The jurisdiction of the National Park Service has increased from 356,097 in 1916, the year after that service was created, to 2,586 in 1926. No record of visitors to the national monuments was kept prior to 1919, but that year there were 54,337 as compared to 221,826 last year.

A large part of this increase is due to the automobile. The latest estimate is that there are now about 13,250,000 passenger-carrying automobiles in the United States, an increase of over 1,000 per cent in less than 15 years. It is safe to say that there is not a single person in America who owns an automobile who has not somehow in the back of his head the idea that he would like to take a trip and see the country. And every American will agree that the national parks provide the highest form of outdoor enjoyment.

When it is made known that good roads have been provided so that the automobile tourist can go and return with comfort, increasing thousands will take advantage of the opportunities to visit the national parks.

**SPEECH OF HON. CARL HAYDEN OF ARIZONA IN THE HOUSE OF REPRESENTATIVES**

**Tuesday, March 18, 1924**

Mr. CRAMTON. Mr. Speaker, I offer a motion which I send to the Clerk's desk.

**Reit of the matter proposed to be stricken out by said amendment.** For the construction of trails within the Grand Canyon National Park, $100,000, to be immediately available and to remain available until expended: Provided, That said sum may be used by the Secretary of the Interior for the purchase from the County of Coconino, Ariz., of the Bright Angel toll road and trail within the said park, under such terms and conditions as he may deem proper, and the Secretary of the Interior is authorized to construct an approach road from the National Old Trails Highway to the South boundary of said park.

Mr. CRAMTON. Mr. Speaker, with reference to that amendment, I will only take at this time to state that the effect of the language is to broaden the scope of the item, but continuing the same amount.

**Tuesday, March 18, 1924**

**ROADS, TRAILS, AND BRIDGES IN NATIONAL PARKS.**

The next business on the Consent Calendar was the bill (H. R. 3932) authorizing the construction, reconstruction, and improvement of roads and trails, inclusive of necessary bridges, in the national parks and monuments under the jurisdiction of the Secretary of the Interior.

The Clerk read the bill, as follows:

**Reit enacted, etc., That the Secretary of the Interior, in his administration of the National Park Service, is hereby authorized to construct, reconstruct, and improve roads and trails, inclusive of necessary bridges, in the national parks and monuments under the jurisdiction of the Department of the Interior.**

The Clerk read the bill, as follows:

Sec. 2. That for such purposes, including the making of necessary surveys and plans, there is hereby authorized to be appropriated, out of any moneys in the Treasury not otherwise appropriated, the following sums, to be available until expended: The sum of $2,500,000 for the fiscal years ending June 30, 1924, and June 30, 1925; the sum of $2,000,000 for the fiscal year ending June 30, 1926; and the sum of $2,500,000 for the fiscal year ending June 30, 1927.

Sec. 3. That the Secretary of Agriculture is authorized to reserve from distribution to the several States, in addition to the 10 cents per tree authorized by section 5 of the act of November 10, 1921 (42 Stat. L. p. 213), not exceeding 5 per cent of the material, equipment, and supplies therefrom received from the Secretary of War, and to transfer said material, equipment, and supplies to the Secretary of the Interior for use in constructing, reconstructing, improving, and maintaining roads and trails in the national parks and monuments: Provided, That no charge shall be made for such transfer except such sums as may be agreed upon as being reasonable charges for freight, handling, and conditioning for efficient use.

Mr. HAYDEN. Mr. Speaker, the purpose of this bill is to authorize a sum of road and trail construction, including bridges, within the national parks and national monuments extending over a period of three years, ending June 30, 1927, and involving a total expenditure of $7,500,000. This work is necessary in order to make these natural wonders accessible to the American people. The demand for it is demonstrated by the fact that the total number of visitors to the parks under
CONGRESSIONAL RECORD

I am happy to say that the solution of the difficulty over the Bright Angel Trail has been greatly advanced during the past year. The people of Coconino County fully realize the immense advantages that will follow from the construction of roads and trails to open the Grand Canyon National Park to the public. I am sure that no one will dispute the right of the board of supervisors to sell the Bright Angel Trail. Anyone who will read the following provision of section 2418 of the Revised Statutes of Arizona will not fail to reach the conclusion that which has been suggested is erroneous. The board of supervisors have jurisdiction and power—

To sell at public auction at the courthouse door, after 30 days' previous notice given by publication in a newspaper of the county, and convey to the highest bidder for cash any property, real or personal, belonging to the county, paying the proceeds into the county treasury for the use of the county.

Under the terms of that law the State of Arizona the board of supervisors of Coconino County can make known its desire to sell by proper advertisement and the Secretary of the Interior can purchase the trail if he is the highest bidder for cash.

I am sure that no one will dispute the right of the board of supervisors to enter into contracts for the construction of roads within the county and to pay for the same with money from the county treasury.

The facts regarding the status of the Bright Angel Trail, the desirability of purchasing it by the Federal Government, rates being charged for trips over the trail, administration of the park, and similar data are not hard to obtain. The Interior Department publishes a booklet on the Grand Canyon National Park, describes its natural features, tells people how to reach it, and quotes rates for accommodations in the park. I have here the rates that were in effect in 1923, and these rates, so far as I know, are in effect today. They are practically the same as they were when the park was created five years ago. There have been some slight increases due to advanced cost of operation, higher wages, higher flood costs, perhaps higher taxes, because the State of Arizona and Coconino County can and do assess and collect taxes on property in the park. But these increases have been few in number and small in amount.

The Bright Angel Trail is not the approach to the rim of the Grand Canyon. It is the trail that leads from the south rim near the end of the railroad and the El Tovar Hotel down to the Colorado River. The approach road from the National Old Trails Highway, as it is usually called, this automobile-road approach is about 60 miles long. However, the county has no funds with which to build such a road.

The people of Coconino County feel that the United States, in view of its ownership of so much of the county, should build more of the roads that are needed and maintain more of the highways across the public domain. This was brought to the attention of visiting members of the Appropriations Committee of the House last spring at the Grand Canyon. In a conference with the county officials a plan was approved to submit to Congress the proposal that if Congress would appropriate the sum of $100,000 and the county would sell the Bright Angel Trail to the Government for that amount, this fund would be used in the construction of an approach road which the county can not build because of lack of funds. It is well understood that this would not complete this road and that other funds would have to be made available later. Perhaps $400,000 or more will be needed to make the approach road what it should be, and the appropriation provision that is now before the Senate contains unmistakable language to the effect that the United States is to take over and construct such a road to the park. The Federal Government will only take it over and rebuild it to a good automobile highway but it will have the duty to subsequently maintain it as it does certain approach roads to the Yellowstone Park which the United States built at a cost of $517,000 and which it still maintains through the National Park Service.

NATIONAL PARK GREAT ECONOMIC ASSET

No better thing could be done for the county than to authorize the construction of this approach road into the Grand Canyon National Park by the United States Government, because the park is a great economic asset to the county and to the State in that it attracts heavy travel from all sections of the country. Many tourists are potential settlers and investors, and we want more of them in Arizona. The people of Arizona want this approach road built. The county of Coconino and its citizens have, through commercial and social organizations, approved the plan to sell the Bright Angel Trail in order to obtain Federal cooperation on the road plan that is so vital to the welfare of the county. The county only receives a net income of $4,000 per year from the operation of the trail, not enough to maintain properly one-third of the approach road to the Grand Canyon National Park.

The Bright Angel Trail is owned by Coconino County. There can be no doubt of this ownership, and the county can give a good title to the trail. The case of Duffield v. Ashurst (303 U.S. 228, p. 261) established this ownership. In the provision in the organic act creating the Grand Canyon National Park (40 Stat. 1175) the rights of the county were recognized and protected.

SEC. 4. That nothing herein contained shall affect any valid existing claim, location, or entry under the land laws of the United States, whether for homestead, mineral, right of way, or any other purpose whatever, or shall affect the rights of any such claimant, locator, or entrant to the full use and enjoyment of his land, and nothing herein contained shall affect, diminish, or impair the right and authority of the county of Coconino, in the State of Arizona, to levy and collect taxes for the payment of which the Bright Angel Toll Road and Trail, and the Secretary of the Interior is hereby authorized to negotiate with the said county of Coconino for the purchase of said Bright Angel Toll Road and Trail, and report to Congress at an early date as possible the terms upon which the property can be procured.

The Secretary of the Interior, therefore, in endeavoring to acquire this trail has been acting under the directions of Congress and the county of Coconino did not want this trail to continue in county ownership. This was a proper view to take, as it is the only toll trail in the area. The Bright Angel Trail will not be in national ownership, but the county should be adequately compensated therefor.

In my opinion the proposition covered by the amendment placed in the Interior Department appropriation bill on the
floor of the House would adequately compensate the county for its rights in the trail. The provision as amended in the bill on hand before the Senate is even more advantageous to the county, in that it specifically authorizes the United States Government to build the road from the National Old Trail to the south boundary of the trail. It is now before the Senate and as it is now before the Senate, is even more advantageous to the county, in that it specifically authorizes the Railroad System and the eating houses along the route.

As the situation now stands the county owns the Bright Angel Trail and can collect tolls for its use. It can not fix rates to be charged for use of saddle horses. It can collect as much as it thinks reasonable per horse for every animal taken over the trail, but it can not say to the owner of the horse what he shall charge a tourist to use the horse on the trail. The rates for the use of horses by visitors are fixed by the Secretary of the Interior, and are published by him for the information of the travelling public.

The bill that is now under consideration by the House should be promptly passed. I have every confidence that it will be enacted into law in ample time to allow the necessary estimates for the construction program for the fiscal year ending June 30, 1925, to be submitted to Congress next December by the Budget Bureau. The sum of $7,500,000 is a reasonable amount to authorize for this purpose.

Mr. HAYDEN. I yield to the gentleman from Texas.

Mr. HUDSPETH. Does the gentleman think this sum will be sufficient for the purpose?

Mr. HAYDEN. I think the plan of road and trail construction as outlined by the National Park Service will make appropriations necessary to the public. Of course, considering the tremendous increase in the number of automobiles in this country, the national park road system must be expanded from time to time, and the limitation in this bill does not necessarily mean that there will never be another dollar asked for this purpose.

Mr. HUDSPETH. Would the gentleman have any objection to offering an amendment to increase the amount to $15,000,000?

Mr. HAYDEN. The amount carried in this bill is all that the National Park Service has asked for and all that can be wisely used under the program as outlined by that service. When that program is completed I have not the slightest doubt but that Congress can and will make whatever additional appropriations may be required.

Mr. HUDSPETH. Would the gentleman have any objection to my offering such an amendment?

Mr. HAYDEN. Frequently I have been accused of securing appropriations of money out of the Treasury, but on this occasion I can see no necessity of making the authorization of the amount asked for by the Park Service, which has the duty of expending the funds when made available by Congress.

The SPEAKER. The time of the gentleman from Arizona has expired.

Tuesday, June 3, 1924

Interior Department Appropriations—Conference Report

Mr. SMOOT submitted the following report:

The committee of conference on the disagreeing votes of the two Houses on the amendment of the Senate numbered 47 to the bill (H. R. 5075) making appropriations for the Department of the Interior for the fiscal year ending June 30, 1925, and for other purposes, having met, after full and free conference have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendment to the amendment of the House to the amendment of the Senate numbered 47, and agree to the amendment of the House to the amendment of the Senate numbered 47.
Under this provision the Secretary of the Interior can purchase the Bright Angel Trail for $100,000, paying cash into the county treasury, or make any other agreement with the county for its purchase that is mutually satisfactory. The Secretary is authorized to construct an approach road from anywhere on the National Old Trails Highway to the Grand Canyon National Park, and whatever money is necessary to build the road is authorized to be appropriated. The Secretary would probably ask Coconino County to cooperate in the construction of this road on the route to be agreed upon in the extent of the money received from the sale of the Bright Angel Trail. The remainder of the cost to be paid by the United States. I am assured by the Director of the National Park Service that he will submit estimates for additional funds to construct the road from the Old Trails Highway to the Grand Canyon in cooperation with Coconino County, and am confident that Congress will make the necessary appropriation at the next session. I am further assured by the Interior Department and the House Appropriations Committee that the chief desire is to work out all these matters in the most satisfactory way possible, with due regards to the rights and welfare of the county as well as the Nation.

CARL HAYDEN.