such a quantity of sand that the size of the lake has been reduced to a mere pond during low water. Funds should be provided for dredging out this sand.

BIG TREES.

The work of clearing the Mariposa, Tuolumne, and Merced Big Tree Groves of underbrush and dead timber has been carried on during this season, and should be continued next season. It has for its purpose the making of the groves more sightly and protecting the same against forest fires.

DEATHS.

On April 22, 1914, a man, who was a guest at the Wawona Hotel, disappeared and two days later his body was found near the Chilnualua Falls Trail within the park. He had been killed by a pistol shot through the heart, and all the evidence indicated that he committed suicide. From markings on his clothes and suit case it is

inferred that the man's name was J. E. MacDermitt and that he came from Brisbane, Australia, but the evidence both as to his name and residence is not conclusive. Efforts that have proven futile have been made by the Wawona Hotel Co. to identify the man. His body was interred in the Wawona graveyard.

Mr. Gordon Morrow, 19 years of age, a tourist camper in the valley, from Berkeley, Cal., died in the post hospital on July 3, 1914, of typhoid fever. He contracted the disease before coming into the park.

Fred Beale, jr., the 7-year old son of Fred Beale, sr., an Indian laborer employed by the United States Government, was accidentally drowned in Indian Creek on May 9, 1914.

Mr. Victor E. Larson, a tourist from Turlock, Cal., died at Camp Curry on August 25, 1914, of lobar pneumonia.

Mr. Albert Shaw, jr., of San Francisco, Cal., who had been employed as photographer by one of the concessioners, was killed on July 27, 1914, by falling from the Ledge Trail. This trail is considered as dangerous and all persons are warned to keep off it by signs posted both at the top and bottom of the trail, but in spite of these signs many venturesome people attempt the ascent and descent of this trail.

Miss Hilda Muriel Atkinson, of Berkeley, Cal., who was making a tour of the park with the Sierra Club, died at the post hospital on July 29, 1914, of peritonitis.

ACCIDENTS.

On July 7, 1914, Mr. Van Auken, of North Fork, Cal., was driving a wagon down the Coulterville Road and in attempting to provide room for the passage of an upbound automobile his wagon was overturned, throwing Mr. Van Auken and breaking his leg. His injuries were attended to at the post hospital.

There were numerous other accidents in which tourists received minor injuries while engaged in mountain climbing.

AUTOMOBILES.

The Coulterville Road was opened to automobiles on August 23, 1913; the Wawona Road and the road to the Mariposa Big Trees were opened on August 8, 1914; and the Big Oak Flat Road on September 16, 1914. During the season of 1913 there were admitted to the valley 127 automobiles, and in the season of 1914, prior to October 1, 1914, there were admitted 739 automobiles, bringing 2,814 tourists into the valley, and representing a registration from 12 different States.

CONCESSIONS.

The following is a list of the concessioners operating in the park during the season of 1914:

Concessions during season of 1914.

Num ber.	Name.	For what granted.	Expiration.	Annual rental.
LEASES.				
	W. M. Sell, jr.	Sentinel and Glacier Point Hotels..	Oct. 31, 1914	\$3,500.00
	Chris Jorgensen.....	Studio.....	do.....	1.00
	Pacific Telephone & Telegraph Co..	Telephone and telegraph lines.....	Indeterminate.	100.00
PERMITS.				
1	E. N. Baxter.....	Sale of curios, photos, etc.....	Oct. 31, 1914	50.00
2	Fred H. Smith.....	Shoe repairing, etc.....	do.....	55.00
3	George Fiske.....	Studio, photographs, etc.....	do.....	20.00
4	Mildred O. Kenney.....	Guide.....	do.....	60.00
5	H. C. Best.....	Studio, photographs, etc.....	do.....	300.00
6	J. T. Boysen.....	do.....	do.....	300.00
7	J. W. Coffman.....	Blacksmith shop.....	do.....	40.00
8	Mrs. John Degnan.....	Delicatessen store.....	do.....	125.00
9	D. J. Foley.....	Studio, photographs, etc.....	do.....	300.00
10	W. D. Thornton.....	General merchandise.....	do.....	1,200.00
11	E. Lounsbury & Co.....	Automobile garage.....	Dec. 1, 1914	¹ 50.00
12	Theodore Gibson.....	Auto stage line.....	Nov. 1, 1914	¹ 100.00
13	A. B. Davis and Seymour Lee.....	do.....	Oct. 31, 1914	¹ 100.00
14	Arthur C. Pillsbury.....	Studio, photographs, etc.....	do.....	300.00
15	Yosemite Stage & Turnpike Co.....	Transportation.....	do.....	2,000.00
16	Robert Miranda.....	Dances.....	Aug. 15, 1914	² 5.00
17	Edward Torrence.....	Guide.....	Oct. 31, 1914	20.00
18	S. W. Cummings.....	Meat market.....	do.....	50.00
19	W. M. Sell, sr.....	Public camp.....	do.....	1,000.00
20	Curry Camping Co.....	do.....	do.....	1,600.00
21	Yosemite Transportation Co.....	Transportation.....	do.....	2,500.00
22	do.....	Hauling freight.....	do.....	250.00
23	R. D. Miller.....	Guide.....	do.....	10.00
24	J. W. Coffman.....	Livery stables.....	do.....	1,500.00
25	W. M. Sell, jr.....	Public camp.....	do.....	1,000.00
26	John H. Crocker.....	Guide.....	do.....	12.00
27	Charles Heffernan.....	do.....	do.....	28.00
28	T. H. Carlon.....	do.....	do.....	30.00
29	Chas. T. Ludig.....	do.....	July 1, 1914	8.00

¹ Per month.² Plus 10 per cent of receipts.

Lease, special use, and water-power permits under act of Feb. 7, 1905, segregating lands from Yosemite National Park and placing same in Sierra and Stanislaus National Forests.

Period of concession.	Name of concessioner and privilege granted.	Compen- sation exactod.
Indeterminate period.	Yosemite Valley R. R. Co. Lease dated Sept. 5, 1905, grants to company right to construct and operate electric railway along Merced River to park boundary. Rate may be readjusted and fixed by President of United States after expiration of first 3 years under lease.	¹ \$1,000
Do.....	Yosemite Valley R. R. Co. Special-use permit issued by Forest Service, approved Feb. 7, 1908, by S. J. Flinham, acting forest supervisor, authorizes construction of diverting dam, pipe line, and water tank for conveying water from a spring and storing in tank for use in operating company's electric road. All timber cut to be paid for under timber-settlement regulations of Forest Service.	5
Do.....	City and County of San Francisco, Cal. (transferees of Sierra Ditch & Water Co.) Right of way for reservoir site (known as Cherry Valley Reservoir site), comprising 630 acres of land in the Stanislaus National Forest, under lease granted July 30, 1908, to Sierra Ditch & Water Co. All timber cut to be paid for at stipulated rates from \$1.50 to \$5 per thousand feet, according to kind of timber cut.	¹ 945

¹ Per annum, in advance.

Lease, special use, and water-power permits under act of Feb. 7, 1905, segregating lands from Yosemite National Park and placing same in Sierra and Stanislaus National Forests—Continued.

Period of concession.	Name of concessioner and privilege granted.	Compensation exacted.
Indeterminate period.	Yosemite Lumber Co. Special-use permit, approved by district forester, Forest Service, June 27, 1911, for right to construct logging railroad and inclined tramway in Sierra National Forest, for removal of timber adjacent to company's road. All timber used to be paid for at rate to be fixed by forest supervisor, Sierra National Forest, which shall correspond with prevailing stumpage rates charged on said national forest when timber is cut. Stipulations signed by company June 20, 1911, and approved June 27, 1911, by District Forester F. E. Olmstead, accompanying the permit, require annual payment (outside of charge for live and dead timber, standing and down, cut, damaged, killed, or destroyed along right of way, title to which at time of cutting is in United States) of \$1,200 on demand therefor being made by the Secretary of the Interior.	¹ \$1,200 (²)
Do.....	Yosemite Lumber Co. Special-use permit, approved Nov. 22, 1911, by E. G. Dudley, acting forest supervisor, Sierra National Forest (Forest Service), authorizes construction and operation of telephone line along inclined tramway and logging railroad in Sierra National Forest.	³ 5
Do.....	Yosemite Lumber Co. Special-use permit, approved Nov. 22, 1911, by E. G. Dudley, acting forest supervisor, Sierra National Forest (Forest Service), covers right of way for, and authorizes construction and operation of, pipe line about one-half mile long from spring on lands segregated from park (in Sierra National Forest) for purpose of piping water from company's inclined tramway and logging railroad to supply boilers of steam-hoisting plant, etc.	³ 10
50 years ⁴	Merced River Electric Co. (project "A"), final water-power permit granted by Agriculture Department (Forest Service) Apr. 11, 1911, running for 50 years, unless sooner revoked by that department, for right of way for diverting dam and power conduit in Stanislaus National Forest. Annual charge over lands segregated from park based on 1,460 horsepower, at 10 cents per horsepower for first year, with increase of 10 cents per horsepower each succeeding year until maximum charge of \$1 per horsepower is reached, annual charge thereafter being at latter rate. Stipulations signed by officers of company Mar. 21, 1911 (and accompanying above permit), provided that annual payment upon above basis should be made annually in advance from Jan. 1, 1912, permit, however, being approved Apr. 11, 1911, and first payment, \$146, being made June 7, 1911; this payment was applied on 1911 calendar year. Amount due for fourth year, 1914, 1,460 horsepower, at 40 cents; horsepower capacity subject to readjustment after expiration tenth year.	584

¹ Per annum, on demand of Secretary of the Interior.

² Value of all timber cut and paid for on right of way (payment of \$406.56 made May 3, 1912, and \$334.56 made Oct. 3, 1912), \$741.12.

³ Per annum, in advance.

⁴ Unless sooner revoked by Department of Agriculture.

EXCERPT FROM ACT OF CONGRESS APPROVED DECEMBER 19, 1913, GRANTING TO THE CITY AND COUNTY OF SAN FRANCISCO, CERTAIN RIGHTS OF WAY IN, OVER, AND THROUGH CERTAIN PUBLIC LANDS IN THE YOSEMITE NATIONAL PARK AND STANISLAUS NATIONAL FOREST ADJACENT THERETO.

Section 7 of the above act provides that for and in consideration of the grant by the United States as provided for in this act, the said grantee shall assign free of cost to the United States all roads and trails built under the provisions hereof; and further, after the expiration of 5 years from the passage of this act the grantee shall pay to the United States the sum of \$15,000 annually, for a period of 10 years, beginning with the expiration of the 5-year period before mentioned, and for the next 10 years following \$20,000 annually, and for the remainder of the term of the grant shall, unless in the discretion of Congress the annual charge shall be increased or diminished, pay the sum of \$30,000 annually, said sums to be paid on the 1st day of July of each year. Until otherwise provided by Congress, said sums shall be kept in a separate fund by the United States, to be applied to the building and maintenance of roads and trails and other improvements in Yosemite National Park and other national parks in the State of California. The Secretary of the Interior shall designate the uses to be made of sums paid under the provisions of this section, under the conditions specified herein.

Section 4 of the act provides that no timber shall be taken, cut, or destroyed within Yosemite Park or Stanislaus Forest, except as such may be actually necessary to construct, repair, and operate its reservoirs, dams, power plants, water power, and electric works, and other structures mentioned in the act, but that no timber

shall be cut or removed from lands outside of the right of way until designated by Secretary of Interior or Secretary of Agriculture, and the grantee shall pay the full value of all timber and wood cut, injured, or destroyed on or adjacent to any of the rights of way and lands, as required by either of said officers: *Provided*, That no timber shall be cut by the grantee in Yosemite Park except from land to be submerged or which constitutes an actual obstruction to the right or rights of way or to any road or trail provided for in the act.

TRAVEL.

The total number of visitors to the park during the period November 1, 1913 (the date of last report), and September 30, 1914, was 15,145, distributed about as follows:

<i>Visitors.</i>	
Sentinel Hotel.....	3, 031
Camp Lost Arrow.....	2, 510
Camp Curry.....	5, 305
Camp Ahwahnee.....	1, 126
Public camp grounds.....	2, 066
Public automobile camp grounds.....	1, 107
Total.....	15, 145

Of this number, the Yosemite Transportation Co. carried 10,889 during the period September 1, 1913, to September 30, 1914 (13 months), 10,439 being pay passengers and 450 carried free. The Yosemite Stage & Turnpike Co. carried 2,925 passengers to the Mariposa Grove of Big Trees up to October 1; of these 1,348 bought round trip tickets between Yosemite and the Grove, and 1,557 bought transportation one way only. Of the above tickets 525 were used from Glacier Point to Wawona instead of from the valley. The Yosemite Auto Stage Co. (Theodore Gibson), operating between Stockton and the Yosemite Valley, brought in 46 people during the season, all of their traffic, however, originating at Crockers (Sequoia post office). They had no passengers direct from Stockton. The Big Trees Auto Stage Co. (Davis & Lee), operating between El Portal and the Merced and Tuolumne Big Tree Groves, handled between 350 and 400 passengers. In addition there were 739 private automobiles which entered the park, bringing in 2,814 people.

The following list, although incomplete as to the full number of tourists to the Yosemite National Park, indicates the points in the United States and foreign countries from which 11,902 of the visitors came:

Residences of visitors.

United States:		United States—Continued.	
Arizona.....	23	Indiana.....	33
Arkansas.....	2	Iowa.....	32
California.....	9, 424	Kansas.....	25
Colorado.....	28	Kentucky.....	9
Connecticut.....	57	Louisiana.....	8
District of Columbia.....	50	Maine.....	14
Delaware.....	1	Maryland.....	18
Florida.....	6	Massachusetts.....	227
Georgia.....	7	Michigan.....	42
Hawaii.....	22	Minnesota.....	35
Idaho.....	1	Missouri.....	63
Illinois.....	230	Mississippi.....	1

Residences of visitors—Continued.

United States—Continued.

Montana.....	7
Nebraska.....	24
New Hampshire.....	9
New Jersey.....	86
New Mexico.....	5
New York.....	401
Nevada.....	24
North Carolina.....	2
North Dakota.....	5
Ohio.....	132
Oklahoma.....	13
Oregon.....	36
Pennsylvania.....	173
Rhode Island.....	14
South Carolina.....	4
South Dakota.....	4
Tennessee.....	10
Texas.....	64
Utah.....	6
Vermont.....	4
Virginia.....	12
Washington.....	24
West Virginia.....	1
Wisconsin.....	44
Total.....	11,462
Foreign countries:	
Australia.....	84
Austria.....	14
Argentina.....	2

Foreign countries—Continued.

Belgium.....	3
Canada.....	22
Chile.....	5
China.....	8
England.....	100
France.....	13
Germany.....	83
Holland.....	6
Hungary.....	2
Italy.....	4
Ireland.....	6
India.....	9
Japan.....	5
Mexico.....	1
New Zealand.....	24
Panama.....	1
Philippine Islands.....	8
Russia.....	2
Servia.....	1
Scotland.....	20
South Africa.....	3
Siam.....	3
Switzerland.....	3
Tahiti.....	1
Tasmania.....	7
Total.....	440
Grand total.....	11,902

APPENDED REPORTS.

Attention is invited to the appended reports of the park supervisor, the resident engineer, and the chief electrician.

Very respectfully,

MARK DANIELS,
*General Superintendent and Landscape
 Engineer of National Parks,
 Acting Superintendent Yosemite National Park.*

The SECRETARY OF THE INTERIOR.

REPORT OF THE PARK SUPERVISOR.

DEPARTMENT OF THE INTERIOR,
YOSEMITE NATIONAL PARK,
Yosemite, Cal., September 27, 1914.

SIR: I have the honor to submit herewith a statement for the annual report on the improvements, repairs, and construction of trails; sanitation; clearing of thickets on the floor of the valley and cutting of wood in connection therewith; hire of stock for all work in the park; and maintenance, construction, and repair of buildings and fences from October 1, 1913, to August 31, 1914.

TRAILS.

Improvements, repairs, and construction outside of Yosemite Valley, Oct. 1, 1913, to Aug. 31, 1914.

	Miles.
Beehive to Lake Eleanor, Lake Eleanor to Hetch Hetchy, and from Hetch Hetchy to Yosemite.....	40
From junction of Clouds Rest Trail to Soda Springs via Sunrise Mountain.....	20
From Clouds Rest to Lake Tenaya via Forsyths Pass.....	7
From junction of Forsyths Pass Trail to junction of Merced Lake and Sunrise....	2
From junction of Sunrise Trail to Merced and Washburn Lakes.....	10
From junction of McClure Fork to Vogelsang Pass.....	8
From junction of McClure Fork to Isberg Pass Trail to Lyell Fork.....	6
From junction of Vogelsang Pass Trail via Rafferty Creek to Soda Springs.....	8
From junction of Vogelsang Pass Trail via Ireland Creek to Lyell Fork.....	6
From junction of North Dome Trail at Snow Creek to Lake Tenaya.....	8
From Lake Tenaya via McGee Lake to Soda Springs.....	16
From Soda Springs to Mono Pass.....	6
From Soda Springs along Lyell Fork of Tuolumne River.....	6
Pohono and Sentinel Dome Trails.....	14
From Peregov Meadow via Alder Creek to Wawona.....	15
Buck Camp Trail via Chilmualna Falls to Wawona.....	16
Hetch Hetchy Trail from junction Eagle Peak Trail to Tioga Road.....	6
From Washburn Lake to Lyell Fork of Merced River (construction).....	3
Total.....	197

Most of the time this season was devoted to improvements of the trails in the south and southeastern parts of the park, as some of the trails in those portions were not improved or repaired for many years, they being trails marked by the early settlers and troops on duty in the park, which practically required relaying and rebuilding in many instances.

Even trails constructed by contract in that section were not repaired for several years, and changes and improvements had to be effected in many places at considerable expense. About 3 miles of new trail were constructed from Washburn Lake to Lyell Fork of the Merced River, which opens beautiful country along the main canyon of the Merced River.

The cost for repairs, improvements, and construction of trails outside of Yosemite Valley from October 1, 1913, to August 31, 1914, 197 miles, for day labor, was \$2,034.

Maintenance and repairs of ledge trails around the rim of Yosemite Valley, Oct. 1, 1913, to Aug. 31, 1914.

	Miles.
Glacier Point, Vernal, Nevada Falls, and Clouds Rest Trails.....	18
Yosemite Point, Yosemite Falls, and Eagle Peak Trails.....	8
Tenaya Canyon and North Dome Trail.....	12
Total.....	38

The cost of maintenance and repairs for the above period for day labor was only \$660.75.

The approximate total number of miles of trails in Yosemite National Park on October 1, 1913, was 578 miles.

There was an added construction of 3 miles from Washburn Lake to Lyell Fork along the main canyon of the Merced River during the season of 1914.

The approximate total number of miles on September 1, 1914, was 581 miles. Of this 581 miles, 38 are called ledge trails—i. e., trails around the rim of the Yosemite Valley.

The ledge trails require constant attention and care on account of high cliffs and heavy travel during the summer season.

Improvements, etc.

Repairs, improvements, and construction of trails outside Yosemite Valley from Oct. 1, 1913, to Sept. 1, 1914.....	\$2, 034. 00
Maintenance and repairs of ledge trails during the same period.....	660. 75
Total.....	2, 694. 75

SANITATION.

The cost of sanitation is increasing every season in proportion to the increase of travel into the park. The cost of policing camping grounds and general sanitation of the valley from July 1, 1912, to June 30, 1913, was \$3,319.25. From July 1, 1913, to June 30, 1914, the cost increased to \$6,059.75, or almost double the amount of the preceding fiscal year. This increase in cost is due to the fact that heretofore the transportation companies, hotel and camp concessioners took care of their own garbage and manure disposal. This season the department took charge of this work, charging a proportionate amount of the cost for handling and disposal of the manure and garbage. There were 40 new water-closets built and 31 improved and painted in the various camping grounds, and the camping grounds increased for the increased traffic, due partly to the admittance of automobiles into the park. In the season of 1913 there were 1,985 persons who took advantage of camping in the public camping grounds, and in the season of 1914 2,066 persons came in their own vehicles or were brought by the transportation companies and 1,107 in automobiles, making a total of 3,173 who took advantage of the public camping grounds along the Merced River above the Sentinel Hotel Bridge, toward Mirror Lake, within a distance of about 2 miles.

The public camping grounds are a heavy burden to the department, and no charge is made to the public for this privilege. There are about 80 water-closets throughout the camping grounds, and more than one-third of them require scrubbing and care two or three times per week in the busy season. The garbage is collected in all the camping grounds as often as is required.

A nominal charge should be made to people availing themselves of the public camping grounds to help the department bear the burden of sanitation.

CLEARING OF THICKETS ON FLOOR OF YOSEMITE VALLEY AND CUTTING WOOD.

The clearing of thickets is a very important part of the work on the floor of the valley and becomes necessary to safeguard the growing trees both from fires and natural destruction of its own, caused by rapid and dense growth.

There were approximately 150 acres cleared this season on the floor of the valley, and the work still continues in connection with wood-cutting, which is important from an economical point of view that the clearing of the valley should be done in connection with woodcutting. There were approximately 830 cords of woods cut from July 1, 1913, to June 30, 1914, of which over half was cut in connection with the clearing of thickets. The wood is sold to campers, concessioners, and department employees at prices approved by the department and used in connection with sanitation and in public buildings by the department.

FENCES.

There was approximately 5,700 feet of fence constructed this season—about 4,000 feet of 4-foot galvanized mesh wire, with three barbed wires 6 inches apart, making the total height 5 feet around the two orchards in the upper end of the valley; 700 feet of plain 4-foot galvanized mesh-wire fence inside inclosure of the department stables; and the balance, of 1,064 feet of 3-panel board fence, constructed on the line of the old fences taken out around different corrals where stock is kept.

STOCK.

From July 1, 1913, to June 30, 1914, the department paid \$9.50 per head, monthly, for draft horses and \$7.50 per head per month for driving, pack, and saddle horses. The contractor furnishes harness and collars for draft stock employed, and saddles, both pack and riding, on request. The department assumes the care of stock and feeds it. The repairs of harness and saddles also is assumed by the department.

The number of stock employed from July 1, 1913, to June 30, 1914, total for 12 months, is 23,284 horse rations.

The approximate cost of ration (or day feed) per horse is 45 cents. The stock employed each month is as follows:

	Number of days.	Number of horses.	Rations.
July, 1913, 1 to 31.....	31	90	2,790
July, 1913, 16 to 31.....	16	6	96
Aug., 1913, 1 to 31.....	31	95	2,945
Sept., 1913, 1 to 30.....	30	91	2,730
Oct., 1913, 1 to 31.....	31	93	2,883
Nov., 1913, 1 to 14.....	14	24	336
Nov., 1913, 1 to 30.....	30	33	990
Dec., 1913, 1 to 3.....	3	33	99
Dec., 1913, 1 to 31.....	31	21	651
Jan., 1914, 1 to 31.....	31	21	651
Feb., 1914, 1 to 23.....	23	21	585
Mar., 1914, 1 to 24.....	24	21	504
Mar., 1914, 24 to 31.....	8	36	288
Mar., 1914, 10 to 31.....	22	18	396
Apr., 1914, 1 to 30.....	30	53	1,590
May, 1914, 1 to 4.....	4	53	212
May, 1914, 4 to 10.....	6	51	306
May, 1914, 10 to 31.....	21	99	2,079
June, 1914, 1 to 30.....	30	105	3,150
Total amount of rations.....			23,284

This number of stock employed during the summer season approximately as follows:

On the sprinkling of the El Portal Road from the park limit to Yosemite Village, and roads on the floor of the valley, 30 head.

In connection with clearing of thickets and cutting of wood, 16 to 20 head monthly.

In connection with roads, trails, sanitation, hauling of freight and supplies, fighting of fires, etc., 30 to 40 head monthly, about 30 head being pack, saddle, and driving animals; and the balance draft.

The balance is used in the construction and general improvements in the park as required.

No payment is made to the contractor for the stock used in the winter months, nor for stock that is not used steadily but only occasionally. The contractor furnishes the department with pack and saddle animals extra without charge in the busy part of the season in emergencies to fight fires and on other occasions.

Twenty-six head of horses are owned by the department and are used in connection with all work in the park.

Very respectfully,

GABRIEL SOVULEWSKI,
Park Supervisor.

The ACTING SUPERINTENDENT,
Yosemite National Park.

REPORT OF RESIDENT ENGINEER.

DEPARTMENT OF THE INTERIOR,
YOSEMITE NATIONAL PARK,
Yosemite, Cal., September 30, 1914.

SIR: I have the honor to submit the following report on work done under my direction during the period from October 1, 1913, to August 30, 1914:

EL PORTAL ROAD.

The work of widening the El Portal Road, which was commenced May 10, 1913, was continued to November 30, 1913. The work consisted of widening from an average width of 10 feet to a width of 25 feet in cut of the present road and has for its purpose the removal of all dangerous places and giving the road a greater capacity so as to better handle the traffic between El Portal and Yosemite, which becomes greater each year and at times, under present conditions, becomes congested. The status of the work on November 30, 1913, when actual construction work was stopped, was as follows:

	Feet.	Equiva- lent (miles).
Completed.....	12,660	2.397
85 per cent completed.....	400	.075
60 per cent completed.....	120	.022

The cost of this work was \$14,945.52 per mile. This work was entirely in solid rock or in large boulders, the only earth being that wedged in between boulders. The work was seriously handicapped by the necessity of keeping it open during construction for the passage of traffic. During the months of September and November a portable compressed-air drilling outfit, which cost \$2,735.55, was used on this work, which effected a considerable saving in the cost.

WAWONA ROAD.

The grade of the Wawona Road between the floor of the valley and Inspiration Point has been widened and a guard wall placed on the outer edge of the road at dangerous places so that automobiles could use the road with greater safety. The length of road worked was 8,581 feet at a cost of \$2,723.50, or \$0.317 per linear foot.

BIG OAK FLAT ROAD.

The grade of the Big Oak Flat Road between the floor of the valley and Fort Monroe has been improved by some widening and the placing of a guard wall along the outer edge of the road to prevent vehicles from running off the road and falling down the cliffs. The length of the road worked was 11,095 feet at a cost of \$2,696.24, or \$0.2676 per foot.

ROAD MAINTENANCE.

There are only a few miles of macadamized roads under the charge of the Government, practically all of them being earth roads. This makes the cost of road maintenance expensive, as these poor roads are subject to heavy hauling. Although the roads are very inferior, they are kept in very fair condition. The heavy storms of winter, which washed slides into the El Portal Road and removed the earth surfacing, caused the cost of maintaining the road to be heavy. The labor expended on maintenance of the various roads cost as follows: El Portal Road below Pohono Bridge, \$2,807; roads on the floor of the valley, \$822; the Wawona Road, \$226; the Big Oak Flat Road, \$142; and roads in the Mariposa Grove of Big Trees, \$227.

WATER-SUPPLY SYSTEM.

Improvements to the water-supply system have been in progress for the last four years, the amount of work done each year depending on the funds available. Since July, 1913, there have been laid 8,535 feet of 8-inch cast-iron pipe; 2,124 feet of 6-inch cast-iron pipe; 6,609 feet of 4-inch cast-iron pipe; 2,147 feet of 2-inch commercial steel pipe and 844 feet of 1-inch commercial steel pipe; 13 fire hydrants have been installed; service connections, changing from old to new system, have been made; 3,094 feet of old riveted steel pipe have been taken up and relaid on an unimportant line. This gives adequate water supply and fire protection to the village, Camp Yosemite (former U. S. Army post), and to the stables, workshop, and other buildings of the Department of the Interior. It also furnishes water for the road sprinkling work, and gives a pure water supply to Camp No. 6. There yet remains to be laid a 4-inch cast-iron pipe to Kenneyville for the purpose of affording fire protection to buildings located there and to accommodate an extension of the road sprinkling work. The piping system should also be extended to provide water to all public camping grounds.

BRIDGES.

The work of building spandrel walls and approaches to three reinforced concrete arches, built under contract, on the road passing by the foot of Nevada Falls, has been completed.

A 60-foot span foot and horse bridge of combination wood and steel trusses was built over the Merced River below Vernal Falls. This bridge is known as the Register Rock Bridge.

WOOD SAWING AND SPLITTING PLANT.

A wood sawing and splitting plant was installed for the purpose of cutting logs into firewood and has been in successful operation during the season. The plant consists of a drag-saw, circular saw, wood splitter, and emery wheel, all driven by an electric motor.

Very respectfully,

DAVID A. SHERFEY,
Resident Engineer.

The ACTING SUPERINTENDENT,
Yosemite National Park.

REPORT OF CHIEF ELECTRICIAN.

DEPARTMENT OF THE INTERIOR,
YOSEMITE NATIONAL PARK,
Yosemite, Cal., September 23, 1914.

SIR: I have the honor to submit the following report for the electrical department of the Yosemite National Park for the season of 1914:

POWER PLANT.

The power house has been operated daily during the past year and there has been no interruption to the service. During June and July an agreement was made with several concessioners to furnish day service for the operation of refrigerating machinery at the meat market and electric irons at the laundries of Camp Curry and Camp Ahwahnee. During this period the Interior Department operated the sawmill and two pumping stations for road sprinkling. It is recommended that 24-hour service be furnished from May 1 to October 1 each year, as the sale of power now practically pays for this service.

No permanent improvements have been made at the power house, and remarkably good service is maintained, considering the age and type of equipment. Only one water-wheel unit is provided with a governor to control its operation, the other unit being controlled entirely by hand. The unit controlled by the governor must be run 16 hours per day, and in case of a breakdown power service would be entirely interrupted. Inasmuch as considerable power is now being furnished to the Government and concessioners, and the fact that this is a fluctuating load, it is urgently recommended that a duplicate of the water-wheel unit installed in 1911 be erected to replace the old hand-governed unit now being used. This installation would cost approximately \$4,500 and would practically insure continuity of service.

Both generators should be provided with adequate foundations, and modern wiring should be placed from generators to switchboard.

TELEPHONE EXCHANGE.

On July 1, 1914, a new 30-line telephone switchboard was put into service. There are 26 Government telephone stations and 11 concessioners connected with the switchboard, and in addition there are 3 stations at El Portal and 3 on the Wawona line with which connection can now be had. These last two lines are used jointly by the Government and private corporations.

In connection with the switchboard 1,800 feet of 15-pr. aerial cable and 275 feet of 25-pr. underground cable was installed and various cuts and transfers made to divide the old heavily loaded party lines into smaller units. The total cost of this installation was \$760.30 and the service has been entirely satisfactory. It is recommended that the switchboard be operated from May 1 to October 1 each season.

METERED SERVICE.

On April 2, 1914, the department approved a schedule of rates for metered service for both power and lights. Since the above date 17 meters have been installed for lighting service and 4 for power, the

consumers paying for the meters and labor of installation. The installation of meters has practically done away with the former wasteful use of electricity, and the substitution of the Mazda type for the old carbon lamps has decreased the load on the power house approximately 25 per cent, notwithstanding various extensions of service.

LIGHTING OF CAMP GROUNDS NO. 6.

On May 29 the installation of lights at Camp Grounds No. 6 was completed. Sequoia Lane is now lighted from the corner, near Jorgensen's studio, to Camp No. 6, and the grounds of this camp so illuminated that strangers have no trouble in finding their camps at night. The cost of this installation was \$421.14.

OUTPOST TELEPHONE LINES.

Since the Army has been relieved from further duty in the park, it has devolved upon the electrical department to maintain and operate approximately 87 miles of telephone lines to the various outposts where rangers are stationed. Fair service has been maintained to the above stations, but the lines are for the most part of very light construction and should be replaced by heavier wire put up in a substantial manner, similar to the line which was built last summer from Yosemite to the Merced Grove. In connection with this line, attention is called to the fact that there has not been a day during the present season when communication was not had with the Merced Grove outpost, no breaks in the line having occurred.

The machinery at the wood-cutting plant was installed and kept in repair by this department.

Two motor-driven pumps controlled by automatic float switches, for supplying water to road sprinklers, have been maintained and operated during the summer season.

During the year a record has been kept of the water discharged by the Merced River, Yosemite Creek, and Tenaya Creek. One of the gauges is approximately 2 miles distant from the other two, hence considerable time is consumed in making the daily readings.

Very respectfully,

HENRY C. CURRIER,
Chief Electrician.

The ACTING SUPERINTENDENT,
Yosemite National Park

RULES AND REGULATIONS.

RULES AND REGULATIONS OF MAY 11, 1914.

The following rules and regulations for the government of the Yosemite National Park, including the Yosemite Valley and Mariposa Big Tree Grove, are hereby established and made public, pursuant to authority conferred by the acts of Congress approved October 1, 1890, February 7, 1905, and June 11, 1906:

1. It is forbidden to injure or disturb in any manner any of the mineral deposits, natural curiosities, or wonders on the Government lands within the park.

2. It is forbidden to cut or injure any timber growing on the park lands, or to deface or injure any Government property. Camping parties will be allowed to use dead or fallen timber for fuel. When felling timber, stumps must not be left higher than 12 inches from the ground.

3. Fires should be lighted only when necessary and completely extinguished when not longer required. The utmost care must be exercised at all times to avoid setting fire to the timber and grass.

4. Hunting or killing, wounding or capturing any bird or wild animal on the park lands, except dangerous animals when necessary to prevent them from destroying life or inflicting an injury, is prohibited. The outfits, including guns, traps, teams, horses, or means of transportation used by persons engaged in hunting, killing, trapping, ensnaring, or capturing such birds or wild animals, or in possession of game killed on the park lands under other circumstances than prescribed above, will be taken up by the superintendent and held subject to the order of the Secretary of the Interior, except in cases where it is shown by satisfactory evidence that the outfit is not the property of the person or persons violating this regulation and the actual owner thereof was not a party to such violation. Firearms will only be permitted in the park on written permission from the superintendent thereof. On arrival at the first station of the park guard, parties having firearms, traps, nets, seines, or explosives, will turn them over to the sergeant in charge of the station, taking his receipt for them. They will be returned to the owners on leaving the park.

5. Fishing with nets, seines, traps, or by the use of drugs or explosives, or in any other way than with hook and line is prohibited. Fishing for purposes of merchandise or profit is forbidden. Fishing may be prohibited by order of the superintendent in any of the waters of the park, or limited therein to any specified season of the year, until otherwise ordered by the Secretary of the Interior.

6. No person will be permitted to reside permanently, engage in any business, or erect buildings, etc., upon the Government lands in the park without permission, in writing, from the Secretary of the Interior. The superintendent may grant authority to competent persons to act as guides and revoke the same in his discretion.

No pack trains will be allowed in the park unless in charge of a duly registered guide.

7. Owners of patented lands within the park limits are entitled to the full use and enjoyment thereof. The boundaries of such lands, however, must be determined, and marked, and defined, so that they may be readily distinguished from the park lands. While no limitations nor conditions are imposed upon the use of such private lands so long as such use does not interfere with or injure the park, private owners must provide against trespass by their stock or cattle, or otherwise, upon the park lands, and all trespasses committed will be punished to the full extent of the law. Stock may be taken over the park lands to patented private lands with the written permission and under the supervision of the superintendent, but such permission and supervision are not required when access to such private lands is had wholly over roads or lands not owned or controlled by the United States.

8. Allowing the running at large, herding, or grazing of cattle or stock of any kind on the Government lands in the park, as well as the driving of such stock or cattle over same, is strictly forbidden, except where authority therefor has been granted by the superintendent. All cattle or stock found trespassing on the park lands will be impounded and disposed of as directed in regulations approved February 29, 1908.

9. No drinking saloon or barroom will be permitted upon Government lands in the park.

10. Private notices or advertisements shall not be posted nor displayed on the Government lands within the reservation, except such as may be necessary for the convenience and guidance of the public.

11. It is forbidden to carve or write names or otherwise deface any of the posts, signboards, platforms, seats, railings, steps, boulders, trees, or structures of any kind in the park.

12. Persons who render themselves obnoxious by disorderly conduct or bad behavior, or who may violate any of the foregoing rules, will be summarily removed from the park and will not be allowed to return without permission, in writing, from the Secretary of the Interior or the superintendent of the park.

No lessee or licensee shall retain in his employ any person whose presence in the park shall be deemed and declared by the superintendent to be subversive of the good order and management of the reservation.

13. The superintendent designated by the Secretary is hereby authorized and directed to remove all trespassers from the Government lands in the park and enforce these rules and regulations and all the provisions of the acts of Congress aforesaid.

INSTRUCTIONS OF MAY 11, 1914.

1. Interference with or molestation of any bear or other wild animal in the park in any way by any person not authorized by the superintendent is prohibited.

2. Plants, flowers, shrubs, ferns, etc., growing in the park are for the enjoyment and pleasure of all. The taking of rare specimens is not permitted. A limited quantity of common varieties may be used

for the adornment of dining-room tables, but only by special permission of the acting superintendent in each case.

3. *Fires*.—The greatest care must be exercised to insure the complete extinction of all camp fires before they are abandoned. All ashes and unburned bits of wood must, when practicable, be thoroughly soaked with water. Where fires are built in the neighborhood of decayed logs, particular attention must be directed to the extinguishment of fires in the decaying mold. Fire may be extinguished where water is not available by a complete covering of earth well packed down. Care should be taken that no lighted match, cigar, or cigarette is dropped in any grass, twigs, leaves, or tree mold. No fires shall be lighted in the Mariposa, Merced, or Tuolumne Big Tree Groves.

4. *Camps*.—No camp will be made except at designated localities. All campers in Yosemite Valley shall first report at the office of the superintendent for assignment to camping sites, and will not change camps without permission; nor shall fires be lighted in Yosemite Valley, except at camp sites, without the express permission of the superintendent. Blankets, clothing, hammocks, or any other article liable to frighten teams must not be hung near the road. The same rule applies to temporary stops, such as for feeding horses or for taking luncheon.

Many successive parties camp on the same sites during the season, and camp grounds must be thoroughly cleaned before they are abandoned. Tin cans must be flattened, and, with bottles, cast-off clothing, and all other débris, must be placed in a garbage can or deposited in a pit provided for the purpose. When camps are made in unusual places where pits may not be provided, all refuse must be hidden where it will not be offensive to the eye. Camping in the Mariposa, Merced, or Tuolumne Big Tree Groves is not permitted.

Campers may purchase cut wood in small quantities at the office of the acting superintendent.

5. *Mirror Lake*.—No one is allowed to throw anything into Mirror Lake, thereby causing ripples and disturbing the reflection, which all are entitled to behold.

6. *Pedestrians*.—Foot tourists on trails, if seated while animals are passing them, should remain quiet lest they frighten the animals and cause accidents to others. The making of short cuts on trails is prohibited because of damage to trails by so doing and of likelihood of dislodging rocks, which in coursing down might kill or injure some one on a lower level.

7. *Concessionaires*.—Livery and transportation concessionaires and guides will require their employees to wear each a metal badge with a number thereon, the number and the name corresponding therewith being registered in the acting superintendent's office. These badges will be worn in plain sight on the left breast of the outer garment.

Concessionaires will report to the acting superintendent the name and address of the nearest relative or friend in the case of each employee as hired, whom the employee wishes to be notified in case of death. Concessionaires also will report the fact of discharge of employees; if for cause, such cause shall be stated.

8. *Bicycles*.—The greatest care must be exercised by persons using bicycles. On meeting a team the rider must stop and stand at side

of road between the bicycle and the team—the outer side (i. e., the downhill or dangerous side) of the road if on a grade or curve. In passing a team from the rear, the rider should learn from the driver if his horses are liable to frighten, in which case the driver should halt and the rider dismount and walk past, keeping between the bicycle and the team.

9. *Fishing*.—All fish less than 8 inches in length should at once be returned to the water with the least damage possible to the fish. Fish that are to be retained must be at once killed by a blow on the back of the head or by thrusting a knife or other sharp instrument into the head. No person shall catch more than 20 fish in one day.

10. *Dogs and cats*.—Dogs are not permitted in the park, and cats only on special authority.

11. *Stages*.—Stages entering Yosemite Valley shall stop at each hotel or permanent camp in the order of location, so that passengers may exercise the right of selection.

12. *Driving on roads of park*.—(a) Drivers of vehicles of any description when overtaken by other vehicles traveling at a faster rate of speed shall, if requested to do so, turn out and give the latter free and unobstructed passageway.

(b) Vehicles in passing each other must give full half of the roadway. This applies to freight outfits as well as any other.

(c) Freight, baggage, and heavy camping outfits on sidehill grades throughout the park will take the outer side of the road while being passed by passenger vehicles in either direction.

(d) Transportation companies, freight and wood contractors, and all other parties and persons using the park roads, will be held liable for violations of these instructions.

(e) Mounted men on meeting a passenger team on a grade will halt on the outer side until the team passes. When approaching a passenger team from the rear warning must be given, and no faster gait will be taken than is necessary to make the passage, and if on a grade the passage will be on the outer side. A passenger team must not be passed on a dangerous grade.

(f) All wagons used in hauling heavy freight over the park roads must have tires not less than 4 inches in width. This order does not apply to express freight hauled in light spring wagons with single teams.

13. *Miscellaneous*.—Motor cycles are not permitted in the park. Automobiles will be admitted under approved regulations.

The throwing of paper bags or other litter on the ledge trails or at resting places is not permitted. They should be placed in the receptacles provided therefor. Concessionaires supplying lunches are required properly to stamp the envelopes with the name of concession.

No person shall ride or drive faster than a walk over any of the Government bridges within the park. Riding or driving at night, except on the floor of the Yosemite Valley, is forbidden.

Persons with animals using trails must keep therein; leaving the trails for the purpose of making short cuts will not be permitted.

Persons are not allowed to bathe near any of the regularly traveled roads in the park without suitable bathing clothes.

It is forbidden to bathe, wash clothes or cooking utensils, or in any other way pollute the waters of the river or creeks above the Sentinel Hotel.

It is forbidden to water stock directly from the river or creeks above the Sentinel Hotel in Yosemite Valley. A bucket or other vessel should be used.

It is forbidden to tie stock within 100 yards of any tent or tent ground. It is forbidden to tie stock so near the river or creeks above the Sentinel Hotel in Yosemite Valley that the stock may enter these streams.

It is forbidden to soil or in any way write upon or mutilate any of the signs or structures erected for public convenience.

To take bark from any live sequoia tree on the park lands is forbidden.

Campers and all others, save those holding license from the Secretary of the Interior, are prohibited from hiring their horses, trappings, or vehicles to tourists or visitors in the park.

All complaints by tourists and others as to service, etc., rendered in the reservation should be made to the superintendent, in writing, before the complainant leaves the park. Oral complaints will be heard daily during office hours.

14. The penalty for disregard of these instructions is summary ejection from the park.

REGULATIONS OF FEBRUARY 29, 1908, GOVERNING THE IMPOUNDING AND DISPOSITION OF LOOSE LIVE STOCK.

Horses, cattle, or other domestic live stock running at large or being herded or grazed in the Yosemite National Park without authority from the Secretary of the Interior will be taken up and impounded by the superintendent, who will at once give notice thereof to the owner, if known. If the owner is not known, notice of such impounding, giving a description of the animal or animals, with the brands thereon, will be posted in six public places inside the park and in two public places outside the park. Any owner of an animal thus impounded may, at any time before the sale thereof, reclaim the same upon proving ownership and paying the cost of notice and all expenses incident to the taking up and detention of such animal, including the cost of feeding and caring for the same. If any animal thus impounded shall not be reclaimed within 30 days from notice to the owner or from the date of posting notices it shall be sold at public auction, at such time and place as may be fixed by the superintendent, after 10 days' notice, to be given by posting notices in six public places in the park and two public places outside the park and by mailing to the owner, if known, a copy thereof.

All money received from the sale of such animals and remaining after the payment of all expenses incident to the taking up, impounding, and selling thereof shall be carefully retained by the superintendent in a separate fund for a period of six months, during which time the net proceeds from the sale of any animal may be claimed by and paid to the owner upon the presentation of satisfactory proof of ownership, and if not so claimed within six months from the date of sale such proceeds shall be turned into the Yosemite National Park fund.

The superintendent shall keep a record in which shall be set down a description of all animals impounded, giving the brands found on them, the date and locality of the taking up, the date of all notices and manner in which they were given, the date of sale, the name and address of the purchaser, the amount for which each animal was sold and the cost incurred in connection therewith, and the disposition of the proceeds.

The superintendent will in each instance make every reasonable effort to ascertain the owner of animals impounded and to give actual notice thereof to such owner.

REGULATIONS OF JUNE 3, 1914, GOVERNING THE ADMISSION OF AUTOMOBILES.

Pursuant to authority conferred by the act of October 1, 1890 (26 Stat., 650), setting aside certain lands in the State of California as a public park, the following regulations governing the admission of automobiles into the Yosemite National Park are hereby established and made public:

1. Motor cycles are not permitted to enter the park.
2. Automobiles traveling within the metes and bounds of the Yosemite National Park will be required to secure a permit from the acting superintendent or his representative.
3. Applications for permit must show: (a) Name of owner, (b) license number of automobile, (c) name of driver, (d) number of passengers, and (e) be accompanied by a fee of \$5 for a single round trip in and out of the park, payable as hereinafter indicated.
4. Tickets of passage must be obtained at Merced Grove of Big Trees, inbound.
5. Tickets of passage must be presented to the acting superintendent or his representative at the auto camp checking station, inbound. Upon departure from the camp site they will be returned to the chauffeur.
6. Every person presenting an automobile for admission to the park will be required to satisfy the guard issuing the ticket of passage that the brakes of his automobile are in first-class working order, and for this purpose all automobilists will be required (effectually to block and skid the rear wheels with either foot or hand brake, or such other brakes as may be a part of the equipment of the automobile.
7. The fee for each automobile permit shall be \$5, payable upon arrival at a paying station.
8. Payments of fee must be made by cash or money order; checks will not be accepted.
9. In case an automobile is compelled to leave the park before arriving at Yosemite, the fee will be collected at the nearest checking point en route outward.
10. No automobile shall take station in free automobile park without a permit properly signed by the acting superintendent or his representative.
11. All tickets of passage and permits shall be surrendered at the Merced Grove Station upon departure.
12. Automobiles outward bound which have not a permit properly signed by the acting superintendent or his representative will be charged \$5, failure to possess permit being accepted as evidence that the fee has not been paid. This charge of \$5 will be made at the first

station at which the automobile appears. A receipt will be given for the amount paid, which will be surrendered at the Merced Grove Station, and will be accepted in lieu of the permit.

13. At the conclusion of each day the guard at Merced Grove and paying station will report by phone the various machines by license number and name of owner or person responsible therefor which have cleared their station. Similar information of automobiles which have arrived and failed to clear shall be made, stating reason for nonclearance.

14. Until further orders automobiles will be permitted to enter and leave the Yosemite National Park only by way of the Coulterville and Big Oak Flat Roads. Automobiles approaching the park by the Big Oak Flat Road will change direction to the west at Crane Flat and take the Coulterville Road.

15. Automobiles will enter the Yosemite Valley only by way of the Coulterville Road. They may, at their option, leave the Coulterville Road at Big Meadows (Myers) and enter via El Portal and the Merced River gorge.

16. Automobiles leaving the park shall confine themselves to the roads authorized for entrance.

17. Automobiles are not permitted to use any roads in the park other than those specified, and those will be used for ingress and egress.

18. Automobiles entering or leaving via El Portal will check at that place.

19. Automobiles entering may leave the Merced Grove of Big Trees between the hours of 7 a. m. and 5 p. m. Automobiles arriving later than 5 p. m. at the Merced Grove of Big Trees will be denied entrance.

20. Automobiles entering between 3.30 p. m. and 5 p. m. may proceed to El Portal or other point on the road short of the Yosemite Valley or El Portal.

21. No automobile passing the Merced Grove of Big Trees after 3.30 p. m. shall enter the Yosemite Valley.

22. No inbound automobile shall leave El Portal and enter the park after 4.08 p. m.

23. No inbound automobile that does not reach the Cascade Station before 4.44 p. m. or the junction of the Wawona and El Portal Roads before 5.01 p. m. shall proceed farther. It will be authorized to return to El Portal.

24. No inbound automobile shall pass the paying station below Camp Ahwahnee later than 5.30 p. m.

25. Automobiles outbound may leave the garage or automobile camp site between the hours of 7.30 a. m. and 4 p. m.

26. An automobile party camping on the automobile site may run the machine to and from the garage for the purpose of restocking or repairing same between the hours of 7.30 a. m. and 5 p. m. During these runs or other demonstrations the muffler must invariably be closed. No noisy demonstrations shall take place, in situ, before 7.30 a. m. or after 5 p. m.

27. An outward bound automobile will make no halt between its starting point and the paying station except to pick up passengers or baggage. (See time allowance, par. 32.)

28. In the Yosemite Valley automobiles inbound shall cross the Merced River at the Pohono bridge and proceed via Camp Ahwahnee,

Yosemite Village, Camp Curry, Stoneman bridge, and Kenneyville to the garage or to the automobile camp site designated for automobiles in the immediate vicinity of the garage.

29. Automobile parties destined to Camp Lost Arrow shall pass through the garage site to their destination. The automobile shall then be returned to the garage.

30. Automobile parties destined to Camp Ahwahnee, Sentinel Hotel, Camp Curry, or Camp Lost Arrow will proceed directly to their destination after checking in, halting at no intermediate point.

31. Parties upon arrival at destination shall immediately vacate the automobile, which will proceed without unnecessary delay to the garage.

32. Automobiles halting at the hotel or at hotel camps will be allowed only the necessary time for the purpose of letting off or taking on passengers or baggage, or both, not to exceed five minutes. Hotel and camp concessionaires will be held responsible that this regulation is observed.

33. An automobile party may go into camp, keeping their automobile with them at the site designated as an automobile camp and nowhere else.

34. An automobile party to hold a camping site in the automobile camp must actually camp with their automobiles.

35. The automobile of a party having sleeping accommodations at a hotel or hotel camp, or elsewhere than in the automobile camp, shall be placed in the garage and nowhere else.

36. If an automobile, through accident or other cause, is unable to proceed to its destination within the allotted period of time, it may, if west of the Cascade Station and outbound, proceed at its own risk in accordance with the speed regulations. If east of the Cascade Station, it will park and remain parked pending any instructions from the acting superintendent. Unless the breakage is an unusual one and the case a special one the automobile shall remain where parked until the following morning.

37. The garage "tow" or "trouble car" will not be allowed to proceed east or west out of hours.

38. No automobile, unless broken down or parked in accordance with orders, shall be temporarily abandoned anywhere.

39. Muffler cut-outs must be effectually closed on the automobile while traveling in either direction on the floor of the valley, as well between the Pohono Bridge and the park boundary in the Merced River gorge.

40. Outbound automobiles taking the Coulterville Road at the "old blacksmith shop" may open their mufflers on the Coulterville Road ascent.

41. No sirens or electric horns shall be blown where the mufflers may not be opened.

42. While the automobile is being vacated or emptied of its load the chauffeur or driver shall not leave his automobile.

43. No automobile shall be left at any time without a driver except at the garage or in the automobile camp. Chauffeurs, before leaving the seat, shall stop the engine.

44. No person shall smoke while driving an automobile in the park.

45. The guard at Merced Grove will refuse admission to any automobile any occupant of which is under the influence of intoxicants.

46. Speed will be limited to 6 miles per hour, except on straight stretches where approaching teams will be visible, when, if no teams are in sight, this speed may be increased to an approximate maximum speed of 10 miles per hour, at no time to be exceeded (except that on the steep descent from the high land to the road in the Merced River gorge the maximum speed rate, inbound, is 5 miles per hour, and outbound, 6 miles per hour).

47. Time lost by a slow-down shall not subsequently be made up by exceeding the speed limit.

48. No automobile shall exceed the speed limit to overtake and pass another automobile.

49. When automobiles meet on a grade where it is impossible or dangerous to pass, the automobile on the uphill side will back up to a turnout.

50. Teams have the right of way and automobiles will be backed or otherwise handled as necessary so as to enable teams to pass with safety.

51. When teams, saddle horses, or pack trains approach, the automobile shall take position on the outer edge of the road, taking care that sufficient room is left on the inside for the animals or teams to pass.

52. Automobiles, when overtaking teams, saddle horses, or pack trains shall take the outer side (i. e., dangerous side) of the road.

53. When teams, saddle horses, or pack trains approach, automobiles shall stop and remain at rest until the former have passed, or until the drivers or riders are satisfied regarding the safety of their horses. If the approaching animals manifest signs of fear the engine must be stopped.

54. In case of emergency due to large amount of traffic on the El Portal Road which may cause animal-drawn vehicles to use the road at the same time as automobiles, both classes of vehicles proceeding in the same direction shall proceed at the same rate of speed, viz, that of the animal-drawn vehicle, until a turnout is reached, when the automobile, with due notification to and by agreement with the driver of the animal-drawn vehicle that passing is safe, may pass, taking the outside of the road.

55. Signal with horn shall be given at or near every turn in the road to announce to drivers of approaching teams the proximity of an automobile.

56. Parties possessing permits will not be allowed to do a commercial or transportation business in the park without special license therefor from the Secretary of the Interior.

57. No garage concessionaire will admit automobiles except on presentation of permit properly signed by the acting superintendent or his representative.

58. A failure to check at any station will result in ejection from the park.

59. Failure to surrender ticket of passage at auto camp checking station inbound, at Merced Grove outbound, or to exhibit it at any intermediate point when requested, will be considered a violation of the rules and subject the offender to the penalties.

60. Ejectment from any point of the park will not work as a remission of fee, which must be paid in full, \$5, at the nearest station outward.

61. If an outward-bound automobile fails to surrender its ticket of passage and permit to the guard at the Merced Grove Station, a record of number, chauffeur, owner, or party responsible for the automobile will be taken, and the penalties for the violation of the rules and regulations of the park will thereafter attach to all. It will likewise be charged \$5 for each document lost.

62. Owners of automobiles which, for any reason, fail after entering the park to proceed as far as the paying station in Yosemite Valley, may secure a permit by remitting by mail to the acting superintendent a postal money order for \$5, payable to the order of the Secretary of the Interior, Washington, D. C.

63. Violation of any of the foregoing rules or general regulations for the government of the park will cause revocation of permit, and in addition to the penalties hereinbefore indicated will subject the owner of the automobile to any damages occasioned thereby, ejectment from the reservation, and be cause for refusal to issue new permit to the owner without prior sanction in writing from the Secretary of the Interior.

64. An automobilist detected in violating any of these rules and regulations shall immediately park his automobile. The facts of the case will be at once reported by the guard to the acting superintendent for his consideration.

65. Automobiles shall not enter the valley via the Coulterville Road and proceed to El Portal via the Merced River Gorge Road, except in compliance with regulation No. 23.

REGULATION GOVERNING AUTOMOBILES APPROVED JULY 7, 1914.

66. Fines or other punishment will be imposed for arrival of automobile at any point before approved elapsed time of passage at the following rates: fifty cents per minute for each of the first 5 minutes; \$1 per minute for each of the next 20 minutes; and \$25 fine, or ejectment from the park, or both, in discretion of the acting superintendent, for being more than 25 minutes early.

REGULATIONS GOVERNING THE ADMISSION OF AUTOMOBILES OVER THE BIG OAK FLAT ROAD, SEASON OF 1914.

Pursuant to authority conferred by the act of October 1, 1890 (26 Stat., 650), setting aside certain lands in the State of California as a public park, the following regulations governing the admission of automobiles into the Yosemite National Park over the Big Oak Flat Road to Yosemite Valley are hereby established and made public:

MOTORCYCLES.

1. Motorcycles are not permitted to enter the park.

PERMIT.

2. Automobiles traveling within the metes and bounds of the Yosemite National Park will be required to secure a permit from the acting superintendent on arrival at Yosemite, Cal.

APPLICATION—FEE.

3. Applications for permit must show: (a) Name of owner; (b) license number of automobile; (c) name of driver; (d) number of passengers; and (e) be accompanied by a fee of \$5 for a single round trip in and out of the park, payable in cash or money-order upon arrival at paying station. Checks will not be accepted.

TICKET OF PASSAGE.

4. Ticket of passage must be secured from the ranger at Cranes Flats. The ticket of passage and permit must be surrendered to the last guard on leaving the park. Automobiles that enter the park and do not enter the Yosemite Valley to secure permit will make payment of \$5 in cash to ranger.

ROADS.

5. Automobiles may use the Big Oak Flat or Coulterville Roads to Yosemite Valley. Automobiles entering Yosemite Valley must proceed via Pohono Bridge, Camp Ahwahnee, Yosemite Village, Sentinel Hotel, Camp Curry, Stoneman Bridge, and Kenneyville to the garage or automobile camp ground in the vicinity of the garage. On leaving the valley the route authorized for entrance must be used. Motoring on the floor of the Yosemite Valley, except for ingress and egress, is not permitted. Muffler cut-outs must be closed while using automobiles on the floor of the Yosemite Valley. Automobiles may enter via the Big Oak Flat or Coulterville Roads and go out via the Wawona Road or vice versa.

SPEEDS.

6. Speed will be limited to 6 miles per hour in descending steep grades. In ascending the speed must not exceed 9 miles per hour. On good roads with straight stretches where approaching teams may be visible the speed may be increased to 10 or 12 miles per hour, but in no case must it exceed 15 miles per hour.

TEAMS.

7. When teams, saddle horses, or pack trains approach, automobiles will take position on the outer edge of the roadway, regardless of the direction in which they are going, taking care that sufficient room is left on the inside for the passage of animals. Teams have the right of way, and automobiles will be backed or otherwise handled, as necessary, so as to enable teams to pass with safety. Automobiles will stop when teams approach and remain at rest until teams have passed or until drivers are satisfied regarding the safety of their teams. If the approaching animals manifest signs of fear, the engine must be

stopped and such assistance given by the chauffeur as may be necessary. Signal with horn will be given at or near every turn in the road to announce to drivers of approaching teams the proximity of an automobile.

FINES.

8. Fines or other punishment will be imposed for arrival of automobiles at any point before approved elapsed time of passage, at following rates: Fifty cents per minute for each of first 5 minutes; \$1 per minute for each of next 20 minutes; \$25 fine or ejection from park, or both, in discretion of acting superintendent, for being more than 25 minutes early.

GEARS.

9. All automobiles should maintain their gears constantly enmeshed while in motion, except while shifting gears.

DISTANCE APART.

10. For protection of motorists, automobiles, while in motion, must not be less than 100 yards apart.

CHECKING WATCHES.

11. Automobiles should check their watches with the clock at checking station.

SCHEDULES.

12. Automobiles may leave Crane Flat for Yosemite Valley between the hours of 7 a. m. and 3.30 p. m. They must arrive at the floor of the Yosemite Valley at Pohono Bridge not later than 5 p. m.

Automobiles may leave Yosemite Valley over the Big Oak Flat Road or Coulterville Road between the hours of 6 a. m. and 4 p. m.

Inbound schedule, Crane Flat to Yosemite, over the Big Oak Flat Road.

Points.	Distance between points in miles.	Distance from beginning in miles.	Maximum speed in miles per hour.	Minimum or fastest time between points in minutes.	Total time from beginning in minutes.	Time.
						<i>Hrs. Mins.</i>
Crane Flat.....						
Gentry's watering trough.....	8.1	8.1	15	32	32	
Foot of hill into valley.....	4.1	12.2	6	41	73	1 13
Pohono Bridge.....	1.3	13.5	10	8	81	1 21
Superintendent's office.....	4.9	18.4	10	29	110	1 50
Garage.....	2.7	21.1	10	16	126	2 06

Outbound schedule, Yosemite to Crane Flat.

Garage.....						
Superintendent's office.....	2.7	2.7	10	16	16	0 16
Pohono Bridge.....	4.9	7.6	10	29	45	0 45
Foot of hill into valley.....	1.3	8.9	10	8	53	0 53
Gentry's watering trough.....	4.1	13.0	9	27	80	1 20
Crane Flat.....	8.1	21.1	15	32	112	1 52

PENALTIES.

14. Violation of any of the foregoing rules or general regulations for government of the park will cause revocation of permit, and in addition to the penalties hereinbefore indicated will subject the owner of the automobile to any damages occasioned thereby, ejection from the reservation, and be cause for refusal to issue new permit to the owner without prior sanction in writing from the Secretary of the Interior.

REGULATIONS OF AUGUST 8, 1914, GOVERNING THE ADMISSION OF AUTOMOBILES OVER THE WAWONA ROAD, SEASON OF 1914.

Pursuant to authority conferred by the act of October 1, 1890 (26 Stat., 650), setting aside certain lands in the State of California as a public park, the following regulations governing the admission of automobiles into the Yosemite National Park over the Wawona Road to Glacier Point or Yosemite Valley are hereby established and made public:

MOTOR CYCLES.

1. Motor cycles are not permitted to enter the park.

PERMIT.

2. Automobiles traveling within the metes and bounds of the Yosemite National Park will be required to secure a permit from the acting superintendent on arrival at Yosemite, Cal.

APPLICATION FEE.

3. Applications for permit must show: (a) Name of owner; (b) license number of automobile; (c) name of driver; (d) number of passengers; and (e) be accompanied by a fee of \$5 for a single round trip in and out of the park, payable in cash or money order upon arrival at paying station. Checks will not be accepted.

TICKET OF PASSAGE.

4. Ticket of passage must be secured from the ranger at Camp A. E. Wood, Wawona. The ticket of passage and permit must be surrendered to the last guard on leaving the park. Automobiles that enter the park and do not enter the Yosemite Valley to secure permit will make payment of \$5 in cash to ranger.

ROADS.

5. Automobiles may use the Wawona Road to Glacier Point or to Yosemite Valley. Automobiles entering Yosemite Valley must proceed via Camp Ahwahnee, Yosemite Village, Sentinel Hotel, Camp Curry, Stoneman Bridge, and Kenneyville to the garage, or automobile camp ground in the vicinity of the garage. On leaving the valley the route authorized for entrance must be used. Motoring on the floor of the Yosemite Valley, except for ingress and egress, is not per-

mitted. Muffler cut-outs must be closed while using automobiles on the floor of the Yosemite Valley. Automobiles may enter via the Wawona Road and go out via the Coulterville Road or vice versa.

SPEEDS.

6. Speed will be limited to 6 miles per hour in descending steep grades. In ascending, the speed must not exceed 9 miles per hour. On good roads with straight stretches where approaching teams may be visible the speed may be increased to 10 or 12 miles per hour, but in no case must it exceed 15 miles per hour.

TEAMS.

7. When teams, saddle horses, or pack trains approach, automobiles will take position on the outer edge of the roadway, regardless of the direction in which they are going, taking care that sufficient room is left on the inside for the passage of animals. Teams have the right of way, and automobiles will be backed or otherwise handled as necessary so as to enable teams to pass with safety. Automobiles will stop when teams approach and remain at rest until teams have passed or until drivers are satisfied regarding the safety of their teams. If the approaching animals manifest signs of fear, the engine must be stopped and such assistance given by the chauffeur as may be necessary. Signal with horn will be given at or near every turn in the road to announce to drivers of approaching teams the proximity of an automobile.

FINES.

8. Fines or other punishment will be imposed for arrival of automobiles at any point before approved elapsed time of passage at following rates: Fifty cents per minute for each of first 5 minutes; \$1 per minute for each of next 20 minutes; \$25 fine or ejection from park, or both, in discretion of acting superintendent, for being more than 25 minutes early.

GEARS.

9. All automobiles should maintain their gears constantly enmeshed while in motion, except while shifting gears.

DISTANCE APART.

10. For protection to motorists, automobiles while in motion must not be less than 100 yards apart.

CHECKING WATCHES.

11. Automobilists should check their watches with the clock at checking station.

SCHEDULES.

12. Automobiles may leave Wawona or Glacier Point for Yosemite Valley between the hours of 6 and 8 a. m. They must arrive at the floor of Yosemite Valley at Bridalveil Falls not later than 1 p. m.

Automobiles may leave Yosemite Valley or Glacier Point for Wawona between the hours of 6 and 8 a. m., and must arrive at Wawona not later than 11.15 a. m.

Automobiles may leave Wawona or Yosemite Valley for Glacier Point between the hours of 6 and 8 a. m., and must arrive at Glacier Point not later than 1.45 p. m.

This is necessary to avoid meeting horse-drawn stages.

If an automobile, through accident or other cause, is unable to reach its destination within the allotted period of time, it must park on outer edge of the road when the time is up and wait until the horse-drawn stages coming in opposite direction have passed. Necessary information will be obtained from the first stage that passes.

INBOUND SCHEDULE—WAWONA TO GARAGE IN YOSEMITE.

Points.	Distance between points.	Distance from be- ginning.	Maxi- mum speed per hour.	Minimum or fastest time be- tween points.	Total time from be- ginning.	Time.
	<i>Miles.</i>	<i>Miles.</i>	<i>Miles.</i>	<i>Minutes.</i>	<i>Minutes.</i>	<i>h. m.</i>
Wawona.....	0	0				
Camp A. E. Wood ¹	1.2	1.2	15	5	5	0 5
Chinquapin ¹	11.5	12.7	15	46	51	0 51
Fort Monroe.....	6.3	19.0	15	25	76	1 16
Bridalveil.....	3.1	22.1	6	31	107	1 47
Superintendent's office ¹	4.1	26.2	10	24	131	2 11
Garage ¹	2.7	28.9	10	16	147	2 27

OUTBOUND SCHEDULE—GARAGE IN YOSEMITE TO WAWONA.

	<i>0</i>	<i>0</i>				
Garage ¹						
Superintendent's office ¹	2.7	2.7	10	16	16	0 16
Bridalveil.....	4.1	6.8	10	24	40	0 40
Fort Monroe.....	3.1	9.9	9	20	60	1 0
Chinquapin ¹	6.3	16.2	15	25	85	1 25
Camp A. E. Wood ¹	11.5	27.7	15	46	131	2 11
Wawona.....	1.2	28.9	15	5	137	2 17

SCHEDULE BETWEEN GLACIER POINT AND CHINQUAPIN.

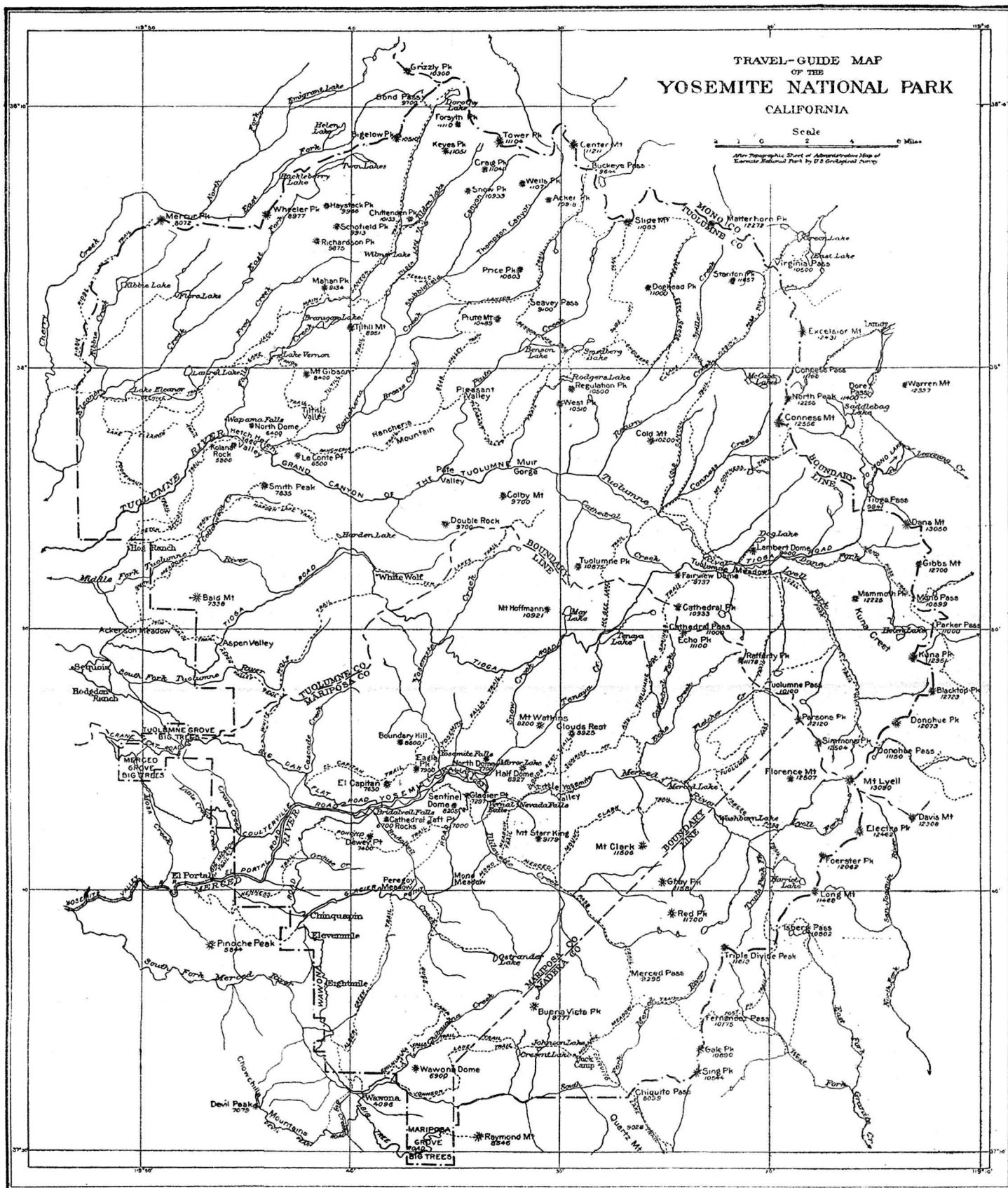
Glacier Point ¹						
Chinquapin ¹	14.2	14.2	15	57	57	0 57

¹ Checking station.

PENALTIES.

13. Violation of any of the foregoing rules or general regulations for government of the park will cause revocation of permit, and in addition to the penalties hereinbefore indicated, will subject the owner of the automobile to any damages occasioned thereby, ejectment from the reservation, and be cause for refusal to issue new permit to the owner without prior sanction in writing from the Secretary of the Interior.





The following topographic maps may be purchased from the Director of the Geological Survey, Washington, D. C.:
 Yosemite National Park, on a scale of 2 miles to the inch, 50 cents a copy unbound; 55 cents a copy folded and bound between covers.
 Yosemite Valley, on a scale of 2,000 feet to the inch. 20 cents a copy.

