



WINTER SCENE

Philip Hyde

SIERRA CLUB BULLETIN

*February
1957*

People You Know

CHAPTER publications and their personnel account for several items of news. Under the editorship of *Elisabeth Crenshaw*, the *Toiyabe Tattler* made its first appearance in January, and will be the monthly publication of our youngest chapter.

The *Ben Lownsberrys* of Davis have relinquished the job of mailing the *Mother Lode Bonanza* to the *Allen Brownfields* of Sacramento. *Phil Lydon* is the new editor. Former editor *Mike Gugliemetti* is in Wiesbaden, Germany, as a management analyst for the Air Force.

Lou Elliott is the hero responsible for the bright new appearance — via offset lithography — of the Bay Chapter's *Yodeler*. Its former cartoonist *Louise Dunlap* seems to double in quite a few other roles. She appeared in a New Year's Eve skit at Clair Tappaan Lodge, placed third in the women's division of the California-Sierra-Heidelmann Trophy Race that week end, and was the Sierra Club Queen at the Bay Area Ski Federation Snow Ball in December.

Hervey Voge has been climbing in the Dolomites and the Austrian Alps. He reached a special pinnacle in flat Holland at the head table of a dinner meeting of the Koninklijke Nederlandse Alpen Vereniging, where he represented the Sierra Club and Queen Juliana represented the Dutch royal family.

Pacific Northwest has had its second annual banquet (how fast these children grow!). *Tom* and *Bertanne Ogden* were in charge of the arrangements, and about forty members came to the Meany Hotel in Seattle from as far away as Eugene and Walla Walla. *Sandy Siegrist* has organized a variety of outings for Portland members of the chapter.

Herb Kariel is spending a year in New Zealand as an exchange teacher, and reports some interesting differences between the educational methods and the attitudes of children and teachers there, and those he has been accustomed to in the United States.

Lee Wininger, industrial designer, is adding an artist's touch to the *Loma Prietan*. The chapter's spring schedule lists two nature hikes, to be led by *Emily Smith*, well qualified in this field and an active Audubon Society member.

Sue and *Jim Peabody*, studying in Austria, were right on hand to help at the American Friends Service Committee camp when the first Hungarian refugees came across the border.

A specially amusing feature of a Tehipite Chapter slide show were *Tom Cooper's* pictures, including some of his "sleeping cook," *Bill Reid*. Bill was also a "stump speaker" on a tour of Converse Basin, a logged graveyard of giant sequoias in Sequoia-Kings Canyon National Park.

One of the Sierra's oldest and most fabulous inhabitants, *Norman Clyde*, was discovered in the Tetons last August, preparing to climb the Grand. We haven't heard, but we're sure he made it.

VIVIAN SCHAGEN

THE SIERRA CLUB,* founded in 1892, has devoted itself to the study and protection of national scenic resources, particularly those of mountain regions. Participation is invited in the program to enjoy and preserve wilderness, wildlife, forests, and streams.

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Peter Friedrichsen

The death of Peter Friedrichsen on December 27 is deeply mourned by his hundreds of Sierra Club friends. He had been a regular member of Base Camp staff and leadership since the inception of those outings. Both Bay and Angeles Chapter activities benefited from his ability as an artist, and he was much loved for his cheerful kindness and understanding of his fellow man. Contributions may be sent to the American Cancer Society.



Sierra Club Bulletin

VOLUME 42

FEBRUARY, 1957

NUMBER 2

... TO EXPLORE, ENJOY, AND PROTECT THE NATURAL MOUNTAIN SCENE ...

Fifth Wilderness Conference to Meet

ALL SIGNS point to one of the best attended and most interesting wilderness conferences ever held when the Fifth Biennial Wilderness Conference meets at the Fairmont Hotel in San Francisco March 15-16.

From all parts of the country, conservation leaders have signified their intentions of coming to join in the Conference discussions which have as their aim strengthening the protection afforded the nation's dedicated wilderness areas and setting aside more of them.

Heads of nearly all the Federal agencies having charge of the administration of United States public lands will attend the Conference. They include Conrad L. Wirth, Director, National Park Service; R. E. McArdle, Chief Forester, United States Forest Service; Edward Woozley, Director, U. S. Bureau of Land Management; and John L. Farley, Chief, U. S. Fish and Wildlife Service.

George L. Collins, National Park Service official, San Francisco, who is 1957 Conference chairman, reports an excellent program has been developed. The first day, Friday, March 15, will be devoted to a review by many authorities of the scenic open space resources of the nation, with David R. Brower, executive director of the Sierra Club, as session chairman.

The second day, Saturday, March 16, will be devoted to a discussion of a national wilderness preservation system in which all of the Federal bureau chiefs present are sched-

uled to participate, with Howard Zahniser, executive secretary, Wilderness Society, Washington, D.C., as session chairman.

Other outstanding features of the Conference will include the dinner session, Friday, March 15, at which the California Academy of Sciences will present a program on "Wilderness of the Pacific Shoreline" and a display of Ansel Adams' magnificent photographic exhibit, "This Is the American Earth," now touring foreign countries under auspices of the U. S. State Department.

Assisting Mr. Collins in making preparations for the Conference are George James, assistant regional forester, U. S. Forest Service, San Francisco, vice-chairman; Mrs. Richard M. Leonard, chairman of the Conference planning committee; Mrs. Harold L. Paige, in charge of arrangements and reception; Howard Hirstel, dinner tickets; and Mrs. J. L. Verdi, in charge of exhibits and pictures.

Marshall Dana of Portland, Oregon, will be in charge of reporting and recording the proceedings while George Marshall of New York City will handle summaries and recommendations resulting from the Conference.

The Sierra Club has been joined in sponsoring the Conference by the Wilderness Society, American Planning and Civic Association, the Federation of Western Outdoor Clubs, the National Parks Association and the Izaak Walton League of America.

WILLIAM J. LOSH

23rd California Conservation Week, March 7-14



CEDRIC WRIGHT

Ansel Adams

Directors Honor Cedric Wright

This is the text of the Honorary Life Membership Award to Cedric Wright voted by the club's Board of Directors at its January meeting:

In recognition of his exceptional support of the Sierra Club, its ideals, and purposes for so many decades;

In appreciation of the beauty and understanding his photographs of the Sierra Nevada — and his generosity with them — have brought to all who know the work of the club;

In behalf of the thousands of club members to whom he has been a friend and an example in the course of the almost countless Annual Wilderness Outings he has been part of —

In cognizance of these things, the Board of Directors, by unanimous action, has elected

CEDRIC WRIGHT

photographer, musician, and friend

An Honorary Life Member

of the Sierra Club

Toiyabe Is Welcomed as Club's Twelfth Chapter

In January the Sierra Club welcomed its twelfth chapter, Toiyabe, covering the area in California east of the Sierra crest, and the State of Nevada. The name Toiyabe was chosen through a popularity poll; it is an Indian word interpreted as meaning black rock, and used for the desert mountain ranges.

Dr. Leslie H. Gould of Reno (who was one of the founders of Tehipite Chapter) has been active in the preliminary stages of the new chapter's formation, and served as chairman of its temporary organization committee. A conservation program is already in process, as is the monthly *Toiyabe Tattler* and a schedule of activities.

Arthur H. Blake

Arthur H. Blake died February 12, following a coronary thrombosis suffered the week before which compounded physical troubles that had beset him since World War I. A former director of the club and an Honorary Life Member, he was one of the most ardently devoted supporters of its entire program that the club ever had. At one time or another he was particularly active with the Mountain Play Association, the Tamalpais Conservation Club, and the California Alpine Club. He was a former president of the Federation of Western Outdoor Clubs and vice-president of the American Forestry Association; in the Sierra Club he had served on the Editorial, Trails, Lodge, Visual Education, Mountain Records and Place Names, Winter Sports, Clair Tappaan Lodge, and Conservation committees; he was chairman of the Nominating Committee at the time of his death.

It was Art Blake's wish that contributions in lieu of flowers should be sent to Children's Hospital of the East Bay.

The annual magazine number of the *Bulletin* will tell of the magnitude of conservation's loss; here we can only report it.

D.R.B.

West to See New Canyon Film

Charles Eggert, the documentary movie maker whose film of Dinosaur National Monument helped us persuade Congress to keep a dam out of Echo Park, will visit the Pacific Coast during March with a new picture, "Canyon Voyage."

In this film, Eggert, Don Hatch and party set out at Green River, Wyoming, to duplicate the historic Colorado River exploration of Major John Wesley Powell. The result, in wide screen, color and stereophonic sound, is described by Dave Brower as "one of the finest adventure films that I have seen." The film is unique, for much of the area shown will soon be inundated by reservoirs.

Sierra Club chapters and other organizations will have the opportunity of sponsoring showings of "Canyon Voyage," with narration by Mr. Eggert in person.

Following is a list of showings so far arranged. (Chapter publications will have news of later bookings.)

- Mar. 4 Tucson—auspices Tucson Audubon Society.
- 7 Los Angeles—Occidental College—auspices Angeles Chapter.
- 14 Berkeley — Little Theatre — auspices San Francisco Bay Chapter.
- 21 Palo Alto — High School — auspices Loma Prieta Chapter.
- 22 Carmel — Sunset Auditorium — auspices Western Office, National Parks Association.
- 28 Portland — Benson Polytechnic Auditorium — auspices Mazamas.
- 29 Seattle —Palomar Theatre — auspices Mountaineers.

Student Conservation Program Launched

During the summer of 1957, the new Student Conservation Program, which is sponsored by the National Parks Association, will be tested in Grand Teton National Park, Wyoming, and in Olympic National Park, Washington.

The Student Conservation Program is designed to help the National Park Service carry out its obligation to maintain the natural beauty of the parks while serving its visitors, by enlisting the services of conservation minded students.

Fifty-two high school, college, and graduate students will work directly with the park staffs in five trial projects to determine the value and practicality of this educational training program.

Group I (June 24 - July 14) and Group II (August 5 - August 25) will be made up of carefully selected high school boys who will work on trails. Free time will be devoted to exploring and living in the Olympic Mountains under the supervision of Olympic College instructors.

Group III (July 1 - August 31) will be made up of three college men or graduates in

biology who will study the wildlife of Olympic National Park under the direction of the Park Biologist. A graduate student in geology will undertake independent research.

Group IV (June 28 - August 24) will be made up of three college women or graduates who will assist in organizing the new Olympic Park museum in Port Angeles, Washington.

Group V (June 28 - August 24) will be made up of sixteen men and women, college students or graduates, who will assist on a rotational basis in the five divisions of Grand Teton National Park. Special emphasis on the field of conservation will be made through contact with the many other conservation agencies in Jackson Hole and through discussions led by the camp supervisor, Dr. Harold C. Bryant, naturalist and educator who is former superintendent of Grand Canyon National Park and founder of the Yosemite Field School.

Board and lodging will be provided by the National Parks Association.

For further information write to: Student Conservation Program, National Parks Association, 2144 P Street N.W., Washington 7, D.C.

Camping—European Style

WHEN you're planning your next trip to the high country, you might consider the Swiss Alps, the Dolomites of northern Italy, the Austrian Alps. They're closer—in dollars and distance—than most of us realize.

That's what my husband and I learned last summer. We slept in a tent 50 nights, spent only \$4.65 a day for all meals and tent space, and saw some of the magnificent mountains of Europe.

There were times . . . early September when we camped in Zermatt's cold rain and wind for five days before even seeing the Matterhorn . . . that we wished for a luxurious room in a luxurious hotel. But we came away, even from Zermatt, convinced that our tent-flap afforded a better view of Europe than did the entrance of any grand hotel. And it was so cheap!

Profiting a little by our experience, you probably can take such a trip more easily and more economically than we did.

First, pick a specific area that fits your interests, and plan from there. We found that staying in one place was considerably cheaper than constantly pulling tent stakes.

For example, let's say that you choose Cortina d'Ampezzo, Italy's "queen of the Dolomites." The finest hiking and rock-climbing, in all degrees of difficulty, are easily accessible from the little city. We spent most of a month in Cortina, so know her better than other inviting areas in Austria and Switzerland.

Search out some good guide books of the area. Before we left, we had only Baedeker's "Southern Bavaria." It offers pleasant jaunts in southern Germany and northern Austria, but is aimed more at indoor than at outdoor tourists.

Now we'd know enough to write the tourist agency in the specific mountain area and ask for any publications—no matter what the language. In Cortina we found a beautiful "Guida dei Monti d'Italia," by Berti, on the Dolomiti Orientali around the valley of Ampezzo.

The text is Italian, but there's no language barrier to the maps and clearly marked route-sketches. With a little dictionary and a little more patience, we worked out the time, degree of difficulty, starting point, and other information about specific trips we wanted to take. This particular volume costs about \$5, and is available through the Touring Club of Italy office in Cortina.

Words You'll Need

If you don't know the language of the area you've chosen, it's wise to make up your own dictionary of English-German or English-Italian mountaineering and hiking terms.

Art found himself climbing fifth-grade rock with a partner who knew as little English as Art knew Italian. The universal word, "OK," was fairly flexible, but a little incomplete, as a climbing signal.

*Grossglockner, Austria's
highest peak—a long
day's climb*



*Fine cuisine
in the doorway
of the Johnsons'
summer home*



Some of the words you'll need in the native language are: rope, piton, hour, fog, rain, scree, high, grade, difficult, up, down, danger, north, south, east, west, belay, tired, wait, etc. If you know German, you're lucky—it's spoken in the mountains of Italy, Switzerland, and Austria.

"Kerosene" was our word of greatest woe. We constantly needed to buy the stuff to feed our little Primus, but we never knew the proper word. Austrians sold us paraffin oil (a laxative), spiritus (alcohol), and finally petroleum, which is their word for kerosene.

In Zermatt we asked for petroleum. The clerk thought we were English-speaking Englishmen, instead of German-speaking Americans, so gave us petrol. You know how well a Primus Model 97 digests gasoline!

"Camp" was probably our most dependable word. With slight local variations ("campeggio" in Cortina), it seems to have universal usage. "Goulash" was another loyal friend. We bought canned goulash in three languages—the taste was different, but the word was the same.

Food buying can be too time-consuming, if you're as green as we were. Canned foods, such as American hash, spaghetti, pork and beans, were rare and rather expensive. We did find a few steady canned items (such as goulash) but fresh food buying proved easier. (If you care to witness a vigorous reaction, ask an Italian clerk for a *can* of spaghetti and meatballs.)

We bought fresh ground beef, steaks, and

plenty of salami, cheese, and dried fruits. Next time we'll take along some dependable dehydrates, especially powdered milk, and also plan to buy some in London or Munich.

Shopping for Equipment

Buying outdoor gear over there tends to be a temptation and a treat. We expected to find shelves of fabulous new equipment yet to reach American shores. We didn't. However, some of the bargains are worth anticipating about the time you start packing gear to carry across the U. S. and the Atlantic.

In Innsbruck and the western end of Austria, you can buy the finest ice axes, crampons, and hardware for half the American price. We drove directly to Fulpmes, the mountain village where such Austrian exports are made, but learned that the larger city is a better source for buying.

As long as the dollar is so precious in Austria, that's probably the best place for Americans to spend. In Salzburg, we paid \$45 for a two-man mountain tent which would sell for \$80 to \$90 in the States.

After saving so much in Austria, you may want to splurge in Cortina. There we saw the most beautiful sport clothes in all Europe.

All the mountain areas offer an excellent selection of heavy boots and "kletter" shoes. We had ours made in Kitzbühel by the ski-boot master, Herr Haderer.

Our gear brought from the U. S. included: sleeping bags, rucksacks, nylon rope, basic outdoor clothing, nylon poncho, mountain

stove, and minimum cooking equipment. In London we purchased two light-weight air mattresses (about \$6, 50 inches, 1.75 pounds each).

Some helpful incidentals to carry along are: small air mattress inflator; a box or two of the excellent American cold-water soap; plastic water bucket (we bought a galvanized bucket over there, and were very sorry for that rattling economy); and *water-proof* clothing.

Summer weather in Europe never will compete with summer weather in the Sierra. We told two hiking Italians that we have camped for days in the Sierra without tent or poncho — "it seldom rains . . . you don't need a tent."

They indicated that this was just another American exaggeration: "it rains much in all mountains in the summer."

Natives informed us that September consistently is the best hiking and climbing month in the Dolomites. The season ends about mid-September in higher Switzerland, but the Italian Alps are their grandest, and least populated, throughout the month.

Earlier in the summer, Cortina rain begrudgingly allowed us to hike and climb a fair amount. Good rock-climbing and hiking is so near the city — and camp ground — that a trip can be completed before the afternoon waters fall.

Fortunately, we were blessed with a wonderfully waterproof tent. We vowed that if Europeans could camp and cook in the mud and drizzle, these Americans could do the same.

Camping License Needed

A network of official camps is woven over the entire continent. You're wise to stay where it's "official," which means that the camp belongs to the International Federation of Camping and Caravanning.

The camps generally charge about 50 cents per night per tent. You're required to have a Carnet-Camping International — sort of a camping license. We bought ours at the Automobile Club in Paris for 25 cents each. (Take along some spare passport photos to go into this license.)

The camping fee covers use of toilet, cold-water washing facilities, and usually a small

grocery store. In a remote little camp in Feldkirch, Austria, the grocery store consisted of a dog-drawn cart which brought eggs and milk directly to your tent daily at 7 a.m.

When a European goes into the mountains he stays in a *hutte* or *rifugio*—German and Italian terms for plain, homely guest houses which provide beds and bedding and all meals. We spent only eight days in such accommodations, but our average daily cost for two was \$4.30.

In both huts and camps, the Europeans were most eager to visit with us. Perhaps it was because an American was such an oddity in these surroundings. In 50 nights of tenting, we saw only six other American couples.

Maps of the hut systems and camp systems are available through the tourist offices of the respective countries or through tourist offices in a specific area. For instance, by writing the Italian Touring Club in Cortina, you can obtain complete information on the *rifugi* in the Oriental Dolomites. This office also can supply the map of camps in Italy.

If you choose to move from camp to camp rather than enjoying the economy of one home, transportation poses a question. We bought a Volkswagen in Paris, drove it 7,500 miles for a gasoline cost of \$134, and sold it at no loss.

We met one American couple traveling on a motor-scooter, a much cheaper and airier manner of covering the miles. If you choose to go by scooter or cycle, you're unlikely to haul excess luggage. That's a considerable virtue.

Transatlantic transportation is another major consideration, one thoroughly covered in routine travel books. To give you a figure to work with, our round-trip cost from Montreal to Liverpool, Rotterdam to New York, was \$764 for the two of us. That was tourist class on Cunard and Holland-America lines.

If you're slightly discouraged by this time — language problems, camping in the rain, dollars and dollars — don't be. It's worth every effort to taste a little of Europe's mountains and way of life. They really can be closer — in dollars and distance — than most of us realize.

ANITA M. JOHNSON



Harold Bradley

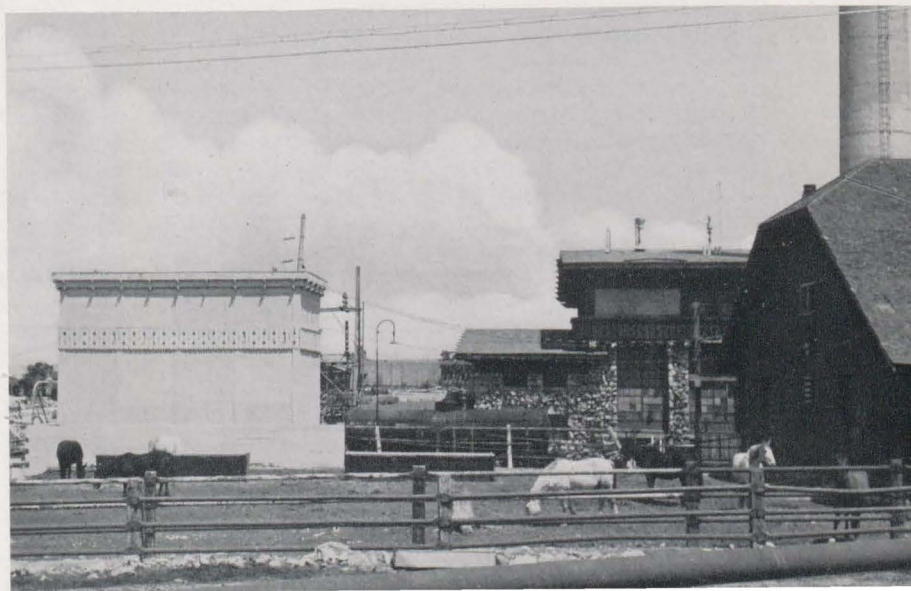
On the Brink of the Grand Canyon

IN THE Grand Canyon, Arizona has a natural wonder which, so far as I know is in kind absolutely unparalleled. . . . I want to ask you to do one thing in connection with it in your own interest and in the interest of the country — to keep this great wonder of nature as it now is. I was delighted to learn of the wisdom of the Santa Fe Railroad people in deciding not to build their hotel on the brink of the

canyon. I hope you will not have a building of any kind, nor a summer cottage, a hotel, or anything else, to mar the wonderful grandeur, the sublimity, the great loneliness and beauty of the canyon. Leave it as it is. You cannot improve on it. The ages have been at work on it, and man can only mar it. . . .

THEODORE ROOSEVELT
at Grand Canyon, May 6, 1903

These are examples of structures that we think mar the natural quality of the Canyon's rim.



Last Word or Just the Beginning?

The long-awaited decision on reduction of the Three Sisters Primitive Area will please most lumbermen and irritate the more avid recreationists. Scientists interested in the flora and fauna of this region will also be vexed, although the decision does provide that areas of unusual scientific interest will be set aside as "natural areas." The recreation people are not expected to be mollified by the addition of the Diamond Peak and Mt. Washington Wild Areas to the wilderness system. They hoped to have those areas set aside anyhow, as well as to have the Three Sisters area kept at its previous size.

The forest service, in whose hands the hot potato sizzled for several years, was under terrific pressure from the lumber industry, many of whose spokesmen wanted the wilderness boundary moved still farther east, to Separation Ridge. The pressure from the recreationists was there too, but it was not such powerful pressure. Under the circumstances, we think the Department of Agriculture showed admirable restraint.

We are disturbed by two things—the hurry to make a decision and the ease with which such areas can be opened to logging.

As we asked a month ago, what could have been lost by delaying the decision until land use studies and scientific studies of the whole McKenzie region are completed?

This decision shows that a wilderness can be made or unmade by simple administrative decision. Are we to expect that with every change of administration new pressures will be brought to bear upon the Department of Agriculture? If—and this is not impossible—a Democratic administration is running the agriculture department four years hence, will the recreation people be petitioning to put the 53,000 acres back into the Three Sisters Wilderness Area? Will a new administration do it?

It is a matter of concern that this thing is growing political. It should not. Yet it cannot be denied that the department's recent decision has given Democratic congressmen campaign ammunition for years to

come. Senator Richard L. Neuberger, a sincere conservationist, has been extremely critical of the conservation policies of the administration. Senator Wayne Morse and Congressman Charles O. Porter . . . have joined him in his defense of the forest primeval. Democrats used the conservation issue to great advantage last fall, with the result that Democrats made substantial gains in the Far West while Republicans were gaining elsewhere in the nation.

We cannot believe that the recreation people who opposed reduction of the area will refuse the entreaties of the Democrats. They will be likely, at this juncture, to regard the Democrats as their friends, just as the lumbermen are likely to regard the Republicans as their champions. And now, seeing how easy it is to shift a wilderness boundary, will the recreation and science groups go to work on the congressmen to get the boundary restored by law? And next time the lumbermen want to cut a little higher in the hills, will they go to work on their political pals to move the boundary line still farther back? Is this a precedent?

What is needed, it seems to us, is a national wilderness system. We do not need and do not want a "permanent" set of wilderness preserves. Any should be subject to change if time and circumstances show that one generation did not assess properly the needs and desires of the next generation. But change should not be accomplished solely by administrative fiat. Needed is some check on the administrators, possibly through Congress. The Humphrey Bill, a measure introduced by senators of both parties in the last Congress, should be reintroduced. It would provide such a system, as well as a continuing survey of wilderness needs and wilderness supply in all forested areas—Indian reservations, game refuges, national parks, and BLM lands as well as national forests.

The country can ill afford another squabble like the one that led to the Three Sisters decision.—*Eugene Register Guard*, February 10, 1957.

Directors Act on Many Problems

THE BREADTH of the Sierra Club's concern with conservation was demonstrated in the 42-item agenda of the directors' meeting held in Berkeley on January 19 and 20. Time did not permit considering all the items.

Representatives and other members from all chapters except Atlantic, and of most of the major committees, were present to provide information or take part in discussions as needed, and to build up their own knowledge of the many problems — background that can never be fully conveyed in minutes or written reports.

The Directors:

Approved establishment of the Toiyabe Chapter, centering in Nevada;

Formally confirmed award of Honorary Life Membership to Cedric Wright;

Delegated to the Council the coordination of information and education activities within the club;

Delegated to the Council (with power to act) future boundary questions between adjacent existing chapters;

Approved a budget for 1957 that reflects the ever-expanding work of the club and at the same time emphasizes how the strength of the Sierra Club is derived from its volunteers;

Set three more Board meeting dates for 1957: May 4 in Berkeley, June 8 and 9 at Clair Tappaan Lodge, and September 28 (and possibly 29) in Los Angeles.

The Board of Directors' action on public matters must usually consider two aspects of conservation problems at the same time — protecting present gains and looking ahead. Here are the major actions taken:

Olympic National Park

The Sierra Club commends the National Park Service for the progress made in defining the occasions, methods, and extent of timber salvage in the primeval National Parks, with particular reference to Olympic National Park, and urges further details in the written policies regarding these phases of salvage as recommended in our resolution of September 22, 1956.

Washington Cascades

The Sierra Club urges that: (1) the Chief of the Forest Service direct that a comprehensive study — either by interagency cooperation or in collaboration with interested public and private agencies — be made of the high-caliber scenic areas in the Washington Cascades between Stevens Pass and the Canadian boundary, with full coverage of all aspects of land use; and (2) pending completion of such a survey, the entire area be preserved in its present primitive condition.

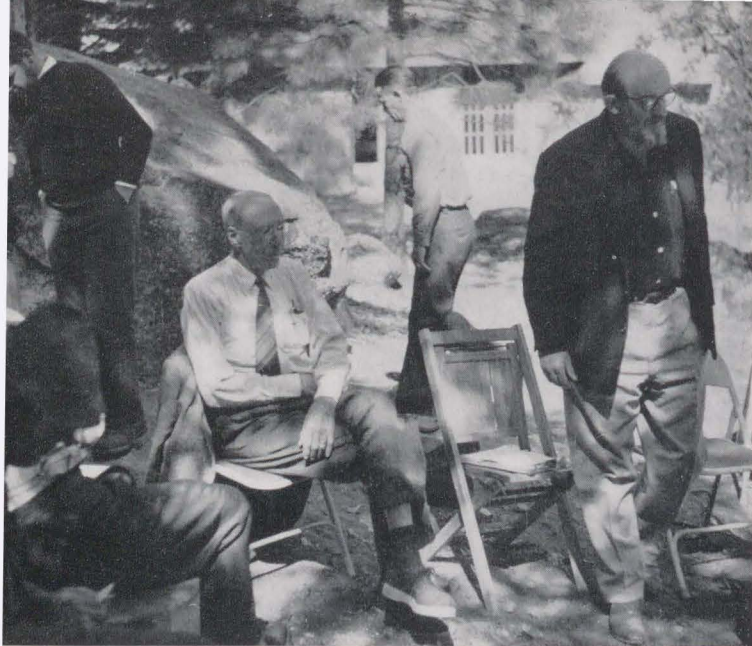
Power vs. Scenery

The Sierra Club recognizes the value of water power, but notes, also, that it is not indispensable. Substitute power is always available, now and in the foreseeable future, from oil, gas, coal, or atomic reactors. In fact, a very large proportion of the nation's power economy will always be provided by sources other than water. Scenic resources, on the other hand, have no substitutes that can be bought at a slightly higher price — or at any price. Furthermore, the enjoyment of scenery, wildlife, and wilderness recreation is a part of our American way of life, and the human need for our scenic resources continually increases, as the pressures of civilization and the availability of leisure time increase.

The Sierra Club therefore opposes in principle the sacrifice for water-power purposes of any area that has been dedicated for scenic resource preservation. The club also opposes in principle the sacrifice for water power of any high-quality scenic resource area which has not been dedicated, but whose need as a dedicated area has not yet been thoroughly considered. Scenic resources shall be understood to include areas suitable for scenic state parks; national parks and monuments; national forest wild, wilderness, natural, scenic, and recreational areas; wildlife refuges; and similar dedications.

Flow Maintenance Dams

(1) The Sierra Club commends the Forest Service for limiting the height of the flow-
(continued on Page 13)



*Club Directors
Harold C. Bradley
and Ansel Adams*

*When Directors Met
in Yosemite Valley*

Candid pictures by William Siri of the Sierra Club board meeting at LeConte Lodge, September 22-23, 1956, to consider the Conservation Committee's special report on the future of Yosemite Valley.



(continued from page 11)

maintenance dams on lakes within reserved wild and wilderness areas to that of mean high water. (2) We urge the Forest Service to limit construction of dams to such reserved areas as already contain dams or to those in which dams have been approved. (3) With reference to the dam recently constructed at Rutherford Lake, in the Mt. Dana-Minarets Wild Area, to a height nearly twice that specified, we recommend reduction in the height of the water retained by this dam to conform to the specifications.

Deer Management

The Sierra Club endorses in principle the effort of the California Department of Fish and Game and of the Fish and Game Commission to manage the deer herds of the state in a scientific and realistic manner. Experience in other western states has proved that harvest of some of the antlerless deer results in (a) improving the health and productivity of the herds; (b) increasing the yield of deer to hunters; (c) protecting the ranges from the damaging effects of over-browsing; and (d) decreasing herd losses due to starvation. The Sierra Club supports scientific deer management, including regulated shooting of antlerless animals, as a part of the broad program of proper utilization of recreational resources in California.

Roads, Bridges, Buildings

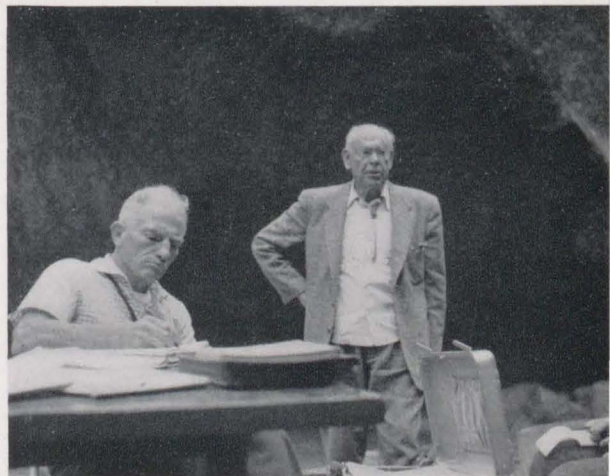
The Sierra Club requests of the U.S. Forest Service, the Bureau of Public Roads, and the California Division of Highways that a public hearing be held prior to the establishment of authorization of any trans-Sierra road between Tioga Pass and Walker Pass.

The Sierra Club opposes the low-level highway bridge route proposed at the mouth of Emerald Bay on Lake Tahoe.

The Sierra Club considers that the proposed "Shrine of the Ages Chapel," as described in its fund-raising literature, is so designed and situated as to constitute a tourist attraction on the south rim of the Grand Canyon, and that such a man-made facility, in the absence of established necessity, is counter to the clear intent of National Park law, and will be in competition with the natural scene for the preservation of which the Park was itself created. *(next page)*



*Executive Director Brower
President Hildebrand
Secretary Lewis F. Clark*



*Above: Two generations of
Secretaries, Clark and Colby*

*Below: Directors Leonard
and Nathan C. Clark*



Studies and Standards

The Board delegates to the Yosemite Study Committee appropriate follow-up of its recommendations regarding Yosemite.

The Board believes that specific criteria and standards for scenic recreational areas should be established in the national forests, and the club President is asked to delegate to an appropriate committee the development of such a set of standards and criteria.

The Sierra Club recognizes that regional park districts and related types of public bodies are empowered by law to establish and maintain both parks and recreational facilities. We believe that the test as to the use to be made of any particular property should be the highest and best use in the public interest, considering qualitative and not merely quantitative bases.

Motions and Statements

The Sierra Club supports Congressional action providing for a Scenic Resources Review.

The Sierra Club supports Congressional action toward establishing a National Wilderness Preservation System.

The Sierra Club supports the principles embodied in the prospectus of a proposed California Public Outdoor Recreation Plan prepared by Division of Beaches and Parks.

The Sierra Club is pleased to learn of the proposed reclassification of the Mt. Dana-Minarets Wild Area in Inyo National Forest. However, we question the desirability of eliminating the Walker Lake sector, as described in the proposal.

The Sierra Club commends the U. S. Forest Service on its plans to establish an area of more than 250,000 acres in the Tongass National Forest in southeastern Alaska as the Tracy Arm-Ford's Terror Wilderness Area. We recommend that the Forest Service include both sides of the Endicott Arm as well as interior land in the proposed wilderness area, since the approach to this area will most likely be by water, and it is desirable to keep the timbered slopes of both sides of the Endicott Arm uncut.

The Sierra Club approves in principle the public acquisition of wetlands for the purpose of preserving and augmenting wildlife habitat.

The Sierra Club commends and appreciates the efforts of the University of Wisconsin to purchase Fountain Lake, a feature of the farm on which John Muir grew up, and which he sought during his lifetime to have preserved.

CHARLOTTE E. MAUK
LEWIS F. CLARK

Protective Measures for Rainbow Bridge

Protection for Rainbow Bridge National Monument was written into the Upper Colorado Project authorization act, but some people have been confused about what action needs to be taken to preserve the magnificent natural stone arch.

These are the facts, as explained by the National Park Service:

Without protection, Rainbow Bridge would be in serious danger of being undermined and of collapsing because of the action of high water in Glen Canyon reservoir. Further, the fluctuation of that reservoir, more than 200 vertical feet, would create silt deposits for two miles in Bridge Canyon.

The work to be done, supervised by the Park Service, includes three things:

1. A cut-off dam and diversion tunnel up-

stream from the Monument to divert flood waters, catch debris, and run the water into Aztec Creek.

2. A concrete dam, 200 feet high, below the Monument and not visible from the Bridge (about the Narrows), to keep the reservoir from encroaching on the Monument and endangering the Bridge. The downstream side of the dam will be constructed in steps allowing sightseers to debark whatever the level, climb over the dam, and visit the Bridge in a short walk.

3. An automatic pumping plant at the lower dam to evacuate the water from seepage and flash flood runoff within the Monument.

Plans are to float the necessary equipment in for the job when the reservoir rises high enough.

A Case for a Dam

A DECISION is imminent that will result in a very serious threat to Glacier National Park. The threat is all but unknown. The Sierra Club just happened to stumble upon it last year in the long course of urging the National Park Service and the Secretary of the Interior to protect Glacier National Park from the proposed Smoky Range dam, the obscure name for a dam put forth as a substitute for the proposed Glacier View dam. Both dams would have severely impaired Glacier Park. Former Secretary of the Interior Douglas McKay firmly opposed Glacier View, but the Department's Smoky Range position wasn't clear. One of Secretary of the Interior Fred Seaton's first moves when succeeding Mr. McKay was to oppose Smoky Range firmly and clearly.

But this isn't to be about Glacier View or Smoky Range dams, or any of the long list of dams in the Pacific Northwest that the Sierra Club is alert to in their relation to our Scenic Resources Review. Let's focus instead on two mutually exclusive dams — Buffalo Rapids No. 4 and Paradise. One of them promises to be history-making; there seems to be a firm basis for conservation support for Paradise.

What is the Park Threat?

Montana Power and Light Company, a subsidiary of Anaconda Copper, is contemplating a moderate-sized dam at a site known as Buffalo Rapids No. 4 on the lower Flathead River, a tributary to the Columbia and well downstream from the sites within Glacier National Park. This site lies within the impoundment area of the proposed Paradise site which the Bureau of Reclamation's studies have determined to be the best of the 109 sites studied in the Clark Fork basin. Paradise dam was locally opposed early in the decade owing to its effect on Indian lands, on settlements, and on a transcontinental railroad and highway. It would inundate pretty country, but nothing scenically outstanding. The reclamation aspects of the project would bring in more agricultural land than would be inundated. Rail and highway relocation costs

The Army Corps of Engineers, which announced last July that it did not plan to re-study the Paradise flood control and power project on the Clark Fork River in western Montana, has decided to take another look. The division engineer reported in December: "Our studies now show that the requirements for flood control and also for hydroelectric power in the region will be deficient unless some additional storage is included in the tentative system now being studied."

would not hamper the financial feasibility of the project.

But local opposition and Montana Power Company's interest in Buffalo Rapids No. 4 have combined to remove Paradise from active consideration by the Bureau of Reclamation. Montana Power Company's license to study Buffalo Rapids No. 4 has been renewed. If the company asks the Federal Power Commission for permission to build and if the Bureau of Reclamation is prevented from arguing the superiority of the Paradise development, then Paradise dam can never be built. This will lose the finest water-storage opportunity in the Clark Fork basin. It will eliminate one of the major opportunities for flood-control storage (Paradise has seven times the capacity of Buffalo Rapids No. 4) in the Columbia Main Control Plan. In contemplation of this eventuality, the Corps of Engineers and the Bureau of Reclamation are jointly studying other sites where this flood-control opportunity, as fragmented, can be compensated for. Best of these, but not under active consideration at present, is the Glacier View dam site within Glacier National Park. Others are at Spruce Park, Nine-mile Prairie, Swan Valley, and Flathead Lake —all opposed by local groups. Opposed or not, these dams do not add up to the storage sacrificed at Paradise, and their nonreimbursable costs for flood control would in all probability be higher, for less storage, at these sites than at Paradise. Pressure would be increased for upstream regulation, as at Glacier View, once Montana Power had completed its

Buffalo Rapids No. 4 dam and required upstream reservoirs to firm up power generation. No other site could compete with Glacier View in this respect, for sheer engineering and economics.

In summary, if the apparent *status quo* should prevail, a private company could build Buffalo Rapids No. 4, Paradise could never be built, and to the present demand for Glacier View dam would be added the demand of Montana Power Company.

If the government takes the initiative, rather than wait for a private company to invite it to do so, Paradise dam can be built instead, and the flood-control necessity and economic feasibility of major upstream storage can be eliminated, and all this probably at less cost to the government. Glacier National Park would be safe from this threat.

Partnership: To Be or Not to Be?

Full development at Paradise can probably be accomplished in only two ways: (1) entirely by the Federal government, or (2) by the Federal government in partnership with a private utility, such as Montana Power Company. The former alternative would provide lower-cost power to the region, at an indirect cost to the rest of the nation, the theory being that this stimulus to an underdeveloped region would turn out to be a good investment for the rest of the nation—the good elements of TVA or the Upper Colorado project.

Under current administration policies, the second alternative may be chosen, provided it is decided to favor full development. Montana Power Company would finance the power installation, while the Federal government would add its own incremental share for flood control, navigation, reclamation, conservation pool, and recreation, and would sell falling water to the Montana Power Company in order to pay out the government's reimbursable costs. Power cost in the region would be higher, but the indirect cost to the rest of the nation would be minimized, as would the danger of government power monopoly. Private initiative would be stimulated.

Either way, full development would insure maximum downstream power benefits and minimum upstream scenic impairment.

One government official who watched the

Sierra Club's role in the Dinosaur controversy has commented, "After all, you are in an advantageous position in this Paradise situation—as well off as you would have been if you had tackled the Echo Park problem back in 1946." But perhaps not. The building of Echo Park dam and the destruction of Dinosaur would require legislative action in what you might call the fishbowl of Congress, where all could see and be heard. But the building of Buffalo Rapids No. 4 and the destruction, in time, of Glacier Park requires only executive *inaction*, pretty much behind closed doors.

At Echo Park in 1946, whatever danger there was, was obscure—so obscure that no one noticed. Not until 1953, when the direct-fire artillery was aimed at the white of the Dinosaur's eye, did the conservationist public become effectively excited. At Glacier in 1957 the danger is obscure. The artillery is laid for indirect fire—over the horizon and out of sight. Quite possibly without Montana Power's knowing it, the gun is laid on Glacier National Park. The lanyard will be pulled if the Federal Power Commission approves Buffalo Rapids No. 4; there will be no authorizing legislation, no debate, no more widespread conservationist interest than there was at Hell's Canyon. Just destruction by default. If that lanyard gets pulled, no amount of protest will stop the shell in its flight to Glacier.

A Question of Leadership

Who should take the initiative in seeing that this doesn't happen to Glacier, with the best dam site in the Clark Fork basin being wasted in the bad bargain? The Federal government? Executive or legislative branch? Local government? The Montana Power Company? Or some wandering conservationist-without-portfolio?

One wouldn't envy the wandering conservationist his task of persuasion. He would need to be the best ventriloquist yet to get the Indian to say, "Flood my home and farm"; or the utility to say, "Please, Mr. Secretary, tie me with your partnership red tape instead of letting me make more money without it"; or the Great Northern to say, "Tear up this good railroad along the stream and replace it with one along the contours"; or the Mon-

tana highway department to say essentially the same; or the local county to ask that the reservoir basin land be taken off the tax rolls.

Isn't it leadership-in-reverse to expect this? There seems to be little doubt that a full treatment at Paradise will provide the greatest good for the greatest number in the long run—of flood control, water conservation, power generation, stimulation of agricultural and industrial development, and an intact national park, too. The government has the staff and facilities for finding out for sure if this is so. Having found out, it has the means of explaining this to the local people, and of acting for the national interest if the people refuse to listen.

Major Gains, Minor Losses

After all, the railroad won't suffer. The Bureau of Reclamation outdid the Southern Pacific's engineers at Shasta Dam. The highway can be accommodated as well. And there's no question of *whether* farm land will be inundated, but of *which* farm land. Five million acre-feet of water will cover far less acreage if it is stored at Paradise than if it is stored in dozens of smaller reservoirs instead—a pitcher of water will fill a good many saucers. Higher streams are steeper, take higher dams to store less water at greater cost. Montana Power Company needn't suffer. Everywhere you look there are major gains for minor losses; the government, acting for the people who will profit from these gains, and paid by those people to lead, can make this all clear and can do it authoritatively. The Sierra Club, or an equivalent organization, isn't equipped for the job, nor is that its purpose. For every dollar the club has to spend, the government has a million!

Legislation may soon be introduced authorizing the construction of Paradise, the dam that promises to save a park—not by “making the park more beautiful,” to quote a line from the old Hetch Hetchy refrain, but by being far enough *away* from the park, and big enough to minimize the inundation of other acres of scenery and fertile land. Paradise was almost lost. We have reason, however, to look forward to two new chapters in the story: “Paradise Be Dammed,” and “Paradise Regained.”

DAVID R. BROWER

Do-It-Yourself Knapsack Trips

Here is the knapsack trip you've all been waiting for. This summer the Outing Committee is offering three unique one-week knapsack trips into the Sierra Nevada. The area of interest is designated, but members of the trip will hold meetings this spring and pick the route and plan the food. Members of these first outings should all be from the San Francisco Bay Area in order to attend the planning sessions.

The group will be small (limited to ten, plus the leader); flexibility will be great. The party will be able to camp in many spots unavailable to a larger group.

These coöperative trips will fill early, and those who want to learn to plan their own outings should apply as soon as possible. Monthly organizational meetings will start in April. To insure a place on the trip, send a letter of application to the leader of the trip, giving experience, age and sex. The trips will be filled in order of receipt and acceptance of letters of application by the leaders. Your reservation fee should be sent to the club office as soon as rate information appears in the March *SCB*.

Wes Bunnelle, 6466 Pinehaven Road, Oakland 11, leads a 10-day trip starting July 4 (you'll need to get July 5 off work, in addition to the week of July 8-12) into the area of the North Fork of the San Joaquin you choose.

Walt Oppenheimer, 1288 - 36th Avenue, San Francisco 22, leads the August 17-25 trip, also into a chosen part of the San Joaquin North Fork.

Kyle Corson, 661 Vistamont Avenue, Berkeley 8, leads a trip into the Mono Recesses area of your choice August 3-10.

Graf Replaces Taber

Dr. William Graf, Associate Professor of Zoology at San Jose State College, was recently appointed chairman of the club's Natural Science Committee. He will replace Dr. Richard D. Taber, who has taken a position in the School of Forestry at the University of Montana.



TAHOE ROCK SLIDE Harold Bradley

Special Committee Named For Emerald Bay Study

The great slide which last winter obliterated a section of the old road at the head of Emerald Bay, on the west side of Lake Tahoe, touched off a determined drive for a high-speed highway on the west side of the lake.

Those interested in getting this costly facility pushed through before any facts have been ascertained are the resort owners and merchants at both ends of the lake, and resort owners along the west side whose business suffered last summer. Opposed are many home owners on the west side, and all citizens who use and appreciate the campgrounds provided in Bliss and Emerald Bay State Parks, as well as those who value the view from the old road — the scenic gem of the entire lake.

The proposed low-level road would plough through and wreck the two fine parks, crossing on a bridge at the mouth of the bay. The Sierra Club is, of course, opposed to the sacrifice both of the unique view and of these beautiful and popular State Parks for dubi-

ous economic advantage to so small a local group.

There are alternative routes, of course. The most obvious is to reopen and improve the old road, and remove the hazards to traffic.

The Sierra Club awaits the studies now being made by the Division of Highways engineers to determine engineering feasibility and an adequate cost comparison between the various alternative routes. A special committee consisting of Harold Bradley and Howard Fletcher has been appointed, and is keeping close track of developments. They have the advice of a consulting engineer and a geologist. The club will be kept informed.

Outing Previews Set For San Francisco Area

Summer outings will be previewed in the San Francisco Bay area at a series of four evening meetings, intended to provide better coverage of all types of outings than the more crowded and compressed previews of other years.

Here's the schedule of programs at which you can meet the trip leaders and see pictures of the promised lands:

March 26, 7:45 p.m., the Base Camps (Whittier School Cafeteria, Lincoln at Milvia Streets, Berkeley).

April 2, 7:45 p.m., the High Trips (Whittier School).

April 9, 7:45 p.m., the Knapsack and Burro Trips (Mills Tower Assembly Room, San Francisco).

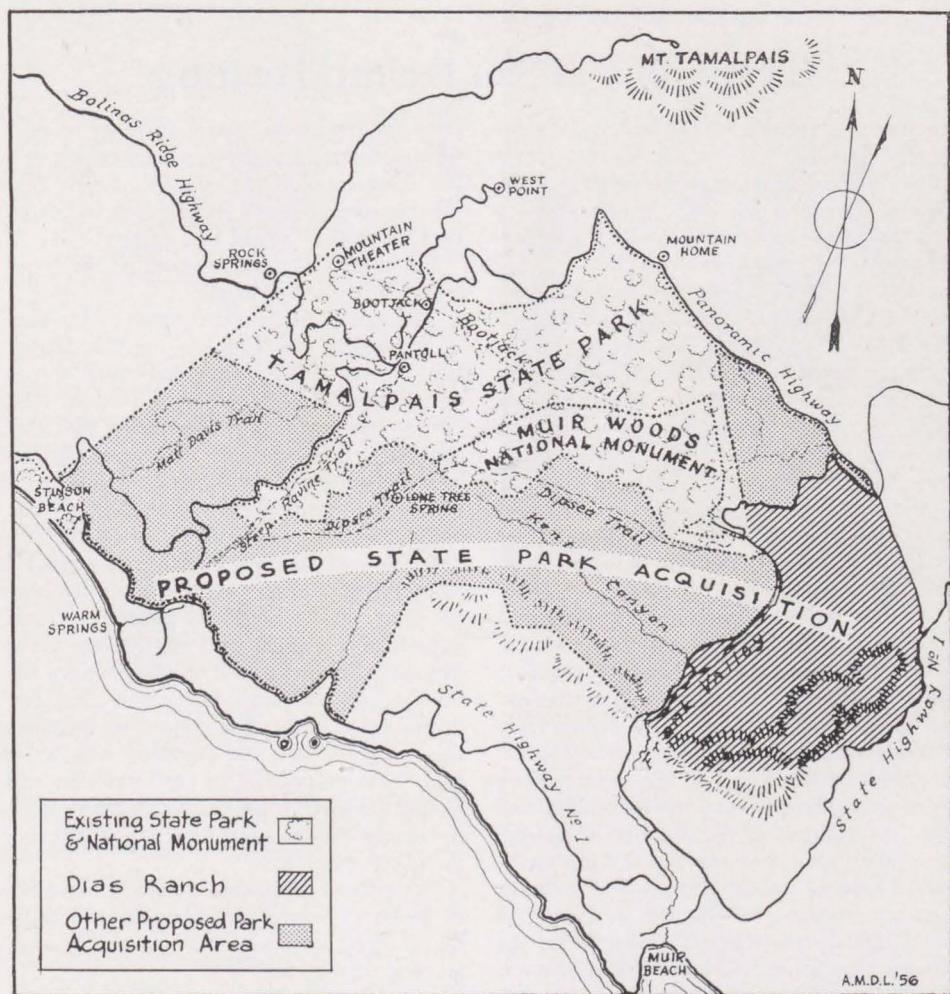
April 23, 7:45 p.m., the River and Family Burro Trips (Mills Tower).

Similar previews are being arranged in Southern California.

Who's YOUR Congressman?

Conservation chairmen and others are often asked, in connection with letter-writing to public officials on current issues, "Who is my Assemblyman?" or "Where do I address a letter to a Congressman?"

The best way to learn the correct names and addresses of your representatives in the State Assembly and Senate, and in the House and Senate in Washington, is to ask your local newspaper. The editor or a staff member will be glad to give you this information.



MT. TAMALPAIS State Park is one of the crown jewels in our California State Park system, greatly used and beloved by Bay Area citizens and visitors from all over the world. Last year 400,000 people enjoyed park facilities here, with picnic areas and campsites utilized to over-capacity continuously, and countless hundreds turned away.

As the map shows, Tamalpais State Park is actually very small and does, in effect, only crown the mountain. The green slopes around it (shown in shaded areas) make a magnificent setting, long taken for granted as an integral part of the park scene. But these slopes are not park lands; critical areas of them have already been sold for real estate development (the Dias

Ranch, lower right corner), or are now "on the market" (800 acres of the Brazil Ranch, adjoining Steep Ravine and the Lone Tree). These are lands which we must have to enlarge and protect Mt. Tamalpais State Park. To acquire them now becomes an emergency; without park status, they may be lost to us and future generations.

Assemblyman Richard H. McCollister of Marin has introduced a bill — AB 325 — into the current State Legislature to appropriate \$700,000 for acquisition of these lands. This bill needs urgently the active support not only of Bay Area people, but of every Californian who cares for his native scene. Wherever you live, let your State representative know your feelings.

Tramway Finances Questioned

Testimony at San Jacinto Hearing

Testimony by Nathan C. Clark, a Director of the Sierra Club, before the California State Park Commission in Sacramento, California, December 21, 1956, in opposition to renewal of the contract with the Mount San Jacinto Winter Park Authority.

MR. CLARK: Mr. Knowland and members of the California State Park Commission: Mr. E. W. Cunningham has told you of the serious consequences that would occur if this contract were renewed, the tramway were built, and the tramway became a failure. I am here before you to tell you why this tramway *would* be a failure.

We know of seven economic analyses that have been made of this project. The first one originated, strangely enough, with the Sierra Club. It is dated April 24, 1950.

Whether or not a given project is economically a success or a failure depends on whether it finally has a profit or a loss, and that depends on the total expenditures as compared to the total income. The income from a tramway, of course, depends mainly on the number of passengers and the fares paid by those passengers. Several methods have been used for estimating the number of passengers. We found that the Sierra Club's estimated number agreed quite closely with the number estimated by the firm of Coverdale and Colpitts, who made the analysis for the Mount San Jacinto Winter Park Authority. The Sierra Club analysis also used the same tramway fares and other fees to be paid by the public as used by the other analysis. The other major factor that determines whether the scheme is a success or a failure, of course, is the total expenditure. This is made up of wages and salaries, insurance, taxes and miscellaneous expenses, and two particular items of greatest importance, namely, the cost of construction and the terms of the bonds, otherwise known as amortization; that is, the per cent interest that the bonds must pay to the bondholders and the number of years in which the bonds must be paid off.

This Sierra Club analysis included various reasonable combinations of amortization

rates for the bonds, a certain range of possible numbers of passengers, and ranges in a few other components. And of all these reasonable combinations, 89 per cent indicated that the project would be a failure.

By "failure" I simply mean that the outgo is greater than the income.

The second analysis was made by the firm of Coverdale and Colpitts for the Mount San Jacinto Winter Park Authority and is dated June 15, 1950. I have a copy of this, here in my hand. It is interesting that this analysis is approximately 20 pages long and contains quite a lot of material, and draws a conclusion that under certain conditions the project would make a profit of \$447,000 a year. Now we should stop and look at that a little bit. I wonder what one of us here couldn't afford a beautiful mansion, several automobiles, a yacht, and maybe some other expensive luxuries if he didn't have to pay for them or pay any taxes on them or carry any insurance on them. The connection between this question and the tramway scheme is this: Here on page 17 of the Coverdale and Colpitts report, in the third paragraph from the bottom, is one short sentence, which says as follows:

"The above estimated costs are exclusive of insurance, social welfare taxes, advertising, interest and amortization, and miscellaneous travel, etc."

Important Expenses Ignored

Thus the exclusion of interest and amortization costs is hidden in the middle of a short, obscure sentence which doesn't show up anywhere else in the report. And yet this is the largest component of the total costs!

When this Coverdale and Colpitts report is modified to include amortization and interest costs, the annual profit figure of \$447,000 becomes a loss figure of \$127,000. Considering these factors it is therefore safe to say that even the second analysis, which is the first one made for the Authority, shows a loss if all proper factors are taken into consideration.

Introducing Toothy

(who leaves no trash)



He has more sense
than some people.

The third analysis was made by the Sierra Club and is dated March 10, 1953. It was brought up to date compared to the first one that I mentioned a while ago, by using a better estimate of the number of passengers; more conservative figures for insurance, wages, and salaries; and improved data for maintenance, repairs, electrical power, advertising, and miscellaneous expense.

Again, considering all reasonable ranges in these components, it showed that the scheme would operate at a loss — ranging between \$109,000 and \$182,000 per year, depending mainly on the bond rates.

Analyses Hard to Get

The fourth analysis was made by the Consolidated Western Steel Division of the United States Steel Corporation at the request of the Mount San Jacinto Winter Park Authority and is dated March 1, 1955. This is not a complete analysis of the economic feasibility of the project. It was apparently, according to a letter from the Winter Park Authority, an analysis of the maintenance costs and the total cost of construction only, and does not draw any conclusions as to the actual factor of final profit or loss.

The fifth analysis was made again by the New York firm of Coverdale and Colpitts at the request of the Mount San Jacinto Winter Park Authority and is dated April 25, 1955. For some reason this has not been available. We made inquiries in various places as to how to see this report. We asked Mr. Drury, who is seated there at the end of the table, and he suggested that we apply to the Winter Park Authority. We also made an inquiry of Mr. Leland M. Kaiser, in the financial business, and he suggested at a luncheon meeting, orally, that we ask the Winter Park Authority. Finally, I hold here in my hand a letter on the letterhead of Coverdale and Colpitts and signed by Mr. Robert N. Repp, of their staff, suggesting that we apply to the Winter Park Authority to see this latest report. Accordingly, I wrote a letter to the Winter Park Authority in November and asked for a copy, but I received no answer. After a while I wrote another letter, a copy of the first one, and sent it by registered mail, return receipt requested, and of course I received an answer to

this one. It explained that the report was not their property and that they couldn't show it, and suggested that I apply to Mr. Kaiser — who previously had said that I should ask the Winter Park Authority. We wonder why this mysterious report has been made so difficult to obtain.

However, it doesn't really make very much difference anyway, because most of the figures in this kind of an analysis are not too hard to arrive at by analytical means.

The sixth analysis, which was made also by the firm of Coverdale and Colpitts and is dated April, 1956, has also been held secret. We don't know exactly what it indicates or even what it includes in its calculations. However, our analysis of what this report probably includes, such as ten per cent more passengers than the Coverdale and Colpitts report of 1950 and 12½ per cent higher tramway fares, and certain other factors favorable to the Authority, still indicates that when all components are taken into consideration the scheme would operate at a loss of about \$244,000 a year.

Finally we have the seventh analysis. This is the third one by the Sierra Club and is dated December 20, 1956 — that's yesterday. This analysis, again depending on bond rates and capitalization costs, shows an annual loss ranging from a minimum of \$215,000 a year to a probable maximum of about \$415,000 a year.

Thus all available analyses indicate a very high probability of financial failure of this project.

Mr. Cunningham explained the seriousness of the insurance problem in case of accident to tramway passengers. I had a good example of that in mind which I didn't mention earlier, but I think this would be a good time to bring it up. Shortly after the war a major airliner was flying across the Atlantic Ocean at an elevation of about 20,000 feet, above the weather, in the winter. The navigator was standing on his platform back of the pilot and co-pilot, looking out through the plastic dome in the top of the airplane taking a sighting on the stars. Suddenly that little plastic dome, about two feet in diameter, failed structurally without any warning, and all the pressurization air of the airplane rushed out through that hole, carrying the navigator along with it. He went out into the winter sky and presumably fell 20,000 feet into the icy waters of the North Atlantic and was never seen again. The lawsuits that followed that event ran into the millions, and involved not only the airline but also the manufacturer of the airplane.

You can thus easily see the importance of

the public liability involved where large numbers of people could be exposed to any serious hazard. The tramway is scheduled to carry more than a thousand passengers a day during the rush season, and there would be about fifty people per car with two cars on the span of the tramway cables at the same time.

Finally, we draw two conclusions:

First, that this tramway project is financially unfeasible and that the degree of unfeasibility is getting worse as time goes on.

Second, that the financial unfeasibility is so serious in its potential effect on the State and the State Park Commission that the contract should not be renewed.

I would like to make two further observations. The first is that if by any chance the Commission does not feel that these economic analyses are adequate, it engage the firm of Skidmore, Owings and Merrill, who did the independent survey for the State of California in connection with the Squaw Valley Olympic program. This is a firm which is not obligated to either the conservationists or the Tramway Authority and which is available and qualified.

The other comment I would like to make before I leave is that although we feel this contract should not be renewed, if the Commission feels that renewal is necessary, the renewal should be for not more than six months and that before any further renewal is considered, a public hearing should be held in Southern California where the people most concerned with this matter may attend.

The Trail Buggy: a New Problem

Those of us who have been confronted in the parks and back-country by the disturbing arrival of a planeload of fishermen, a motorcycle on the trail, or a four-wheel-drive land destroyer, may share the feelings of this Conservation Committee correspondent. There is no club policy on the subject, but it presents a very live question.

Last summer we heard a sound new in Tuolumne Meadows, where we were custodians, and we rushed to the cabin door to check on the intrusion. Several minutes later

we saw a strange red object being pursued by, or rather dragging and jolting behind it, a trail worker. We were aghast to discover that the loud discordant noise came from a "Go Devil Trail Buggy" (its trade name), a mechanical mule.

The buggy rides on two rubber tires, the one behind following the track of the front wheel. The body is a long, narrow V-shaped bin, having two handles for the wrangler to hold. This trail eater has better than a three-mile-an-hour pace, and looks more like a

Atlantic Chapter Aids In Trail Upkeep

The many miles of trails in the neighborhood of New York City are maintained voluntarily by the New York-New Jersey Trail Conference, an association of more than 30 member organizations.

The Atlantic Chapter of the Sierra Club is a member, and the present delegate to the Conference is George Marshall. The Conference is an important clearing-house for bringing conservation issues to the attention of its member clubs.

Last October 20, the Atlantic Chapter scheduled a brush-clearing day for their assigned section of the Jessup Trail which traverses the flat summit of Schunemunk Mountain, a long ridge, about 1600 feet high, 50 miles north of Manhattan. Fine views of the Hudson Valley, the Ramapo hills, and the distant summits of the Catskills, were seen from the trail. The red and scarlet oaks made a bright show in their fall coloring.

We set to work clipping the dense oak and maple brush which was beginning to overgrow the trail in many places. In other stretches, the trail, marked by yellow blazes and stone ducks, wandered along rocky ledges of glaciated conglomerate.

The weather was fine; we improved the



trail and no doubt the pruning process stimulated the bushes to grow a fresh crop of branches to keep us busy next year.

TOM JUKES

(Continued from Page 22)

wheelbarrow than the mule it hopes to replace.

I learned later that the Forest Service uses a vehicle of this type to take equipment to the fire line. The Chief Forester of Yosemite brought this model to test. For what purpose? Is it to be used only in emergency? What is Park and Sierra Club policy regarding mechanical devices on the trails?

I am sure the operator on this experimental run is in no mood to recommend the performance he endured. The trail is too rough; this mule is not sure-footed. There are officials in the Park Service, however, who think a motorized mule is a good idea, and technology needs little encouragement

to perfect itself. Just as the horseless buggy created the necessity to pave the nation, the "Go Devil" will crave macadam trails, engineered curves and grades. A side car third wheel arrangement would place the "cowboy" in his accustomed position and add balance to the machine. Back country life would be revolutionized, wilderness solemnity mechanized.

Perhaps you have already investigated the "trail buggy." If not, this letter will alert you and the Conservation Committee to another possible invasion of the primitive community in our parks and forests. Now, I believe, is the time to challenge this intrusion, rather than to fight an exhaust-smothered rear guard action at a later date.

FREDERICK EISSLER

Bulletin Board

• *Marked items urgent; individuals can help*

THE United States Department of Agriculture has just announced the establishment of the Three Sisters Wilderness Area. The new boundary modifies slightly the northern, eastern and southern boundaries "to place them on more logical and defensible grounds." However, the vital 53,000 acres lying to the west of Horse Creek have been removed from wilderness status for timber use—despite the protest of the great majority of those attending the Forest Service hearing in Eugene, Oregon, just two years ago.

WRITE YOUR CONGRESSMAN NOW if you disagree with this decision.

The preliminary proposal of the regional forester for the Glacier Peak Wilderness Area was sent out on February 7. The boundaries proposed would include a total acreage of 434,310 as opposed to the 347,525 in the present limited area, but would exclude for exploitation a number of important and scenic areas on the west of the reserve. The Sierra Club is urging a broader, more comprehensive land study of the entire area between Stevens Pass and the Canadian border by the Forest Service in collaboration with other federal agencies and private organizations.

- Topping the list of bills concerning conservation issues introduced into the current California State Legislature is AB 32 (Lowery) — known as the California Public Outdoor Recreation bill. This would set up a vitally needed "plan, program and procedure for development, utilization, administration, and financing of land and water areas and facilities . . . for outdoor recreation . . . at all levels of government."

- Other important bills introduced into the California State Legislature include Senate Bill 666 (Marr) to control billboards along highways; AB 1361 (Geddes) to repeal the San Jacinto Winter Park Authority; and

AB 325 (McCollister) to appropriate \$700,000 for acquisition of lands to protect and enlarge Tamalpais State Park. The last-named bill has emergency status (see page 19).

The Bureau of the Budget has okayed an \$11,500,000 Forest Service program for recreational development. This is the first step in "Operation Outdoors," a ten-year plan which would see \$85,000,000 appropriated for Forest Service recreational needs in the first five-year period, and \$68,000,000 in the second five-year period. The Sierra Club endorses this greatly needed program.

A request is being made by the Sierra Club to the Federal Bureau of Public Roads, to the California State Highway Division, and to the Forest Service, asking that a public hearing be held before any road across the Sierra between Tioga Pass and Walker Pass is placed on the master plan of any of these agencies.

The Sierra Club commends the California State Fish and Game Commission for its effort to manage the deer herds of the state in a scientific and realistic manner. The club agrees that regulated shooting of antlerless animals can be a part of the broad program of proper utilization of recreational resources of California.

- HR 500 — a new Wilderness Bill — has been introduced into the House of Representatives. This bill has the strong support of conservation groups all over the nation.

- Representative Saylor has also introduced a bill into the House to give National Park status to Dinosaur National Monument.

- The Sierra Club is opposing a new effort to include the Bruce's Eddy dam on the North Fork of the Clearwater River, Idaho, in the new omnibus Rivers and Harbors bill now before Congress.

EDGAR and PEGGY WAYBURN