



MEET

LAKE POWELL

AND THE

GLEN CANYON NATIONAL RECREATION AREA

UNITED STATES DEPARTMENT OF THE INTERIOR,
NATIONAL PARK SERVICE

GLEN CANYON NATIONAL RECREATION AREA

TWO RS OF MUTUAL WATER USE FOR THE NATION - RECLAMATION AND RECREATION

When, in 1956, the Congress of the United States approved legislation authorizing construction of Glen Canyon Dam and other Upper Colorado River projects, it also authorized the Secretary of the Interior to provide for recreational use of lakes and reservoir areas created by these projects while they were being managed for the primary purpose of power generation, water control or irrigation. The Secretary was specifically directed to investigate, plan, construct, operate and maintain public recreation facilities and to provide for public use and enjoyment of land and water areas involved, as well as to improve conditions for fish and wildlife. Even as the Bureau of Reclamation was beginning preliminary work in preparation for construction of Glen Canyon Dam, the National Park Service was selected to assume responsibility for recreation planning, development and management on the lake and lands withdrawn for the vast project. An inter-bureau agreement between the Bureau of Reclamation and the National Park Service, both agencies of the Department of the Interior, was approved by the Secretary in 1958. Glen Canyon National Recreation Area was thereby established and planning technicians of the National Park Service began field surveys and the development of master plans to meet the assigned responsibility.

In April of 1959 the initial personnel of the National Park Service assigned to the area established headquarters at Wahweap which had been selected as one of the major recreation sites and the nearest lakeshore access point to Page. The future lake, by this time, had been named "Lake Powell" in honor of Major John Wesley Powell, famous explorer of the Colorado River canyons.

GLEN CANYON - A NATION'S GEM OF RECREATION VALUE

When the Congress of the United States determined that it was to the National interest to dam the Colorado gorge so to harness the waters of the mighty river, it did not rashly overlook the scenic, scientific, historic and other features of the area but, instead, recognized their importance to all the people of the nation. Wisely and unequivocally it acknowledged the national significance of the area and the growing recreation needs of America with the provisions of the Upper Colorado Storage Act. The predictions of the lawmakers and their advisors have proven accurate for in the first few years of existence of the Glen Canyon National Recreation Area visitors from every state of the Union have been attracted to the recreational offerings of this vast area. Peoples of Maine and Florida, Washington and Pennsylvania, Kansas and Alaska have mingled in camps, on boats and in the water with the enthusiastic locals of Arizona and Utah. Establishment of the national recreation area was not the ultimate dictum of Congress for it also authorized the expenditure of Federal funds to meet the many needs of developing public use facilities and to provide for systematic management

of the area. Aside from the annual cost of management, protection and maintenance activities, the total construction program to develop the recreation needs is estimated at \$16,000,000. Investments approaching \$3,000,000 have already been made in the several development sites now available for public use. Concessioners to the Government will, in addition, construct the facilities they will operate with private capital totaling nearly \$10,000,000. A prodigious project? Yes, but one that will forever reflect its value in economic returns to the Nation and returns of physical as well as mental health to its people.

THE YESTERDAYS OF GLEN CANYON

Prehistoric Indians left ample evidence of their traffic back and forth across the Colorado River in the form of artifacts, petroglyphs, campsites and other objects. Ruins of dwellings along with other structures and caves show evidence of their occupancy and recovery of ancient trade goods mark the extent of travels. The area of Glen Canyon and lands immediately adjacent to it has been called a land of meager natural resources so consequently was probably inhabited only intermittently or seasonally. It certainly was not shunned by these people.

Father Escalante forded the Colorado River in 1776 at the point later known as the Crossing of the Fathers. Jacob Hamblin and other Utah pioneers crossed and recrossed the river at this point and at the location that was later named Lee's Ferry. Major John Wesley Powell's 1869 and 1871 parties of exploration named the canyon of Glen and were followed in a sequence of events by Mormon pioneers who effected a crossing at Hole-In-The-Rock as they moved southward to colonize the "Four Corners" country. It was during the latter expedition that the Escalante River and Henry Mountains were plotted; the last river and mountains to be added to the map of the United States.

Although the existence of gold in Glen Canyon had long been known, the actual gold rush appears to have developed following the appearance of Cass Hite in about 1883 at the river location he called "Dandy Crossing". From then until after 1900 the Glen Canyon region was filled with prospectors, miners, and others of allied interest. Gold dredges and even a steamboat entered the scene in this era. As the gold mining closed, the region again reverted to an almost uninhabited state and was left to the use of a few stockmen and the occasional riverrunner on the Colorado. The next revival of interest was during the uranium boom following World War II and a little later, the initiation of the Glen Canyon Project,

A LAKE IS BORN

After many years of field investigations to establish a site, the Bureau of Reclamation commenced preliminary construction on Glen Canyon Dam in 1956. The first bucket of concrete was poured into the forms on the canyon bottom on June 17, 1960. After two and a half years of nearly continuous work, day and night, the massive dam had reached an elevation which would permit the closure of the dam against the Colorado River.

So, on January 21, 1963, "the steel gates of the right diversion tunnel were closed causing a backup of water extending some 21 miles into the colorful river canyon above and Lake Powell was born. As the rising water reached the lip of the left diversion tunnel the full flow of the river continued to be released for some time. Work now proceeded rapidly on the placement of concrete plugs behind the steel gates of the right hand tunnel. On March 13, 1963 the tunnel plugging operation had progressed to the point where additional water impoundment could be made. Adjustable control gates in the left tunnel were partially closed to permit passage of only one thousand cubic feet of water per second through the dam, signalling the actual beginning of growth of the new Lake Powell. As the lake waters began to rise on the face of the dam, construction continued until the final pour of concrete in the dam proper was made on September 13, 1963, Although the runoff during the spring and summer of 1963 was among the lowest in recent history of the Colorado River, over 3 million acre feet was stored by the end of the year. Late summer and early fall rains increased the rate of rise of the reservoir from the nearly static midsummer conditions so that by the end of December Lake Powell was about 135 miles in length and over 270 feet deep against the face of the dam,

THE LAKE GROWS

Although the early growth of Lake Powell has been disappointing in that it has not been as rapid as was hoped for or could have been in the first six months of a normal year of northern precipitation, each day, nevertheless, has seen the body of water extending in length and flowing into each successive side canyon that it has met. Encouragingly rapid at first - April, May, June - each 24 hour period brought vertical rises of two to three feet, three or four miles, up the old river bed. As the head of Lake Powell pushed further and further to meet the incoming river, its arms swelled into Wahweap, Navajo, Warm Creek and then, Labyrinth and Padre canyons* Riverside landmarks submerged in the front and sides of the lake. The boat landing at Kane Creek, familiar to so many river runners, was soon covered by the clear blue waters of Powell for it was not many days following its birth that the lake began dropping its load of silt and roily waters became crystal clear. Here, now, was a recreational lake awaiting its outdoorsmen. The camping shelf at Aztec Creek disappeared beneath the surface of Powell and boaters found they could cruise on up into Aztec Creek further and further with each passing week. The long, hot summer hike into Rainbow Bridge was becoming unexpectedly shorter and shorter. On past the San Juan confluence, on past Hole-In-The-Rock; over rapids, over beaches and bars Powell moved slowly although steadily. Storms of August and September poured their welcomed loads down the side canyons and main river; Powell became somewhat rejuvenated and increased the tempo of inundation. The early days of fall found its headwaters inching through the country of Bullfrog and beyond, 130 miles from Glen Canyon Dam and but 15 miles to Hite, Already a blue giant of broad embayments and narrow canyon arms, Lake Powell continues to grow.

LAKE POWELL AND RECREATION MET IN THE SPRING OF 1963

Spring and Lake Powell reached Kane Creek simultaneously. Boaters and other outdoorspeople were ready for both; Powell, forming with the help of one, was ready for the other; the National Park Service was awaiting the arrival of all. Kane Creek, 25 miles by well-graded dirt road from Wahweap, continued to be the only reasonable lakeshore access until the closing days of August. Constantly rising water demanded nearly daily relocations of launching ramps and parking areas but boaters were never denied practical and safe launchings. During the spring and summer months, over 20,000 boaters, swimmers, skiers and those who just wished to picnic, camp or look came in 5600 vehicles pulling 2300 boats. The rise of water spread to form embayments permitting the Service to relax its water skiing restrictions as safe water became available for the sport. Nearly a dozen flashfloods of major intensity swept down Wahweap, Warm Creek and other canyons late in the summer. Visitors were inconvenienced at road crossings and National Park Service personnel carried a heavy workload to fulfill its protection and maintenance obligations. In spite of exposure of the thousands of travellers, accidents were prevented. Then, finally in the closing days of August, Powell flowed across the Padre Canyon road crossing and Kane Creek was cut off from land approach. All eyes turned time and time again to Wahweap but Powell was still not ready for boaters at this point. In anticipation of this situation, a launching site had been prepared on the west shore of Padre Bay and aquatic sportsmen continued their boat launching and other activities without a pause. In spite of the primitive access conditions at Kane and Padre, visitors had fun on Lake Powell and along its shores and beaches.

The sparkling new lake and happy suntanned people had met !

ONE DAY IT RAINED FISH

While boaters and swimmers were frolicking on their new Lake Powell, another group - aquatic biologists, fisheries experts, fish and game department officials, area administrators and fishermen, themselves - was carefully watching the rising waters during these spring months. Few healthy patients receive more clinical attention than did this lake with its repeated tests of temperature, chemical make-up, and turbidity. Anxiety was warranted for thousands of young fish were being held in ponds in widespread Federal hatcheries - Willow Beach of southern Nevada to installations as far east as Texas and Kansas - and they, too, were growing along with Powell. Officials of the Department of the Interior's Fish and Wildlife Service, the Utah Department of Fish and Game and the Arizona Game and Fish Department had met and corresponded many times to coordinate the massive plant in the waters of Glen Canyon. Workers in the Federal hatcheries had spent many weeks of careful attention to bring their wards to peak condition for their relocation. Finally, the day in May arrived. Modern tanker trucks rolled into the Page Airport to meet the old, scarred, World War II bomber awaiting them with open tanks. Carefully the fingerlings were loaded, and the plane roared off the field and low over the sandstone-rimmed Colorado gorge. When in position several hundred feet

above the blue Lake Powell, the pilot opened the tubes of his tanks to spray fish and water to the waves below. Tanker after tanker arrived in Page, and flight after flight took to the air in succeeding days. Observers stationed in boats upon the lake recorded that the 1,000,000 bass and 3,000,000 trout had arrived in fine shape; that now their future depended upon the conditions of their new home and the fishermen awaiting them. A few days later, from a hatchery in Utah came still another addition, 600,000 kokanee salmon planted at Kane Creek by tanker truck. During several periods of late fall 200,000 more rainbow of varying sizes, and about 615,000 Kamloops, a variety of rainbow trout, were planted in Powell.

WARM THE PAN

Early speculations that Lake Powell would become an outstanding fishing hole appear to have been made from knowing advice. Eager observers, including aquatic biologists, have watched the bass lengthen and fatten during their first eight months of residence in Powell. Only an inch and a half or so long when sprayed from their plane ride in May, many of the more precocious bronzebacks have doubled and redoubled in size until in the late winter, twelve and fourteen inchers, upward of 2 pounds in weight were being caught by pleased fishermen. Biologists were unable to follow the progress of the trout during the summer months when they descended to the cooler waters of great depths. However, in early October fine rainbows began to make their appearances in fishermen's creels, and in mid-winter, trout to 17 and 18 inches were being brought to shore.

In recognition of the National character of the recreational use of the waters of the Glen Canyon National Recreation Area, the states of Utah and Arizona have agreed to a system of reciprocal licensing and management of this great fishery. Briefly, any person holding a valid Utah fishing license may fish the waters of Lake Powell, and any person holding a valid Arizona fishing license may fish such waters when in possession of a Utah Special Use Permit. Any person, on the other hand, who holds a valid Arizona fishing license may fish the waters- of the Colorado River between Glen Canyon Dam and Marble Canyon, and those persons holding a valid Utah fishing license may fish these river waters when in possession of an Arizona Special Use Permit. The agreement especially recognizes the values of outdoor recreation for our youngsters, since no permit for fishing in these waters is required of a child under 14 years, regardless of his place of residence.

State Conservation Officers enforce the regulations for which they are responsible. Complete laws and regulations regarding angling in Lake Powell or the Colorado River may be secured from the state agencies or from the local National Park Service Rangers.

THE TIDE COMES IN - WAHWEAP IS READY

For hundreds of eager persons, the ancient adage has been currently twisted to say 'A watched lake never rises'. In spite of maxims, Lake Powell has proven once again that impatience, intolerance and even despair are only temporary moods. Welcome Lake Powell, Wahweap has been awaiting you! Welcome boaters, fishermen, swimmers, ski skiers, campers, and you others who enjoy an

outing amidst spectacular scenery! The Glen Canyon National Recreation Area has been established for you; the personnel of the National Park Service will be pleased to assist you in planning and enjoying your stay.

WAHWEAP BASIN

Wahweap is one of the eight sites of development of recreation facilities in Glen Canyon National Recreation Area, It is the only major one, except Lee's Ferry on the Colorado River within Arizona. Chosen for its hub location close to the city of Page, and the Glen Canyon Dam, as well as its ideal access to Lake Powell, Wahweap has also been designated as the headquarters of the National Park Service in Glen Canyon. Development of the site was commenced in 1960 and has continued through the past several years at a pace to provide basic facilities for the visiting public by the time access to Lake Powell was available from it,

NATIONAL PARK SERVICE HEADQUARTERS FOR GLEN CANYON NATIONAL RECREATION AREA

The National Park Service has established its area headquarters at Wahweap, from which point all the management, protection, construction and maintenance of the area is planned, coordinated and supervised. The offices of the Superintendent, Chief Ranger, Chief Park Naturalist and other administrative officials are located in the area, headquarters building. National Park Rangers are stationed at strategic locations within Glen Canyon. Their primary duties are to assist and protect you as well as to enforce applicable laws, rules and regulations. When in doubt, ask a Park Ranger!

WAHITSAP BASIN MARINA

The National Park Service has provided boat launching ramps to accomodate the visiting public at all stages of lake elevation. The ramps in use at the bottom of Wahweap Canyon will provide access during the formative days, are of a temporary nature, although designed to be safe and convenient. Such construction is practical since these ramps will soon be lost forever beneath the lake surface. They are both below the minimum pool storage level of the reservoir.

When the surface of Lake Powell passes the 420 foot depth line at the dam, (it is at the 277 foot mark on February 1, 1964), its waves will be lapping at the lower edge of the permanent public launching ramp at Wahweap, and boating activities will center there. It is interesting to note that when this ramp comes into use, Lake Powell will be 170 feet deep in the middle of Wahweap Basin. The time the lake will reach this elevation is now unpredictable; it could approach it by the end of the 1961; runoff period, providing the fill-schedule permits.

This ramp has been designed and constructed to meet the modern demands of a heavily used marina. Its 1100 feet of asphalt surfaced pavement will extend well into the water at all normal lake elevations. A 500 foot extension at the lower end of the ramp has been constructed as an economical feature to continue launchings when the reservoir is at its very lowest permissible levels. The gravel surface of this lower prolongation is expected to be submerged except during rare periods in the life of the lake. The 200 foot width of the ramp will provide spacious room for the maneuvering of cars and boat

trailers, and additionally, will be used as a parking area for the convenience of the boating public. Its 8.5% grade should permit easy launching of a boat from a trailer without the common annoyance of fully submerging the trailer (and often part of the towing car) as when on a flatter slope.

Canyon Tours, Inc., the concessioner organization under contract to the U. S. Government to provide visitor services at Wahweap, has commenced its development program and is now furnishing basic facilities. The nature of the rising lake and the consequent shifting of the boating activities to higher elevations also will require movement of some of the services from time to time during these early days of the marina. To meet this requirement, Canyon Tours is planning some services around temporary and mobile design, to facilitate their movement when conditions require. In this way, a snack bar, marine items, fishing gear and fuel sales can be provided in locations convenient to the public until the lake rise permits the occupation of their facilities in the permanent marina. A dock unit providing 30 slips for rental to the public is floating and available for use. Additional slip space will be added as required. A marine service shop is in operation, and a qualified mechanic is on duty. Mooring facilities will be provided on a rental basis as the Wahweap embayment expands to provide suitable, safe mooring grounds. Rental boats and motors are available,

RECREATION MEANS MORE THAN WATER - OTHER FACILITIES PROVIDED AT WAHWEAP

It is not essential that visitors be aquatic-minded to realize the physical, spiritual and cultural rewards gained from an outdoor outing. In recognition of this, as well as to supplement the needs of the users of Lake Powell, the National Park Service and its concessioners are establishing other facilities in each of the development sites.

Initial development at Wahweap Basin by the national Park Service to provide such services is ready for use. The public campground, opened in 1962, is proving popular with campers whether equipped with trailers, truck units, or tents. Each of the landscaped campsites is furnished with a graveled patio, charcoal-burning stove and table. Modern restrooms are in place within a short distance of each campsite, and drinking water is available in the campgrounds. As with all campgrounds administered by the National Park Service, there is no use fee, although camping is limited to 14 days in each calendar year. Eleven picnic shelters of varying sizes provide 50 tables for visitor use. The integrally-colored metal roofed shelters have been designed and placed to accomodate small parties as well as large organized groups. The smaller units have three tables and a camp stove; larger units are equipped with six tables and several stoves; others are ten table units for large organizations or groups. A large fire pit is provided for campfire gatherings. Visitors are advised to bring a supply of fuel, charcoal or wood, as such is not available in the desert type country surrounding the area.

Canyon Tours, Inc., is operating its initial installation for public service in the Lake Powell Motel, located on Highway 89 at the entrance road to Wahweap Basin. This tastefully designed unit, a smaller companion to the master facility to be constructed in the marina area, offers fine, modern rooms, and a restaurant with lounge serving excellent food and drinks. Canyon Tours, Inc., also operates a Conoco service station at this location.

OTH.GR FACILITIES AND SERVICES AVAILABLE IN NEARBY PAGE

All the facilities normally found in a modern community are available in Page, Arizona, 7 miles south of Wahweap Basin. Motels, restaurants, boating and fishing supplies, groceries, as well as medical and other services, are located in this newest town, of Arizona, You will enjoy a visit through its wide clean streets, and shopping centers.

PLANS FOR OTHER DEVELOPMENT SITES PROGRESSING

National Park Service planning for the development of facilities at Castle Butte, (Near Kite), Bullfrog Creek, and Hole-In-The-Rock, is progressing well. Surveys have been completed for road access into each of these sites and initial construction is pending only the availability of programmed funds. One of these sites, however, will be ready for public use in 1964. Although it is uncertain whether fuel and other commercial services will be available at Rainbow Bridge Landing before late summer of 1964, information and protection services will be provided in the spring of this year. A unique complex of floating units is presently being assembled at Wahweap to be floated into Aztec Creek as soon as water levels permit. The Service has negotiated with concessioners who will supply public services at Hall's Crossing and Hite. It is expected that essential supplies such as fuel and oil, as well as guided boat trips, will be available from these points during the coming spring. Boat launching has been provided for at this location.

CRUISING UNLIMITED AND AS SAFE AS YOU MAKE IT

Lake Powell is set in a fabulous natural scene for aquatic recreation. Its blue waterways through spectacular canyon landscapes bring the complete relaxation so beneficial to our American culture - a diversion from everyday stresses not gathered from physical play alone. Boating is but a means to the end. An afternoon, a weekend or an extended vacation on Lake Powell can be a grand experience - possibly a highlight in the lifetime of many. Powell is not only a beautiful lake, but a friendly one if boat captains and their passengers take sensible safety precautions and follow the rules of good boatmanship and piloting. Inattentive skippers and 'hot-rod jockeys' invariably meet a day of reckoning-maybe today, perhaps tomorrow. The degree of reckoning is unpredictable. It could be only a bent prop; it could be serious injury to a human being, or loss of life. Safe Boating is Fun. Make your cruise safe - make it fun. How? Ascertain your craft is fully equipped with required and carefully maintained safety equipment. Know how to use it and instruct your passengers. DON'T OVERLOAD YOUR BOAT. Most boating accidents come from this cause. Learn and practice Rules of the Road for Inland Waters. Respect laws and regulations as well as the rights of others using the waters. BE CONSIDERATE. Operate within your capabilities and those of your boat-at all times remember that GASOLINE IS DANGEROUS.

Lake Powell, as any other great body of water, has capricious moods. Calm, blue allure transforms on occasion, to white-capped green ferocity in a matter of minutes: A mirror-like surface to wild waves before the return trip can be made to home base. The prudent captains will not fret for with the safety of their craft and crew in mind, they will pull into the nearest cove or canyon and 'ride it out' on still waters. Fortunately, there are many

such spots along the lakeshore. Inexperienced, impatient and impulsive boaters may well take heed of the actions of these old hands on such stormy days. If for any reason your craft is capsized, STAY WITH THE BOAT as long as it floats - it is your chance to boat another day.

During these early months of Lake Powell, until planned facilities are a reality, Captains will need to give their fuel and supply requirements careful consideration. Do you plan to carry emergency rations? The National Park Service has no intention of placing restrictions upon lake-side camping other than for a few reasonable controls. Boaters may camp where they please except when they are in the vicinity of developed sites. Lack of dry land sites in Aztec Creek dismiss camping locations near Rainbow Bridge once water flows through the Narrows, and since public campgrounds are established at Wahweap, visitors in this area are required to use them for all camping activities while in the vicinity. Campsites on canyon shelves are numerous, but will be short lived. Campers should give careful attention to the nature of the terrain selected for camp. Rising waters sluff off large sections of dirt talus slopes along the canyon walls. Park Rangers point out the advisability of pitching camp on those sites with solid rock abutments or foundations. Dry firewood may be scarce as the rising lake floats all buoyant material it meets, but it is unlikely that campers will not be able to gather enough along their ways to build their evening campfire. National Park regulations require that garbage and refuse of all kinds remaining from a camp shall be returned to the established boat harbor landings and be deposited in receptacles provided for the purpose. Reasonable campers do not require the unpleasantness of enforcement to retain the natural beauty of Glen Canyon.

The thrills of camping deep in the Colorado River gorge cannot be realized from reading; they must be experienced. A night on the shores of Lake Powell beneath a Western sky leaves a powerful urge to return.

BOATING FOR THE BOATLESS

A visitor to Glen Canyon National Recreation Area does not have to have a privately owned craft available for his use. Experienced boat operators, most of them old river runners of the Colorado, have reliable equipment available at reasonable rates. Arrangements can be made for passage to Rainbow Bridge and other intermediate points on the lake or you may rent clean, dry, boats for any period of time.

Art Greene's Canyon Tours, Inc., under governmental concession contract, based at Wahweap, Arizona, will continue to apply their years of experience in commercial boat trips starting from this location. The company supplies all equipment, supplies and meals on the journey. This organization also has small craft available on an hourly or daily rental basis without guide. Canyon Tours may be contacted for details of their operation at their headquarters: P. O., Box 1356, Page, Arizona,

J. Frank Wright of Blanding, Utah, a well-known Colorado River boatman has been authorized by the National Park Service to furnish visitor services at Hall's Crossing and to operate guided boat trips from that point. Because of the present isolation of Hall's Crossing, on the south side of the lake, Mr. Wright will only be required to provide basic services including the sale of gasoline for the immediate future.

Canyoneers, Incorporated, under the direction of Gaylord Staveley of Mexican Hat, Utah will operate a similar facility on the south side of Hite.

Boats may be rented from either of these concessioners or guided tours of Lake Powell may be arranged by contacting Mr. Wright or Mr. Staveley.

Persons interested in boat trips from the northern side of Hite are advised to contact the Superintendent, Glen Canyon National Recreation Area, Page, Arizona for information on those operators who may be currently authorized to conduct such trips from this place.

The days of float trips down the Colorado from Hite, have to all practical extent, become history. The rise of Lake Powell in the former channel of the Colorado River has slowly, but certainly, absorbed the river current upon which so many adventurers depended for their only propulsion of rafts, flat-bottoms and similar craft in the seasons past. The situation may yet, for a short time in the spring of 1964, be deceiving to the uninformed for, while a full flow of water may be observed at Hite, this current will be reaching the approaching head of the lake any number of miles downstream with a total loss of velocity. A raft party departing Hite in fine style and good speed will sometime afterward meet the approach of Powell and find itself becalmed in the middle of this isolated canyon.

OUTINGS POPULAR AT LEE'S FERRY

Although Lee's Ferry has been a popular camping and picnicking spot for many years, the 90,000 grown rainbow trout planted in the Colorado River have become and added inducement in bringing increasing numbers of outdoor-lovers to this scenic and historic river crossing. Averaging eight inches in length when planted in May of 1963, the rainbows have done well although the clear waters of today's river sometimes becomes roily with silt during fierce summer storms. The old favorite channel catfish is still a welcome sportster and meal to many fishermen in spite of its flashy aquatic companion. Spring and fall days are delightful ones at Lee's Ferry and most of them will find many family groups romping on the sand beaches and splashing in the cold, fresh river. The clear Colorado is an attraction even during the hot days of summer.

The National Park Service has recognized the importance of this location, not only for its own beauty, history and the fact that it is a scenic remnant of the upper Colorado, but for its value as a supplement to the recreational offerings of Powell. The National Park Service planning for Lee's Ferry is rapidly being translated into the construction of visitor facilities,

The present dirt access road from Navajo Bridge on Highway 89A is graded and maintained by the Service. Circulatory roads within the actual development are being constructed and paved in the spring of 1964 and a vehicle bridge across the Paria River will prevent the stranding of visitors during flash flood periods. A launching ramp is provided for boaters although until the generators of Glen Canyon are placed in operation in the early summer of 1964, the river flow will remain too low for navigation except by very shallow draft boats. This condition could change at any time if the Bureau of Reclamation should alter its release of water from the dam. A fine trout stream has developed in the 15 miles to Glen Canyon Dam. Modern comfort stations have been built in the new campground and picnic area. Campers are provided with the convenience of well-planned individual campsites, camp stoves and tables. Water is available in the campground. In accordance with National Park Service policy, the camping limit has been established at 14 days in each calendar year.

A concessioner under contract to the U. S. Government is expected to have limited services available for the public by the early spring of 1964. The initial services he will offer include a snack bar, fuel and marine supplies, fishing equipment and bait, small boat and motor rental. Several employees of the National Park Service, including a District Park Ranger, are in residence at Lee's Ferry and will be glad to assist with information or in any other way within the scope of their duties.

LAKE POWELL - THE WATERWAY TO RAINBOW BRIDGE NATIONAL MONUMENT

In the years B.P., (Before Powell), the trip to Rainbow Bridge through Glen Canyon necessitated a boat trip on the river to the confluence of Aztec Creek with the Colorado. Visitors made camp at this point and hiked 4.7 miles up Aztec Canyon on into Bridge Canyon and to the world's famous natural bridge. The formation of Lake Powell has facilitated this approach since the waters have risen upward and upward in Aztec Canyon, giving boat access within a reasonable walking distance of the bridge. During the spring months of 1964, the length of hike required will naturally depend on the distance boating is possible up Aztec Canyon on the constantly lengthening arm of the lake, but it is expected a boat should reach a point known as The Narrows. There he will dock his boat at facilities provided by the National Park Service, and proceed by foot the remaining 1.7 miles to Rainbow Bridge. Fuel and other supplies are not expected to be available at The Narrows, or at intermediate points on the lake before the middle of the summer of 1964. Boat captains will need to anticipate their fuel and other requirements carefully during the next year. The water passage from Wahweap to The Narrows is approximately 60 miles. Nearly 100 miles of canyon lake stretches between Hite and The Narrows.

NATIONAL PARK SERVICE AND STATE REGULATIONS IN FORCE IN GLEN CANYON

The National Park Service along with the states of Utah and Arizona, within their respective boundaries, have the jurisdictions provided by law on the lands and waters of Glen Canyon National Recreation Area. The Code of Federal Regulations, (Title 36, Part 2, Rules and Regulations for National Recreation Areas), provides for the regulation of "certain uses of the area. Regulations pertaining to boating, camping and such

activities may be obtained from the Superintendent, Glen Canyon National Recreation Area, Box 1507, Page, Arizona, or at any Ranger Station within Glen Canyon.

Angling and hunting within the boundaries of the recreation area must be in compliance with the applicable state laws.

National Park Service Rangers are stationed in Glen Canyon National Recreation Area to provide protection and other services to the visiting public and to enforce laws, rules and regulations under their authority. Any Park Ranger will be pleased to provide information or assistance within his scope of duties.

WHEN IN DOUBT - ASK A NATIONAL PARK RANGER

