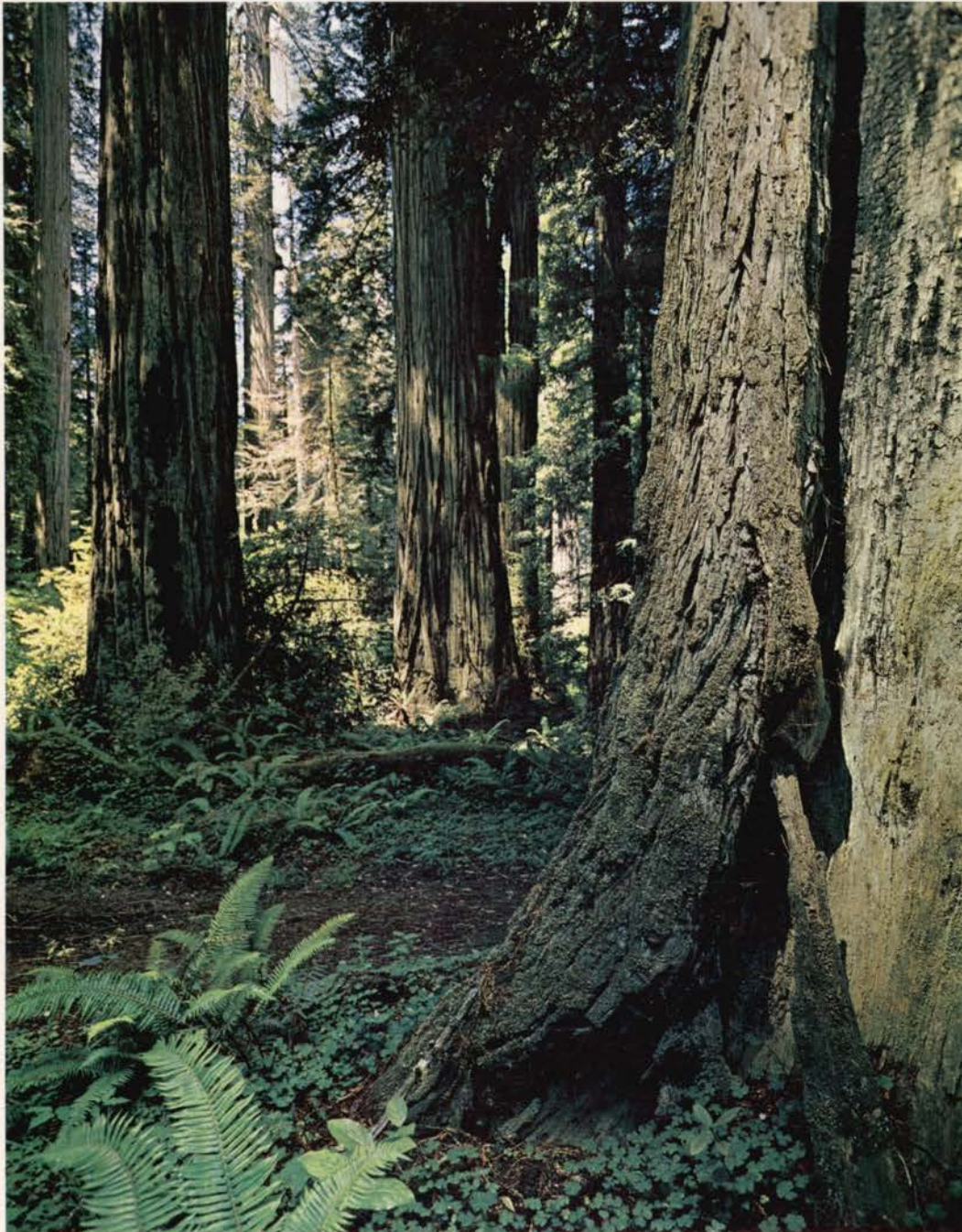


SIERRA

January 1964

CLUB BULLETIN



This is the land
of the last redwoods.
Life's urge to survive
is the force that
shaped them and
their world of wildness,
that made them one
of the great miracles.

Attack on the Giants HAROLD GILLIAM

Attack on the Giants

By Harold Gilliam

IT TOOK NATURE a thousand years or more to grow the finest of the California redwoods.

It has taken the Save-the-Redwoods League and its allies decades to preserve a small fraction of this vanishing species in State parks.

It takes highway engineers only a few days to mow down hundreds of these rare giants that the American people thought were preserved forever.

But that is exactly what has been happening. The freeways must go through.

The latest planned attack on the redwoods is an assault not only on the trees themselves but indirectly on the thousands of people who made voluntary contributions to save them.

After World War II the Garden Clubs of America suggested to the Save-the-Redwoods League that a major stand of redwoods be preserved as a living memorial to the war dead. Such organizations took up the idea with enthusiasm. A national committee of sponsors included such distinguished citizens as Milton Eisenhower, J. Edgar Hoover, Henry J. Kaiser, Walter Lippmann, and Nicholas Roosevelt.

Contributions came in from all over the Nation from people who wanted to donate to a memorial for relatives and friends killed in the service. The money was supplemented by funds from the State of California and the Save-the-Redwoods League.

The National Tribute Grove now consists of 5000 acres of magnificent redwoods on the Smith River at the northern end of the State, protected "in perpetuity" as part of Jedediah Smith Redwoods State Park.

It is this memorial grove the State Highway Department now plans to slice into for a freeway. The engineers held hearings last fall, overrode the objections of the Save-the-Redwoods League and the Sierra Club, which had suggested alternative routes, and the Highway Commission officially adopted the route without studying the cost or feasibility of the alternatives.

Even the State Division of Beaches and Parks, supposedly the guardians of the redwoods, approved this invasion.

It is now in order for the national committee of sponsors of the National Tribute Grove to reconvene and issue a statement explaining to the contributors that unfortunately the promises that were made cannot be kept, that they were deceived into believing that their memorial would be respected forever.

It is time for the Save-the-Redwoods League to announce that henceforth it cannot guarantee that virgin redwoods preserved by donations will not be mown down for highways.

It is time for the State of California to make clear to the taxpayers who voted State park bond issues to help save the



Only a few roads, designed for slow travel and to provide the opportunity for intimate viewing of the natural scene, should be in our redwood state parks. Freeways are non-park-oriented highways primarily for express traffic, and as such do not belong in natural parks no matter how well designed they may be.

redwoods that the big trees can only be saved until such time as the highway engineers decide that they must be cut down for freeways.

Building a freeway through this grove would be a clear violation of trust by the State of California, which undertook a moral if not a legal obligation to protect forever the trees making up the memorial.

It should be made clear that State highway engineers do not really hate redwoods. At times they have gone to considerable trouble and expense to preserve trees along freeway routes where possible. Sometimes they have chosen routes that would sacrifice fewer trees than cheaper alternate routes.

But to bypass the groves entirely, they say, would be too costly. By what standards do they judge cost? How do you calculate the value of a tree that cannot be reproduced in a thousand years?



Sierra Club Bulletin

JANUARY, 1964
VOL. 49 — No. 1

... TO EXPLORE, ENJOY, AND PROTECT
THE NATION'S SCENIC RESOURCES ...

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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COVER: Private timberland adjacent to Jedediah Smith Redwoods State Park in northern California, by Philip Hyde. Photograph and text from The Last Redwoods: Photographs and Story of a Vanishing Scenic Resource by Philip Hyde and François Leydet, Sierra Club, 1963.

It may be that men whose primary job is to pour concrete and route traffic are not the best professional judges of the beauty, inspiration and spiritual value afforded by a single living redwood that may stand in the path of a road they want to build.

The engineers argue that they are not planning to cut down the entire National Grove; they will merely cut a swath through it about a mile long, removing "only a few" of the trees. Some people say that this is roughly comparable to bulldozing a highway through a national cemetery on the condition that "only a few" of the graves would be uprooted.

This argument is no more extreme than the opposite contention that the conservationists who "refuse to allow a single redwood to be cut" are bleeding-heart sentimentalists.

The truth is—as François Leydet points out in the superb new Sierra Club book, "The Last Redwoods"—that redwoods are being cut by the hundreds every day, and less than six per cent of the original redwood stands are now protected in State parks. It does not seem unreasonable to insist that at least the relatively few trees the State has promised to preserve will be preserved.

If this is sentimentalism, then it is time for the sentimentalists to stand up and be heard in Sacramento. Loud and clear.

In Sacramento, on January 24, there was a joint meeting of the State Highway Commission and the State Park Commission to tackle the whole question of parks and freeways. It is to be hoped that the park commissioners will at least insist that alternative routes outside the National Tribute Grove be given thorough study.

The commissioners are considering a similar situation

farther south in the Prairie Creek Redwoods State Park, probably the finest of all the groves along the Redwood Highway.

There the highway engineers, to their credit, have agreed that the present narrow road through the heart of the grove should not be widened to freeway standards.

But instead of planning to put their road entirely around the park to the east, as recommended by the conservationists, they want to build it along the magnificent semi-wilderness beach where the park meets the ocean. And they do so on the assumption not only that they could save money but that to build a freeway down the beach would enable more people to enjoy the beach.

This kind of thinking offers convincing evidence that the problem of how much natural landscape should be preserved should not be in the hands of the highway engineers. In addition to its impact on the beach, the proposed route would cut through one of the memorial groves in the park, although fewer than would be affected by widening the present route.

The State Division of Beaches and Parks has fortunately taken a more firm stand against freeway encroachment here and is holding out for the route bypassing the park entirely.

At Prairie Creek, as at the National Tribute Grove, the highway should be built around the park and not through it—even if it costs more and causes truckers and motorists to drive a few minutes longer than they would otherwise.

It is time for one basic principle to be established as an inviolable policy of the State of California: No more virgin redwoods in State parks will be cut down for freeways.

[Reprinted by permission from the "This World" section of the San Francisco Chronicle for January 19, 1964.]

Notes on the Joint Park-Highway Commission Meeting

THE GENERAL PROBLEM of freeways versus parks was discussed on January 24, 1964, at a special joint meeting of the California Highway and State Park commissions in Sacramento. Both commissions expressed a general desire to work out together the problem of freeways versus parks and to increase cooperation both at the division staff and commission levels. At the commission level, a four-member committee was appointed for the examination of problems requiring special attention.

Mrs. Margaret W. Owings, a member of the Park Commission, stated that she wanted to see an unbroken policy established in California that no more virgin redwoods in state parks would be cut down for freeways.

The Chief of the State Division of Beaches and Parks, Edward F. Dolder, added a new dimension to the meeting's discussion by emphasizing the need to put park-bypass suggestions in their proper perspective of the state-wide programs of parks and highways in California. He said: "... the bypassing of parks or otherwise avoiding destructive routes would add certainly not more than 15, probably only about 10 miles to the length of required construction. Splitting the difference at $12\frac{1}{2}$, this represents only $\frac{1}{2}$ of 1% of the 2,500 miles of multi-lane divided highway now recorded in the State Highway System. As the 20-year goal of 12,400 miles is approached, we are confident that this percentage will shrink to an even more infinitesimal proportion."

Governor Brown is now reported to be seriously concerned

about the threats to state parks by freeways, particularly those at issue in the redwood parks. On January 28, 1964, the Governor, in a speech before the Conference on "Man in California in the 1980's," digressing from his prepared text, remarked that we must be willing to pay the costs of bypassing the redwood parks, thereby preserving them intact for future generations to enjoy.

Governor Brown now needs to be supported in his stand for the California redwood parks by everyone who cares. His administration must know that the people—both in California and beyond—want these irreplaceable scenic values preserved for park purposes in perpetuity.

RUSSELL D. BUTCHER

The beach at Gold Bluffs—a projected freeway route in Prairie Creek Redwoods State Park. Photograph by Philip Hyde from The Last Redwoods.





Senator Lee Metcalf
of Montana

Streams and Highways

Use and Misuse of Public Resources

By Senator Lee Metcalf

THIS is the story of the use—for a time—of vast public resources to damage or destroy other vast public resources. That this use, or misuse, of public resources has been stopped is a tribute to the strength and effectiveness of America's great conservation organizations, among them the Sierra Club.

With Public Law 87-61, enacted in 1956, this nation embarked on the biggest road construction program in its history. As amended, it provided for the 41,000-mile National System of Interstate and Defense Highways to be completed by 1972. Basically, 90 per cent of the cost of this system is coming from our federal taxes, the other 10 per cent from taxes collected at the state level. By 1972, there will have been a steady flow of federal aid money for 15 years, averaging more than \$2 billion a year.

Soon after ground was broken on this expanded program, we began to realize that those far-sighted conservationists of the past, who had laid out what was to become a nation-wide network of recreation lands, were in reality the master highway planners of all time. This was documented by reports from throughout the nation that present-day highway planners were indeed building on the past—through one recreation area and on to the next.

It became obvious that the public investment in the highway program was damaging valuable public fish, wildlife, recreation, and other resources. Reports were of direct and indirect damage and came from most of our states. Direct damage resulted from building highways in stream beds and from removing—for fill and for use in making concrete—the stream bed gravel that is so vital to fish spawning and fish food production. Meandering streams, lined with erosion-controlling vegetation, were bulldozed into sterile chutes, alternately scoured and silted, always ruined.

If there were no considerations except economic ones, this

Lee Metcalf, United States Senator from Montana, was elected to Congress in 1952 during the final year of his six-year term as Associate Justice of the Montana Supreme Court. During his first two years in Congress he made a name for himself as a conservationist, and he was cited for Distinguished Service to Conservation in that 83rd Congress by the Izaak Walton League of America, the National Parks Association, the National Wildlife Federation, The Wilderness Society, and the Wildlife Management Institute. In the Senate, to which he was elected in 1960, he serves on the Public Works and Labor and Public Welfare committees. Both as Congressman and Senator, he has been a powerful supporter of the Wilderness Bill, and has earned a reputation as one of the best friends of conservation on Capitol Hill.

construction could be defended only by the economically ignorant. Much of our recreation is water based; a study in California found 80 per cent of it to be. Hundreds of fishermen who spend thousands of their dollars in nearby communities are attracted to a mile of good fishing stream. If that meandering stream is replaced by half a mile of high-speed, limited access highway, these fishermen, sitting on their bill-folds, will speed past the communities and go on to areas that are either unspoiled or that have been developed with a consideration for recreation resources.

In 1962, Director Walt Everin of the Montana Fish and Game Department wrote of a highway being routed into a trout stream to avoid the cost of moving a power line. In Utah, State engineers opposed spending \$325,000 to redesign part of a high-speed highway and thereby save the sport fishery resource of part of the Logan River, where fishermen spend more than \$400,000 a year. A California survey showed that the gravel being scooped out of salmon-spawning beds in the Sacramento Valley to build highways produced a crop of salmon worth up to more than \$1,600 an acre per year and that the average annual value to sport and commercial fishermen of salmon spawned in this region is \$6.5 million.

WHEN IT BECAME apparent that highway planners were not even consulting the agencies charged with managing the recreation resources being threatened, I introduced S. 2767 of the 87th Congress. It would have required clearance by the Secretary of the Interior for federal aid highway projects. Acting through the U.S. Fish and Wildlife Service, the Secretary would satisfy himself that conservation of recreation resources was considered in highway plans and surveys.

Support for this measure and its successor, S. 468 of the 88th Congress, came from every part of the country. So did evidence of publicly financed destruction of public resources. Among the reports were ones from:

CALIFORNIA—Arthur Grahame, in *Outdoor Life* magazine ("Are You a Sap for the Ribbon Cutters?"), wrote: "Construction of Interstate Route 80 ruined Donner Creek, a trout-productive tributary of Truckee River in the beautiful Lake Tahoe country. The Fish and Game Department didn't learn of the stream's danger until after road building had been started. Then it was too late to make changes in the contract."

NEW YORK—*The New York Times* editorially called at-

tention to a proposed expressway aimed at a wildlife sanctuary in Westchester and Putnam counties. Conservationists petitioned Governor Nelson Rockefeller to change the proposed routing of a highway that they said would destroy 23 miles of the historic Beaverkill-Willowemoc rivers in Sullivan and Delaware counties.

NEW HAMPSHIRE—The state Audubon Society protested the routing of a highway through Franconia Notch, some of it through state recreation land that had been purchased by private citizens, many of them school children.

MASSACHUSETTS—Although recognizing that the Neponset River "in its present condition has little to recommend it from the recreational water use point of view," Publisher Henry Lyman of the *Salt Water Sportsman* wrote that pollution of that river "is gradually being lessened" but that highway plans would "destroy the marsh habitat."

SOUTH DAKOTA—Biologists report that where there were once 1,200 miles of trout streams in the Black Hills, a renowned recreation area, there are now only 160 miles that will support trout. They attribute the major portion of this loss to highway construction and the sediment pollution it produces.

MONTANA—A report, published late in 1961, showed that 24 streams or segments surveyed that year had lost 78 miles of their original channel to highway and railroad construction.

UTAH—Highway construction threatened both the scenic beauty and the fishery resource of spectacular Logan Canyon.

MARYLAND—*The Baltimore Sun* commented editorially on what highway builders did to the most popular trout stream in that area: "Throughout most of its length the stream has been scooped out, diverted, and generally manhandled, and the wilderness along its borders which provided much of its charm scraped off by bulldozers, the banks bare, the stream itself a river of mud."

PENNSYLVANIA—Executive Director Albert M. Day of the Pennsylvania Fish Commission wrote that a trout hatchery and eight miles of "beautiful trout water" above it would be ruined from siltation and that "the blasting in this limestone area may even disrupt or ruin the springs."

As General Omar Bradley put it:

"If we are not careful, we shall leave our children a legacy

of billion-dollar roads leading nowhere except to other congested places like those left behind. We are building ourselves an asphalt treadmill and allowing the green areas of our nation to disappear."

Integral parts of the "green areas" to which General Bradley referred are the streams, rivers, and lakes that provide millions of Americans with recreational opportunities.

As this pressure of highway construction on natural stream values increased, nearly every major conservation organization went on record in support of legislation to counteract it. At its March 1962 meeting, the Water Pollution Control Advisory Board approved the principle of S. 2767 "because of the beneficial results that must come in the field of water pollution abatement as a necessary result of this action."

The Izaak Walton League of America, at its 1962 convention, resolved that "in highway construction advance planning definitely provide for the protection of water resources, fish and wildlife, and recreational values, and that the costs of adequately protecting the range, the watersheds, the forests, the wildlife, and the scenic values be considered normal cost of highway construction and included therein."

Among resolutions adopted by the National Wildlife Federation in 1962 was the one headed "Public Roads":

"Federal and State highway programs are causing major problems in the management of natural resources, particularly fish and wildlife. Not only are major amounts of land being removed from agricultural use, but highway construction is disrupting streams, invading the sanctity of public parks, forests, and wildlife refuges, and creating barriers to migrations of big game herds. Some do not allow access to public lands. The National Wildlife Federation proposes the principle that highway construction be considered in the same light as water development and that fish and wildlife and recreational values be adequately considered in the advance planning of any road program and any wildlife losses be fully mitigated."

Part of my voluminous files on this subject include my own effort to determine the extent to which highway construction was threatening our rivers and streams. I addressed questionnaires to fish and game management officials in each of our 50 states. All replied.

I asked ten questions, one of them being: "Are trout streams or other important fishing streams or lakes adversely affected by highway construction in your state?" Thirty-six of the 50 states answered affirmatively, although the extent of the damage varied.

Perhaps more significant were the responses to the question: "Do you feel that additional legislation at the federal or state levels is necessary to bring about a satisfactory degree of coordination of highway and wildlife conservation interests and objectives in your state?" To this question, fish and game management men in 41 states replied: "Yes." Two states were undecided, and seven saw no need for action in this area.

(Continued on page 15)



Streams and roads can co-exist, as they do here where a road borders the St. Joe River above Quartz Creek, St. Joe National Forest, Idaho. Photograph by the U.S. Forest Service

Fire Island National Seashore

By Ann Carl

ONLY FIVE DECADES ago, the entire length of southern Long Island was skirted by a series of windswept sand reefs.

Formed over millions of years by the action of waves upon sand and till washed out into the Atlantic from the moraine of the Pleistocene glacial sheet, these reefs became barrier beaches between the sea and the shallow bay enclosed behind them. Life from the sea inhabited their unprotected, eroded, dune-bordered ocean side; hatchling young and more fragile species dwelt on their protected, wooded and marshy bay side.

But bit by bit, first from the metropolitan New York end, then closing in from the Hampton end, progress rolled over these beaches, leaving cement roads and skyscraper hotels in its wake. A solitary stand of prickly pear cactus, for instance, is now buried under Coney Island

Amusement Park. And tens of thousands of Brant geese constantly have to move westward to more confining wintering quarters. Although Jones Beach State Park represented a sincere effort by Robert Moses to save part of the barrier beach as beach, the mass recreation "cement" method used in creating the park merely brought into being more expressways, parking lots, and patrolled bathing beaches.

Only Fire Island, sandwiched between the developed islands west of Fire Island Inlet and east of Moriches Inlet, has up to now held off the population invasion. There, it is still possible to stand upon a wide, white beach and see no living creature in any direction except hurrying sandpipers and gulls, or, at one's feet, colonies of half-buried mole crabs waiting for the incoming tide. Such a rare opportunity exists because primary

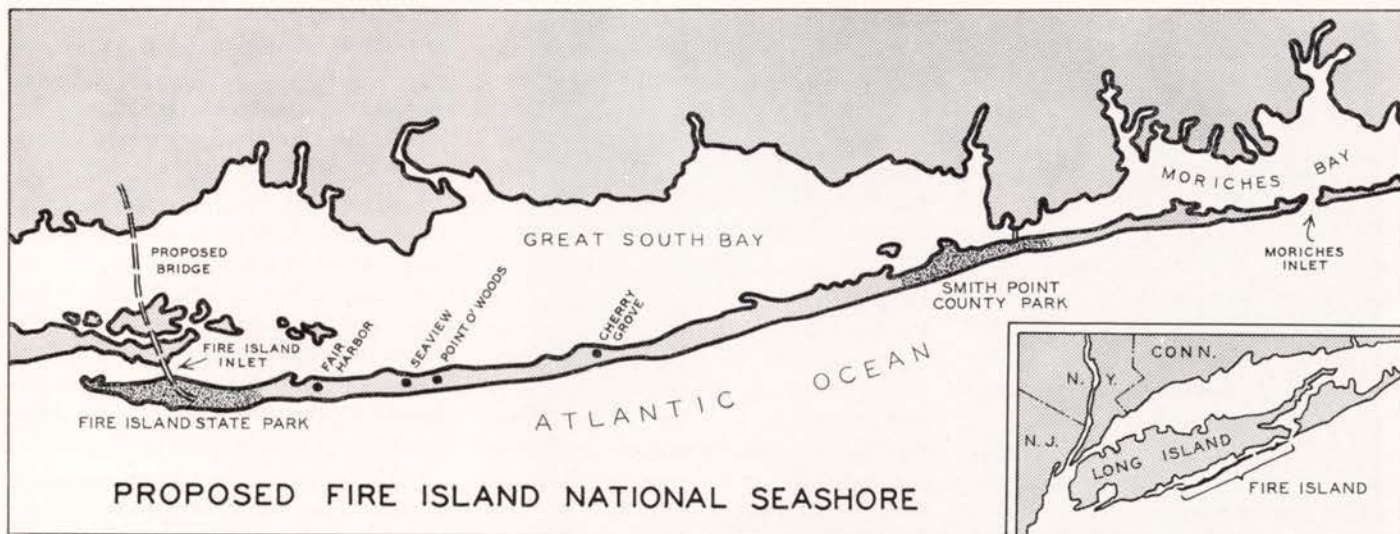
access to the island is still by ferry or private boat and because on the island itself, walking or beach buggies are the only means of transportation between its small weather-beaten communities.

This wild bit of primeval coastline, its unique flora and fauna still largely undisturbed, cries out to be preserved, to be set aside for the recreation and the spiritual refreshment of the harassed mankind of today and for generations to come. But with the press of a nearby population of nine million—New York is only 50 miles away—preservation must be *now*. As Rachel Carson says in *The Sea Around Us*, "In a reasonable world men would have treated these islands as precious possessions, as natural museums filled with curious works of creation, valuable beyond price because nowhere in the world are they duplicated."

Known to old-timers and cartographers as Great South Beach, Fire Island stretches for 32 miles to the northeast. Only 400 feet wide in some places, and nowhere wider than half a mile, it is a fragile barrier against a stormy sea, its sands constantly moving to the west in the cold Labrador current that flows southwestward along its shores. Where the island is still in its natural state, the eroding forces from the east are almost counterbalanced by the dune-building process of the prevailing southwest winds. Where the land is developed, however, the building and eroding forces cannot maintain the flexibility of their natural equilibrium, and with the additional weight and traffic on the dunes, sea and wind erosion begins. In northeast gales like the one in March, 1962, the island feels the full power of those erosive forces.

Sand, sea, and sky, and the chance to enjoy them in solitude make Fire Island Beach one of the world's most beautiful beaches.
Photograph by John Wolbarst





PROPOSED FIRE ISLAND NATIONAL SEASHORE

Fire Island National Seashore, as now proposed, would run from Fire Island Inlet at the island's southeastern end to the east shore of Moriches Inlet at its northeastern tip. Fire Island, indicated by the bracket in the

small insert map, is 32 miles long and varies from 400 feet to half a mile in width. It is separated from Long Island by the Great South Bay. Maps by Alan Macdonald.

"The sea thus plays with the land," Thoreau said, describing similarly formed Cape Cod, "holding a sandbar in its mouth a while before it swallows it, as a cat plays with a mouse; but the fatal gripe is sure to come at last . . ."

"But this shore will never be more attractive than it is now. . . . A storm in the fall or winter is the time to visit it; a lighthouse or fisherman's hut the true hotel. A man may stand there and put all America behind him."

This wide, trackless beach—described by *The New York Times* as one of the ten most beautiful beaches in the world—is composed of white sand with, in many places, a purplish cast from pink and red grains of pure garnet and black tourmaline.

Life at the water's edge is precarious. Tiny plankton eaters like the mole crab, coquina clam, heart urchin, and Diptera worm burrow in the sand to escape their vigilant predators—fish and blue crab in the sea, gulls and sandpipers in the air. Even more wary, the beach flea and ghost crab stay hidden until dark.

Because Fire Island is a sort of crossroads for the Gulf Stream from the south and the Labrador Current from the north, uncommon strays often appear. Tropical hurricanes bring pompano, butterfish, and sailing Velella. Some typical southerners, like the whiting, now stay to breed in the bay marshlands. From the north come the herring and soft-shelled crabs. Sometimes, deep-sea species like the Spirula and argonaut are swept up on the strand by the tides.

Between the sea's edge and the quiet inner swale with its new balance of life are twenty-foot dunes. From their crests one can watch the combers roll out their lace along the beach as far as the eye can see, or follow the changing shadows of the inner dunes as they fade into the distance. Perhaps a deer will be skirting the phragmites at the edge of the northern marshes, or a sparrow hawk will be hovering over the low scrub pine.

Down the backs of the dunes grows stiff dune grass. When it blows in the wind, it leaves circular swirls in the sand. Helping to anchor this sand are ground covers of beach pea, beach heather, seaside goldenrod, coast amaranth, saltwort, dusty miller, and stunted bushes of bayberry, blueberry, sumac, and beach plum. Catbrier, swamp rose, poison ivy, and Virginia creeper form patches of tortuous thicket, the sandy soil beneath them crisscrossed by the purposeful tracks of mice, rabbit, muskrat, and fox.

Running through this part of the island is a rutty, sandy track known as the Burma Road. Over it, beach buggies—mostly four-wheel-drive jeeps—bump between communities when high tide prohibits their using the harder, easier beach. A line of poles carrying a single telephone wire follows the track part way down the island.

As one approaches the bay shore to the north, the ground between the inner dunes and along the marshland becomes more nutrient and supports heavier, more

varied growth. It is this growth that helps make Fire Island unique. Between the inner dunes, protected from the wind and growing from age-old deposits of black humus, are stands of holly trees 35 feet high, tupelos with diameters of 15 inches, pitch pine with 17-inch trunks, oak, sassafras, rum cherry, red cedar, and red maple. These are Fire Island's unique "sunken forests." The forest floor here is quiet and damp, in some places a tangle of vines, in others a soft carpet of ferns, sasparilla, and mayflower. The trees are gnarled and twisted and their tops are windplaned to the height of the surrounding dunes.

One such forest, a 75-acre stand near the community of Point O Woods, was purchased by private citizens and dedicated as the Sunken Forest Preserve, Inc., in 1959. It is maintained as "a field for ecological research, a sanctuary for wildlife, and a haven for refreshing the human spirit."

Moving on toward the bay, one notices that the land flattens and dampens until it coincides with the long sloping bay bottom. Cattails, sedges, and phragmites grow here, their density protecting young shorebirds and ducks, and small, shy vertebrates and mammals. In these fertile wetlands—producing ten tons of plant life per acre as compared to five tons per wheat field acres—pines and oaks grow tall, interspersed with clumps of shadbush, chokeberry, inkberry, swamp mallow, wood sage, and groundsel. Here, also, the temperature, salt content, and other requirements have been at work over the

years to provide a fish and shellfish nursery for the Long Island fishing industries.

About 110 different species of fish—ranging from the common eel to the brassy sculpin and big-eye shad—have been caught off the shores of Fire Island according to the records of Fish and Game Supervisor William Bentley of the New York State Conservation Department. As for birds, ornithologist Robert Cushman Murphy has counted at least 120 species, including migrating songbirds and wintering ducks and geese.

But how much of Fire Island's 32 miles is almost wild—unchanged since Indians and whalers lightly used it before the eighteenth century? Probably about 16 miles altogether. The rest, starting at Fire Island Inlet on the west, comprises Fire Island State Park (three miles), eight contiguous communities (ten miles), a few scattered communities, and a county park at Smith Point near the eastern end (one mile). What the species *Homo sapiens* has done, and is doing, to the island will, indeed, provide the climax to its story.

In its colorful past are the tales of whaling and shipwrecks. Lookouts built huge fires atop the dunes to call men and boats from the mainland when spouts were sighted. Iron pots and fittings can still be uncovered. Wrecks of wooden ships and bits of recent steamers are scattered along the beach. Perhaps the most ghastly of the disasters was the beaching of the sailing vessel *Louise H. Randall* in a winter gale. As the waves lashed the wallowing derelict, the crew climbed higher and higher in the rigging to escape the icy spray. While helpless rescuers watched, waiting for a lull in the storm, one by one the men froze to death and fell into the sea.

Most of the people living on Fire Island are summer residents. Some have been well-known—in government circles,

in entertainment, in the social register. But all, transient or permanent, are tenaciously loyal to the independent, serene, close-to-nature life they lead here. It was natural that they should rise united against a plan to extend Jones Beach, with its four-lane expressway and fenced beaches, down the length of Fire Island.

But even before this Moses proposal was announced, conservationists on the mainland, on Fire Island, and throughout the nation were becoming uneasy. Those who appreciated the uniqueness of this wooded barrier reef, watched with dismay as new developments cut into forests and wetlands, as unheeding feet trampled down dunes and crashed through the habitat of game. Among the first to raise the cry were the National Audubon Society, Conservationists United for Long Island, and Representative Stuyvesant Wainwright. Fully eight years ago, the National Park Service listed Fire Island in its over-all plan for National Seashores.

THE THREAT of the Moses Road, as it was called, brought everyone to his feet—conservationists, fishermen, duck hunters, yachtsmen, chambers of commerce, the League of Women Voters, garden clubs, marine biologists, scuba divers, writers. Two New York Representatives, Lindsay and Ryan, introduced seashore bills in Congress. Maurice Barbash, paradoxically a builder on the island, led in the formation of a Citizens' Committee for a Fire Island National Seashore. This committee effectively succeeded in coordinating the efforts of all groups.

Preservation of Fire Island as a National Seashore was chosen as the goal because, first, the purchase price of this land (it will cost the government around \$12,000,000) was out of the question for private or local agencies; and second, the

example of the state park with its parking lots and hot dog stands and the county park with its desolation of bulldozed sand did not inspire the confidence that the National Park Service's long experience with wilderness use inspired.

Starting with resolutions in favor of the seashore from its member organizations, letters to senators and representatives, and rallies to which local politicians and the press were invited, the Committee graduated to lobbying in Washington, personal calls on grass roots legislators, illustrated lectures, and meetings with an unconvinced press.

In the spring of 1963, there seemed to be some hope. First the Suffolk County, Long Island, Board of Supervisors unanimously passed a resolution to back the seashore plan. Long Island's leading daily, *Newsday*, began to editorialize for a seashore. Finally, three new bills were introduced—in the Senate by Senators Keating and Javits, and in the House by Representative Grover.

On June 11, 1963, a high-ranking member of the House Committee on Interior and Insular Affairs, Representative Leo O'Brien, introduced the Department of the Interior Bill. Based on a National Park Service survey of Fire Island, it called for a seashore that would extend 20 miles farther into the Hamptons than the seashore proposed by the Citizens' Committee. Although this was opposed by Southampton residents and by Suffolk County's Congressman, Otis Pike, scientists at a symposium held in June at Adelphi Suffolk College asked for preservation of all undeveloped land along this coast. On June 18, Representative Pike introduced in Congress a detailed, well-thought-out bill for a 31-mile seashore that satisfied almost everyone.

Once governmental agreement in favor of the seashore had been reached at all levels—local, county, state, and federal—the Citizens' Committee asked for early hearings and got them. On September 30, preliminary hearings before the National Parks Subcommittee of the House Interior Committee, were held in Suffolk County with virtually no opposition to the proposed bill.

Senate hearings were held December 11, in Washington before Senator Alan Bible's Public Lands Subcommittee of the Committee on Interior and Insular Affairs. The Department of the Interior

(Continued on page 15)



Fire Island stretches along the southern shore of Long Island for 32 miles. The view in the photo is northeast with the Great South Bay to the left and the Atlantic to the right. Photograph by John Wolbarst.

The Division of Highways caption for this photograph reads as follows: "View of the famous high cut near the Federation of Women's Clubs Grove in the Humboldt Redwood State Park. The uppermost part of the cut is 480 feet above the roadbed. South Fork Eel River is in the foreground."

Four Illusions about Redwoods

By Margaret Owings



Statement by State Park Commissioner Margaret Owings at the joint meeting of the State Park Commission and the State Highway Commission in Sacramento, California—January 24, 1964.

As I see it, there are four illusions connected with our state park redwoods through which this major freeway is being routed.

There is, for the public, an illusion of depth to the virgin forest along these narrow roadside strips—façades, alas, easily fractured.

Three-quarters of our original redwood stand are gone. One-quarter remains. Of this, 75,000 acres are in park land. From the remaining privately owned land, about a billion board feet are harvested each year. This means, that in a dozen years or so, no redwoods will be left except those in state hands. This cutting will include many magnificent groves that the public is under the illusion already belong to the state. This is the first illusion—the relatively small areas of redwoods in park hands.

The second illusion relates to the damage caused by freeways cut through these circumscribed areas.

First, there is the visible damage of the cut itself and the felling of the giant trees. The public is primarily aware of this. This is not an illusion.

But there is more damage, not immediately discernible—the alteration of the na-

tive environment. Sequoia sempervirens are one of the few trees that make their own environment, their own life zone, in which moisture is held, ferns and Oxalis propagate, and small streams are tempered and directed by root structures.

Freeways block these natural drainages, develop erosion, cut daylight areas through deep shadowed groves and destroy the adjacent life-zones. Wind-tunnels are introduced through formerly protected confines, and bordering trees, their root structures already disturbed, are toppled at the first storm. For example, redwoods along the South Fork of the Eel River are doomed to die from the effects of freeway construction adjacent to them.

As it is now, many of the smaller redwood parks are too small to survive. With lumbering and the despoilage of their life-zone up to the very inch of their boundaries, a block of trees cannot long withstand the elements and drainage that cut-over lands present. To these groves, the addition of freeway construction will spell annihilation.

And then, there is damage in the form of noise. Passing trucks and cars echoing through the woods disturb the highest aesthetic quality that the visitor seeks in a grove. As Brooks Atkinson recently wrote in his column:

"The Redwoods are a spiritual resource. They belong to a self-contained world that is silent, detached, lofty and overwhelming."

The third illusion also relates to the freeways. A highway spokesman says: "Our in-

terest is in the traveling public and providing a safe highway that will beautify the country." This is a good statement, yet freeways, cut through redwood parks, will cancel these objectives. The traveling tourist is using the freeway to take him to these parks. If his objective is obliterated, he will see a well-groomed freeway but not the beautiful country.

A recent editorial in the *Humboldt Beacon* said: "Our redwood parks will be this county's greatest asset in the decades to come. Any further loss of trees in this area would be a stark tragedy. They must be protected—and we are confident that the engineers of the State Division of Highways are able enough to provide the routes which will give this protection."

And the last illusion violates a trust. Redwoods, more than any parklands in the nation, were acquired through donations from thousands of citizens—people who cared. The Save-the-Redwoods League has collected \$10½ million, which, in turn, have been matched by state funds. These gifts have been made under the illusion that these redwood groves would be preserved in perpetuity from all types of destruction, including the intrusion of freeways.

Nowadays, we remake our landscapes. We remove our hills, we redirect our rivers, we fill our bays. But the redwoods are a landscape that cannot be remade.

I would like to see an unbroken policy established by the state of California: That no more virgin redwoods in state parks be cut down for freeways.

"Too Few Funds Requested; Too Few Appropriated"

LATE LAST FALL Secretary of the Interior Stewart L. Udall released a special National Academy of Sciences report calling for a score of changes in administering National Park Service research and announced simultaneously that steps are being taken to put the recommendations into action.

The report is based on a study, undertaken by the Academy at Secretary Udall's request, to see what can and should be done to make the federal park areas of greater and enduring value to the nation.

Secretary Udall praised the group—the National Academy of Sciences Advisory Committee on Natural History Research in the National Parks—and its chairman, Dr. William J. Robbins* of New York City, for the soundness of its recommendations.

In response to the Committee's advice that "each park should be dealt with individually" and that "each . . . should be regarded as a system of interrelated plants, animals, and habitat (an ecosystem) in which evolutionary processes will occur under such control and guidance as seems necessary to preserve its unique features," Secretary Udall said that the Park Service is establishing a new position of Assistant Director of Research as the first step toward safeguarding park features.

The Committee warned that unless proper research is undertaken and the basic integrity of each park preserved, "there is a strong possibility that within this generation we will see reduction of several if not all of our parks to a state totally different from that for which they were to be preserved and for which they were to be enjoyed."

"I share the Committee's concern over the damaged naturalness in some of our national parks, and it is my intention to seek sufficient appropriations to develop a qualified research staff and program for the mitigation of these problems," Secretary Udall said. "The results of this program will be applied to operational management and to the development of a more comprehensive interpretive program by the National Park Service."

To give natural history research in the national parks its deserved position of importance, the Robbins Report advocates a substantial increase in research funds for the agency. It pointed out that "too few funds have been requested; too few appropriated" and that less than one per cent is now devoted to this pursuit in the Service. The Committee was shocked to learn that for the year 1962 the research staff (includ-

ing the Chief Naturalist and field men in natural history) was limited to ten people and that the Service budget for natural history research was \$28,000—about the cost of one campground comfort station. The 1964-65 administration-approved budget request contains only \$100,000 for natural history research or less than one per cent.

The 156-page report was outspoken in its criticism of previous natural history research in the Park Service, commenting that it had consisted of "many reports, numerous recommendations, vacillations in policy, and little action" and had lacked "continuity, coordination, and depth."

Specific problems were cited by the Committee in Everglades National Park, the Mariposa Grove of big trees in Yosemite, Yellowstone National Park, Great Smoky Mountains, Mount McKinley National Park, Shenandoah National Park, Saguaro National Monument, and Carlsbad Caverns.

Secretary Udall said that the "research vision of the Robbins Report can only be realized when every administrator within the Park Service appreciates the value of research and makes it a part of his day-to-day operations."

He added that the Robbins Report, coupled with the Leopold Report—the report of the Advisory Board on Wildlife Management of March 1963—"promises to mark a new era of effective park land management."

The Report in Brief

The report submitted to the Secretary describes how the Committee conducted its study and surveys the development of the national parks idea, which originated in the United States and has reached its fullest expression here. It calls attention to the responsibilities and obligations which stem from the world-wide recognition and appreciation of the leadership of the United States in this area.

Dr. Robbins, the committee chairman, is associate director for International Science Activities of the National Science Foundation. Committee members were Dr. Edward A. Ackerman, Executive Officer, Carnegie Institution of Washington, Washington, D.C.; Dr. Marston Bates, Department of Zoology, University of Michigan, Ann Arbor; Dr. Stanley A. Cain, Chairman, Department of Conservation, University of Michigan; Dr. F. Fraser Darling, Vice President, The Conservation Foundation, New York City; Dr. John M. Fogg, Jr., Director, the Morris Arboretum, Philadelphia, Pa.; Dr. Tom Gill, International Society of

It discusses some of the historical aspects of the establishment of national parks and highlights the characteristics of some of the 31 parks now in existence. The report asserts that the national parks of the United States are among the most valuable heritages of this country; that in setting these lands aside the people and the government of the United States demonstrated particular wisdom; and that the role of national parks in the lives of our citizens is dramatically enlarging.

The objectives or purposes of the National Park Service are discussed in the light of the origin of the national parks and the various Acts of Congress which deal with them. The conclusion is reached that the Service should strive first to preserve and conserve the national parks with due consideration for the enjoyment by their owners, the people of the United States, of the aesthetic, spiritual, inspirational, educational, and scientific values which are inherent in natural wonders and nature's creatures. The Service should be concerned with the preservation of nature in the national parks, the maintenance of natural conditions, and the avoidance of artificiality, with such provisions for the accommodation of visitors as will neither destroy nor deteriorate the natural features, which should be preserved for the enjoyment of future visitors who may come to the parks.

Each park should be regarded as a system of interrelated plants, animals, and habitat (an ecosystem) in which evolutionary processes will occur under such control and guidance as seems necessary to preserve its unique features. Naturalness, the avoidance of artificiality, should be the rule.

Each park should be dealt with individually, and the National Park Service in consultation with appropriate advisers should define their objectives and purposes for each park. These will vary from park to park and in general should be those for

Tropical Foresters, Washington, D.C.; Dr. Joseph L. Gillson, retired, formerly with the Department of Geology and Geophysics, Massachusetts Institute of Technology, Cambridge; Dr. E. Raymond Hall, Director, Museum of Natural History, University of Kansas, Lawrence; and Dr. Carl L. Hubbs, Professor of Biology, Scripps Institution of Oceanography, La Jolla, Calif.; C. J. S. Durham, of the National Academy of Sciences was secretary. Copies of the National Academy report are available, on request, from the National Park Service, Department of the Interior, Washington, D.C. 20240.

which the park was originally established, with special consideration for the specific natural phenomena (biological, geological, archeological) which instigated its establishment.

The report points out that the National Park Service has the responsibility of administering the national parks in accordance with the purposes for which they are or may be set aside by specific Acts of Congress and emphasizes that knowledge about the parks and their problems is needed to discharge this responsibility. Such knowledge comes from research, especially research in natural history.

An examination of natural history research in the National Park Service shows that it has been only incipient, consisting of many reports, numerous recommendations, vacillations in policy, and little action.

Research by the National Park Service has lacked continuity, coordination, and depth. It has been marked by expediency rather than by long-term considerations. It has in general lacked direction, has been fragmented between divisions and branches, has been applied piecemeal, has suffered because of a failure to recognize the distinctions between research and administrative decision-making, and has failed to insure the implementation of the results of research in operational management.

In fact, the Committee is not convinced that the policies of the National Park Service have been such that the potential contribution of research and a research staff to the solution of the problems of the national parks is recognized and appreciated. Reports and recommendations on this subject will remain futile unless and until the National Park Service itself becomes research-minded and is prepared to support research and to apply its findings.

It is inconceivable that property so unique and valuable as the national parks, used by such a large number of people, and regarded internationally as one of the finest examples of our national spirit should not be provided adequately with competent research scientists in natural history as elementary insurance for the preservation and best use of the parks.

It is pointed out, however, that the results of research can neither be predicted or prejudged. The results may not always be pleasant. They may indicate that a facility should not have been built, that a road should have been routed another way, that visitors into a particular region should not be encouraged in large numbers and without control. It may even indicate that a particular park has deteriorated so far that it can never be returned to its former state. It is the very integrity of these conclusions, however, that make it essential that they be brought to bear upon the man-

agement problems of the national parks.

The report presents *the pressing need for research in the national parks* by citing specific examples in which degradation or deterioration has occurred because research on which proper management operations should have been based was not carried out in time; because the results of research known to operational management were not implemented; or because the research staff was not consulted before action was taken. In still other situations, problems are recognized for the solution of which research is needed, but where none has been undertaken or planned or, if planned, has not been financed.

Attention is called to *the meager dollar support* given to research and development in the natural sciences in the national parks. In the National Park Service as a whole less than one per cent of the appropriation in 1960, 1961, and 1962 was devoted to research and development while the proportion for comparable government agencies was in the neighborhood of 10 per cent. In fact, *unless drastic steps are immediately taken there is a good possibility that within this generation several, if not all, the national parks will be degraded to a state totally different from that for which they were preserved and in which they were to be enjoyed.*

Particular attention is called to the precarious condition of the Everglades National Park and the big trees of California.

As a result of the study made by the Committee a series of twenty recommendations are made.



The Committee's Recommendations

1. The objectives or purposes of each national park should be defined.
2. The natural history resources of each park should be inventoried and mapped.
3. A distinction should be made between administration, operational management, and research management.
4. A permanent, independent, and identifiable research unit should be established within the National Park Service to conduct and supervise research in natural history in the national parks and to serve as consultant on natural history problems for the entire National Park System.

5. The research unit in natural history in the National Park Service should be organized as a line arrangement, with an "Assistant Director for Research in the Natural Sciences" reporting to the Director of the National Park Service.

6. Most of the research by the National Park Service should be mission-oriented.

7. The National Park Service should itself plan and administer its own mission-oriented research program directed toward the preservation, restoration, and interpretation of the national parks.

8. Research should be designed to anticipate and prevent problems in operational management as well as to meet those which have already developed.

9. A research program should be prepared for each park.

10. Consultation with the research unit in natural history of the National Park Service should precede all decisions on management operations involving preservation, restoration, development, protection and interpretation and the public use of a park.

11. Research on aquatic life, on and above the land, should be pursued to assist in determining general policies or the maintenance of natural conditions for their scientific, educational, and cultural values.

12. Research should include specific attention to significant changes in land use, in other natural resource use, or in economic activities on areas adjacent to national parks likely to affect the parks.

13. Research laboratories or centers should be established for a national park when justified by the nature of the park and the importance of the research.

14. The results of research undertaken by the National Park Service should be publishable and should be published.

15. Additional substantial financial support should be furnished the National Park Service for research in the national parks.

16. Cooperative planning as a result of research should be fostered with other agencies which administer public and private lands devoted to conservation and to recreation.

17. Universities, private research institutions, and qualified independent investigators should be encouraged to use the national parks in teaching and research.

18. Consideration should be given to including in the budget of the National Park Service an item for aid to advanced students who wish to conduct research in the national parks.

19. A Scientific Advisory Committee for the National Park Service should be established, and Scientific Advisory Committees for individual parks are desirable.

20. Action in implementing the recommendations of the present Committee's report should be taken promptly.

Local Action in Scenic Resource Preservation

THE SIERRA CLUB COUNCIL has chosen *Local Action in Scenic Resource Preservation* as the subject for the Fifth Information and Education Conference, to be held in Carmel the weekend of April 11, 1964, at the Carmel High School. Arrangements for the meeting, for hospitality, and for the Saturday night banquet are being made by Dr. L. Bruce Meyer, chairman of Ventana Chapter.

Program Chairman Jerry South of San Francisco has begun plans for the two-day conference, which will involve a study of the ways people can work with governmental agencies, individually or as members of organizations, to bring about effective local planning for the preservation of scenic resources. Too often the organized efforts of interested and concerned people are ineffective in the competition for precious remnants of open land—and badly needed parks fail to materialize—because the voices of people who care have not been able to reach the ears of civic officials responsible for making critical decisions on land use.

Monterey County was chosen as the site of the 1964 I & E Conference because of the opportunity it will provide visitors to review the Monterey County Master Plan for zoning with some of the conservation-minded citizens who have been so active in developing effective and imaginative plans for that county, and to learn how such plans might be used in their own communities. Successful efforts in local scenic resource preservation elsewhere will also be studied, as will several notably unsuccessful fights for parklands. Club leaders, representatives of governmental agencies, and others interested in city and county planning for local land use will be present to speak, and to participate in panel discussions.

What is the I & E Conference?

In 1954 or 1955 Fred Gunsky, Editorial Board representative to the Interim Council Committee which preceded the present Council, suggested a workshop session on conservation, conservation education and publications for the benefit of chapters. The Board of Directors at its 1956 winter meeting delegated to the Interim Council Committee the coordination of local information and education activities in accordance with the proposals of the Council committee.

The First Conference was held April 14–15, 1956, at the Josephine Randall Junior Museum in San Francisco with 70 members in attendance. Fred Gunsky and Robert Howell were on the Conference Com-

mittee. The two-day program was devoted to discussions of conservation policies, the Club's aim in information and education, and workshops on chapter publications and preparation of slide materials.

A second Conference was held March 15–16, 1958, at the same location, with Bay Chapter members again acting as hosts. *Conservation and Practical Methods of Putting Our Message Across* was the subject, and Genny Schumacher was Chairman. Attendance was about 125.

Loma Prieta Chapter was host to the Third Conference, held in Sunnyvale the first week end of April, 1960, and devoted to *Outings*. Panel discussions on how to develop leadership, and on other outing problems, were conducted by members of the club's capable Outing Committee and subcommittees. Conference Chairman was Warren Lemmon, and the meeting was attended by over 200 members from most of the chapters.

In 1962, the Fourth Conference looked into the future with a program titled *The Trail Ahead*. Walter Ward was Chairman, and the Los Padres Chapter obtained the picturesque Museum of Natural History in Santa Barbara for the April 7–8 meeting, which was attended by almost 250 members. Discussions ranged from projections into future Sierra Club growth to chapter functions and responsibilities.

The success of each I & E Conference has depended on the enthusiasm and interest of its participants. During an address to the 1962 Conference, Executive Director Dave Brower asked *How Can We Be More Effective?* That the club has been increas-

ingly effective since that time is clear in the growing membership and the interest in conservation evidenced by our members. Our members and our publications have spread across the land the urgency of action to preserve dwindling scenic resources. This year the Fifth Conference will explore further the methods by which we may be more effective as citizens who are more concerned with the quality of the progress in our lives than with the quantity.

This year, also, is a critical one for Californians. A \$150 million bond issue for State Parks comes again before the voters of the state. Defeated by a narrow margin in 1962, on an overcrowded June ballot, the measure is to come to us this time as Proposition 1 on the November ballot. We have one more chance to provide the necessary parks for the state's citizens while choice lands still exist. The supply is not unlimited, and it becomes less every day that the bulldozers roll across valley orchards, or denude forested hillsides.

How Can We Be More Effective?

Attend the Fifth I & E Conference and join other members in exploring the possibilities. Each chapter will be asked to send an official delegate, whose travel expenses will be reimbursed. A nominal registration fee will be charged all members attending the sessions. Reservation forms will be available through Chapter Chairmen and Council Delegates, or may be obtained by writing the Arrangements Chairman, Dr. L. Bruce Meyer, Box 3782, Carmel.

HASSE BUNNELLE
Council Secretary

Exploration and Reconnaissance Trips—1964

The need for knowledge about wilderness areas continues to grow. This summer will see Exploration and Reconnaissance trips traveling to Montana, Idaho, Wyoming, and Northern California.

Opportunities abound for people with special interests and knowledge in the natural science fields of geology, wildlife, forestry, mining, botany, and ecology as well as those with writing and editing interests. All participants will contribute to a final report. The trips are knapsacking and participants should be experienced and well-versed in the out-of-doors. Members will be selected by the leader to give as well-rounded a group as possible. As the need for information is so important in assisting our conservation program, the reservation of \$15.00 will be the only charge. Applica-

tions are welcomed and should be sent directly to the leader.

Trip No. 1—Siskiyou Mountains, California: June 28–July 4. Leader not yet selected. Interested members should watch for further details.

Trip No. 2—Glacier Wilderness, Wyoming: August 8–21; Jack Hurst, 2035½ Parker Street, Berkeley 4, California (phone: 715, 841-3066)

Trip No. 3—Salmon River Breaks, Idaho: August 11–17; Lloyd Fergus, 1493-27th Avenue, Sacramento 22, California (phone: 916, 457-5373)

Trip No. 4—Cabinet Wilderness, Montana: August 11–17; Luis and LaVerne Ireland, 734 Placier Drive, Woodland, California (phone: 916, 662-5142)

Board Action

On December 14, 1963, the Board of Directors met in San Francisco with all members present. The following actions were taken.

Kings Canyon National Park—Expressed opinion that the Cedar Grove and Tehipite areas adjacent to Kings Canyon National Park are of national park caliber, are essential to the public use of this national park, and should not be flooded.

Mt. Jefferson Wild Area—Supported the action of the Pacific Northwest Chapter in its support of the Forest Service proposal for the Mt. Jefferson Wild Area, but recommended the addition of 21,000 acres to make a Wilderness Area of 117,000 acres.

Washington Representative—Approved continued support of the Washington office for January and February, 1964, with provision for review at the end of those two months for inclusion within a balanced budget, if other funds become available. (At its Jan. 18 meeting, the Executive Committee extended this support through March.)

Mt. San Jacinto—Commended the State Park Commission for reclassifying Mt. San Jacinto to San Jacinto Wilderness State Park, to be managed to preserve the primitive and wilderness qualities of the area.

High Sierra Primitive Area—Endorsed the Forest Service proposal of Sept., 1963, for reclassification and enlargement of High Sierra Primitive Area, but reserved the intention of the club to recommend certain additions to the proposed Wilderness Area.

Rampart Dam—Opposed construction of Rampart Dam on the Yukon Flats in Alaska unless thorough studies on all aspects of the



All fifteen members of the Sierra Club Board of Directors at the December 14 meeting: Back row, left to right: George Marshall (Fifth Officer), Clifford V. Heimbucher, Ansel Adams, Nathan C. Clark, William Siri, Alex Hildebrand, Lewis F. Clark (Treasurer), Fred Eissler. Front row, left to right: Randal F. Dickey, Jr., Pauline A. Dyer, Edgar Wayburn (President), Charlotte E. Mauk, Richard M. Leonard (Secretary), Bestor Robinson (Vice-President), Jules Eichorn.

dam's impact on Alaska and the rest of the United States indicate that the construction of the dam is undoubtedly in the best interest of the United States. Urged investigation of possible power alternatives and dam sites and open discussion of power costs and utilization of that power.

By-Laws Amendments—Requested By-Laws Committee to prepare the ballot, with deletions of old wording and additions of new wording, and with arguments pro and con, and to present to the membership at the next annual election for the Board, the ballots to be sent out in March, 1964. On By-

Law XIII: approved draft of the By-Laws Committee dated Dec. 13, 1963; added to Section Five authorization for designating the source of nomination, by Nominating Committee or by petition; provided write-in blanks for two names. On By-Law XXII: provided for pro and con arguments to accompany ballots on all initiative petitions. On By-Laws XXIII and XXIV: no further action was taken.

Reference to By-Law XVII in the November SCB was in error since the amendment of that By-Law had been voted upon in a previous election.—Ed.



The North Cascades, published by The Mountaineers. 96 pages. 9x12, \$10

THESE ARE THE AMERICAN ALPS

Equipped with camera and sensitivity, Tom Miller and Harvey Manning have been exploring the North Cascades for the past fifteen years.

Mr. Miller's photographs are spectacularly beautiful. The gravure is by the printer who did *The Eloquent Light* and *The Last Redwoods* for us. Mr. Manning has brought to the text the same understanding and high-world humor we find in *Mountaineering: Freedom of the Hills*.

As eager to preserve as to share, the authors have added an articulate indictment of the industrial assault and government permissiveness that increasingly threaten this beautiful wilderness with destruction.

The Sierra Club is proud to distribute the book—a mountain-library *must*.

Editors Are Saying

Freeways Versus Redwood Parks

The New York Times, November 3, 1963

"The mighty California coast redwoods are in trouble. Proposed high-speed freeways threaten to cut swaths of destruction through two of the most beautiful of the redwood parks.

"Over the past 45 years millions of dollars have been contributed through the Save-the-Redwoods League by individuals all over the United States to help save some of these giant trees, many of which are over 2,000 years old and rise more than 300 feet from the fern-carpeted forest floor. One of the unique natural treasures of the world was thus presumed saved for posterity. . . .

"The Save-the-Redwoods League and state park authorities are urging that the proposed freeways be routed around both parks. Such routes are feasible and should be utilized to save this great scenic heritage."

KCBS Radio, San Francisco, January 15, 1964

"The state legislature should at the earliest moment strip the Division of Highways of its power to invade and despoil state parks. But that will take time to accomplish.

"For the present, KCBS urges Governor Brown to impress on his State Highway Commissioners that there is no justification for freeways through the redwoods. No compromise is acceptable that will destroy the irreplaceable forest giants.

"Once and for all, the preservation of our priceless California redwoods must take precedence over the short-sightedness of the highway engineers."

Humboldt Beacon, September 5, 1963

"Our redwood parks will be this county's greatest asset in the decades to come. They must be protected and we are confident that the engineers of the State Division of Highways are able enough to provide the routes which will give this protection."

Sacramento Bee, December 3, 1963

"The state highway division has protested it is not insensitive to the threat to the magnificent redwoods, some of which date to the years before Christ walked the earth.

"Engineers say they do not wish to knock down any trees yet they attach to this an old familiar 'but.'

"'But the highways are needed,' they argue.

"Granted.

"To counter with a but—but the highways

should not be routed at the cost of either redwoods or beaches, even if it means driving a mile or two farther or means the motorists will have to shift gears for a slightly steeper grade."

Bakersfield Californian, January 22, 1964

"Gov. Brown has asked the highway division to route the new freeway around the Prairie Creek State Park and avoid destruction of the redwoods and matchless coastline scenery. The highway division has so far declined to commit itself to such a course, and it is typical of such situations that the highway division seems to be a law unto itself in routing roads. However, if enough sentiment is expressed in favor of the redwoods and the beautiful park, perhaps the highway division will find another route for its freeway. Let's hope the demand for the preservation of this priceless stand of trees and scenic park is great enough to offset the freeway engineers."

Riverside Daily Enterprise, January 23, 1964

"Great numbers of the redwoods, and the land on which they stand, were given to the State by individuals for park purposes. To convert the redwood groves to concrete speedways would be both a breach of trust and a breach of taste."

From *The Washington Post*, February 17, 1964:

"... The Tribute Grove is the largest of all redwood forests and was established by private contributions from 4,000 citizens in memory of Americans who died in World War II. 'Imperishable it was thought to be,' a statement by the Sierra Club mordantly remarks, 'until the Division of Highways revealed plans for a freeway through the northwest part of the grove.'

"... Our redwood forests are a national treasure; their fate is a national concern. Lumber companies are rapidly decimating majestic redwood groves that lie outside of state-protected areas. Every three years, an area equal in size to all redwood parks is logged off (70,000 acres of redwoods are protected in the California park system). . . .

"It is shameful that the State of California should be contemplating destruction of any redwoods in public land. In a year when Muir is being remembered, his memory would be better served by state proposals to acquire more redwood forests while there is still time."

San Francisco Examiner, January 24, 1964

"This is the showdown. We urge the establishment of an inviolable state policy now, prohibiting the destruction of redwoods in state parks."

The Spring

By Ernst Bacon

IN THE MIDST of a vast desert was a charming little oasis with a fine clear spring. A family of rabbits lived nearby. They had enjoyed it undisturbed for a long time.

One day some gophers appeared. They asked if they might share the spring.

"Most certainly," said the rabbits. "There is water enough for all. Every peaceable animal is welcome here."

This friendly attitude soon became widely known. There came presently a brood of jackals.

"We hear this is a free spring," they said. "No objection to our taking a drink, is there?"

"None, whatsoever," replied the rabbits, "provided you keep the place as you found it."

The jackals made themselves very much at home. They camped at the waterside. Then they bathed in the

spring, muddying it up. Others followed.

The rabbits protested.

"It's a free place, isn't it?" snarled the jackals.

Soon they made the rabbits and the gophers form a line to get to the water.

"Is this the reward for our hospitality?" complained the little animals.

"Take your turn and be satisfied," barked the jackals. "You talk as if you owned the place."

"We used to think we did."

"Well, you have another think coming."

The following day, the rabbits discovered a fence around the spring.

"Enjoy the world's finest water," read a sign over the gate. "Admission 25 cents, children half price.

A. Jackal, proprietor."

Fire Island

(Continued from page 8)

introduced a revised map, deleting the controversial Hampton lands but adding one mile to the Javits-Keating boundaries (also proposed by Congressman Pike) to include both sides of Moriches Inlet, the eastern shore of which is an important waterfowl area. Senator Bible adopted this as his "working bill" and, after hearing testimony that was unanimously favorable, promised action following a visit by the committee to Fire Island in the spring.

The Citizens' Committee, despite these apparently encouraging indications, feels now is the time for a last ditch attempt to push the seashore bills through both House and Senate this session.

What, specifically, will become of Fire Island in the hands of the National Park Service? Ronald Lee, northeastern regional supervisor, said that though de-

tails will have to be worked out in Committee, the Park Service concept had been expressed in Secretary Stewart Udall's correspondence to members of Congress in June, 1963.

"We agree that undeveloped sections of Fire Island should be retained in a natural state. Man-made facilities within these areas should be kept at a bare minimum. Essentially, this applies to the Sunken Forest and to natural areas between Cherry Grove and Smith Point County Park. Under our concept of a Fire Island National Seashore, state and county parks would continue for intensive use. At the same time, these areas are a base of departure for those looking for isolation and enjoyment offered in natural areas."

Generally, this would mean that access would continue to be by ferry and that roads and extensive tourist accommodations would not be built. Fishing, hunting, and camping would be allowed, in

accordance with state conservation department regulations, and biological and ecological research would be encouraged.

Dr. Robert Cushman Murphy said in *August on Fire Island Beach*: "Few enough are left of the bits of entrancing primitive territory near New York City . . . On Fire Island Beach it is still possible to maintain the whole environment in proper balance, as nature intended, thereby enabling us to dwell in the presence and appreciation of the beauty our ancestors found here."

Why is it so important to hold on to this primitive beauty? Perhaps Rachel Carson, writing in *The Edge of the Sea*, senses the answer:

"Contemplating the teeming life of the shore, we have an uneasy sense of the communication of some universal truth that lies just beyond our grasp . . . The meaning haunts and ever eludes us, and in its very pursuit we approach the ultimate mystery of Life itself."

Streams and Highways

(Continued from page 5)

EARLY LAST YEAR I reintroduced the bill to protect streams from highway damage, co-sponsored this time by Senators Frank Moss of Utah, Ernest Gruening of Alaska, and Gaylord Nelson of Wisconsin. In the House, companion legislation was introduced by Congressmen Arnold Olsen of Montana and Henry Reuss of Wisconsin. Congressman John Dingell of Michigan took a different route to the same objective. He proposed to amend the Coördination Act to make it apply to federal-aid highway projects. (The act now provides for mitigation of damage to fish and wildlife resources and their possible improvement as a result of federal construction projects.)

Our concern was shared by Secretary of the Interior Stewart Udall and Secretary of Commerce Luther Hodges, who has jurisdiction over the Bureau of Public Roads. After making its own inquiry into the problem and after consultation with others concerned, the Bureau of Public Roads issued an instructional memorandum last June 12. It set as its goal "suitable coördination" between state highway departments and the conservation agencies.

As a minimum, the Bureau order requires state highway departments to submit plans to state fish and game agencies "at an early stage," and to give those agencies "full opportunity to study and make recommendations" to the state highway department prior to submission of the plans to the Secretary of Commerce for his approval.

The memorandum set the first of this year as the deadline, after which state applications for federal aid for highway construction "shall contain a statement that the state highway department has considered all facts presented by the state fish and game agency and the effect the proposed construction may have on fish and wildlife resources."

According to the memorandum, this statement should include:

"(1) a description of the measures planned as project expenditures to minimize the effect of the proposed construction on fish and wildlife resources;

"(2) a description of any measures proposed by the state fish and wildlife agency to accomplish this purpose, which differ from those proposed by the state highway department; and

"(3) to the extent that measures proposed by the state highway department and state fish and game agency differ, an explanation of the factors considered by the state highway department in arriving at its proposal."

Thus, administrative action apparently has achieved the objective of legislative proposals that sought consideration of fish and wildlife resources in our highway program. From now on, planning for the preservation and conservation of our streams will be a component part of highway programming from the survey stage. It will be, either under this administrative action, or under legislation that will be introduced and pressed if administrative coördination is not effective. The effectiveness of the regulation will depend upon the coöperation of those concerned with building highways and with managing our recreation resources. It also will rest on the awareness and alertness of conservationists. The demonstration of those characteristics in forcing the administrative action leaves me no reservations about the conservationists. Already there are suggestions that coverage of the Public Roads Bureau order, or subsequent legislation if it is necessary, be broadened to include state and local parks, historical sites, and recreation land around cities acquired under the "open spaces" program.

We legislate on the basis of experience. In a year or so, we will have documented experience on which to judge the effectiveness of administrative coördination.

Disagrees on San Gorgonio

Gentlemen:

It is my feeling that there should be further discussion regarding downhill skiing at Mt. San Gorgonio and that the recent article in the November, 1963 *Sierra Club Bulletin* should encourage others to express their opinions.

I certainly do not agree with the views of Mr. Robert Marshall. The article does not consider the fact that there is only one place in Southern California with reliable skiing. This is Mt. San Gorgonio. The existing ski areas do not offer adequate snow conditions. Many winters there has been little or no skiing at all in the Southern California areas. The nearest skiing to Los Angeles is Mammoth Mountain. The article fails to consider this fact, stating that there are plenty of areas at the present time already established.

Since Mt. San Gorgonio is nearby for local skiing, there should be a method whereby downhill skiers may avail themselves of the area and still not injure or detract from its wilderness. This is perfectly possible if T-bars are installed instead of chair tows. Also, any roads that are built could be locked to summer traffic. If this simple system were done, the wild life and wilderness would not be impaired, and the yearn of the local southland skier would be fulfilled.

As a conservationist, I can see no contradiction to this installation of T-bar tows, and to a simple warming-hut structure in the area. There is no necessity for restaurants or other culinary facilities. The forest service could construct a simple mountain warming-hut, and a franchise ski operator could run the T-bars. In this way the summer wilderness value of the area would be kept intact and the local downhill skiers would still be able to use the mountain.

Yours truly

FRED ILFELD

Beverly Hills, California

Yosemite Spraying Comments

Dear Mr. Kilgore:

Thank you for your September 19 letter and the enclosed copies of the September issue of the *Sierra Club Bulletin*.

Mr. Eissler's article about Yosemite National Park's efforts to keep the needle miner from killing the lodgepole pine stands around Tuolumne is most interesting. It should help to bring attention to a fact that many who frequent the high Sierra do not realize; namely, that insect outbreaks do occur in forests important for recreation or aesthetic purposes, and that they sometimes have far-reaching consequences, not necessarily restricted to the trees affected.

We appreciate, of course, that the author is espousing a viewpoint, and that he has chosen to draw from his source material mainly the information that will support this viewpoint. One result is that the case against spraying is made to appear stronger than it otherwise would be. A misconception also seems to exist about the amount of attention Station re-

searchers assigned to needle miner studies have given to different aspects of the problem. The article states that the effort has been focused on insecticides. Actually, we have put equal if not greater effort into studies of the insects' biology and ecology. My only other comment concerns Mr. Eissler's inferences about the limited outlook of people in our Service. I am sure that you would not expect us to subscribe unreservedly to what is said on this score, particularly those of us in research.

In regard to your inquiry about the possibility of doing research on needle miner control measures on national forest lands, this is the course we would normally follow if a comparable outbreak of the insect occurred on such lands. However, it does not. Needle miner attacks of tree-killing proportions have occurred only in Yosemite National Park and to a considerably lesser extent in Sequoia-Kings Canyon National Park, to the best of our knowledge. A persistent infestation occurs east of Yosemite in the lodgepole pine stands on the Inyo National Forest, but it is not comparable in several important respects to the infestation in the Park.

One of the vexing problems that has yet to be solved is why the lodgepole needle miner is distributed the way it is. Even in Yosemite, where the insect is indigenous, the spread of epidemics appears to be limited by factors other than the presence or absence of lodgepole pine. We believe that research will one day show what these factors are—why the needle miner is not a more universal component of lodgepole forests in the high Sierra than it is, and perhaps lead to a more permanent solution than chemical insecticides to the problem of protecting stands from needle miner outbreaks.

CHARLES B. EATON, Leader
Forest Insect Research
Pacific Southwest Forest
and Range Experiment Station
U.S. Forest Service,
Berkeley, California

A Clarification of The Dennison Ridge Photo-story

To the Editor:

May I call your attention to the grave concern registered in the June, 1963, *Sierra Bulletin* (pp. 6-7) over a proposed transfer of Sequoia National Park land to Forest Service jurisdiction. The illustrations and accompanying text alarmingly imply that the Big Trees in the Dillonwood Grove are doomed in the event that some 5,400 National Park acres along the south slope of Dennison Ridge are transferred into Sequoia National Forest. [The top caption on page 7 failed to make clear that the Big Trees now being cut are on private lands within the Sequoia National Forest.] I hesitate to accept the condemnation of this proposal as presented in the *Bulletin*.

The arbitrary shrinking of Sequoia National Park acreage as a result of the boundary change is probably the source of greatest opposition by Sierra Club members. Yet a reader of the *Bulle-*

tin might never infer this from the censoring comment. To denounce the transfer strictly on the grounds that the fate of the Dennison Ridge Sequoias is in jeopardy seems unwarranted. It is my belief that the grove in question will be preserved intact for posterity.

With reference to the U.S. Forest Service Policy Manual, Section 2413.22, Timber Management and Recreation Use, the *Sequoia gigantea* is classified as a "museum" tree, and "the management objective will be perpetuation and preservation of the species for public enjoyment." Delving further, under the subhead Type I, Sierra Redwood Groves: "Groves of Sierra Redwood selected by the Forest Supervisor, because of their actual or potential social significance, if approved by the Regional Forester, shall be designated Sierra Redwood Groves. Following formal designation, each grove shall have its exterior boundaries posted. No major activities such as campground or road construction will be permitted within any Type I grove. Improvements will be restricted to foot trails, those required for public safety and protective measures necessary to perpetuate the 'museum' trees and natural conditions of associated trees or ground cover. Material from dead, down Sierra Redwood will be left in place. Any deviation from the above minimum requirements may be made *only* with the specific written approval of the Regional Forester." In addition, "the Type I classification may be applied to one or two 'specimen' trees whose complete protection is dictated by their unique size or location."

There are about 167 mature Big Trees in the 95-acre Dennison Ridge Grove, according to a recent Sequoia National Forest survey. Also included is a large number of second growth individuals less than 100 years old. This most certainly would qualify Dennison Ridge as a Type I grove and virtually assure its rightful preservation. Type II, virgin redwood stands, refers to solitary trees intermixed with other timber, and Type III, second growth or cutover areas, to immature stands. Neither classification is applicable to Dennison Ridge.

Sequoia National Forest officials strive to go beyond the written policy in the case of some 35 Big Tree groves which enjoy the protection in that Forest. It is the local Forest Service policy to prohibit cutting of associated species between the Sequoias and to leave dead, down timber in place. The environmental equilibrium created by nature is thus preserved, and the watershed involved is left undisturbed.

Two alert local newspapers scolded Sierra Club for being obviously and unduly skeptical of the treatment of "museum" trees by the Forest Service. Unrelenting criticism by the Club is a bitter pill to swallow for foresters who too often receive little or no credit for their endeavors in the cause of conservation.

Upon occasion, in its enthusiasm for wilderness preservation, the *Sierra Club Bulletin* unintentionally misconstrues the meaning it desires to convey. I feel that it has done so here. Nonetheless, the important issue was presented to the membership. Now more fully enlightened, we can work together to smother, if possible,

any further move toward desecrating the Sequoia National Park boundary, accepted by the public since 1926.

JOHN L. HARPER
Conservation Chairman
Kern-Kaweah-Chapter

• The situation at Dennison Ridge is complicated by a group of geographic names that allow intentional or unintentional confusion. There is a Dennison Peak outside the Sequoia National Park, a Dennison Mountain inside the southwest corner of the park (with a small grove of Big Trees called the Dennison Mountain Grove), and the section of Dennison Ridge we are discussing here—the part that contains giant sequoias—1½ miles north of Dillon Mill.

The 1350-acre Garfield Grove of Big Trees, as such, lies wholly within Sequoia National Park covering a portion of the north slope of Dennison Ridge. The area of the original Dillonwood Grove of Big Trees lies mostly south of the park boundaries, but the surviving Big Tree forest is in the park, on the top and south slope of Dennison Ridge, and meets the Garfield Grove at the top of Dennison Ridge. As we noted in our original presentation in the June 1963 *SCB*, "Martin Litton pointed out that the Garfield-Dillonwood Grove is continuous across Dennison Ridge and in fact extends into the national forest where there are still some large trees as well as huge stumps of trees cut [on private land] in the national forest segment of the grove." Most of the area of the original Dillonwood Grove has been extensively cut over. Only the part within the boundaries

of the park is still uncut.

The basic point at issue here, however, is not how many trees remain, or whether the Forest Service does or does not cut trees in "class I, II, or III" groves; nor is the question whether or not, if they do not cut Big Trees but do cut associated species, they still damage the Big Trees? Rather, the basic question, it seems to us, is whether the Park Service should allow transfer of a group of Big Trees to the U.S. Forest Service for administrative convenience—whether that transfer be of 5 or 500 trees or their diameters be 8 feet, 18 feet, or 28 feet—when no one can question that the preservation accorded these magnificent trees in national parks *must by law* be equal to or better than anything the Forest Service *may administratively wish* to do on their lands.

The ideal solution to the controversy over the southern boundary of Sequoia National Park would seem to be to extend that boundary to include the Dillonwood Mill area as an example of the historic logging of sequoias and its aftermath, instead of giving away the virgin trees that happen to be south of Dennison Ridge. One of the most knowledgeable men on this region, Martin Litton of Menlo Park, California, has suggested for some time that the southern boundary of the park should be extended southward "roughly on a line from Dennison Peak to Moses Mountain to Maggie Mountain, thence taking in the entire watershed of the Little Kera River, proceeding eastward mostly along natural features to Blackrock Mountain, Kingfisher Ridge, Brown Mountain, and Olanca Peak."

We appreciate Mr. Harper's correction regarding our failure to make clear that the photograph of recent Big Tree logging was taken on private lands. But we do not feel that the sequoias will be safer under Forest Service jurisdiction than they are now under Park Service jurisdiction. So we join Mr. Harper in his conclusion that we must protect present park boundaries. And we join Mr. Litton in urging that the only real solution to bring about the essential protection and the desirable administrative convenience is to extend the park boundaries.—*Editors.*

Muir Print Needed

Dear Bruce:

Opposite page 4 in the 1916 *Sierra Club Bulletin* is a wonderful photograph of John Muir that I would like to use in a forthcoming book on the Sierra Nevada. Unfortunately the reproduction is poor and I am seeking the original negative, a print, or information on either.

The horizontally composed photograph was taken by Geo. R. King and shows a group of 21 Sierra Club members sitting and standing on a mountain trail. John Muir is kneeling in front of the group lecturing and gesturing from a diagram he has drawn on the ground.

In addition I am seeking original drawings of the Sierra Nevada done by Bolton Coit Brown, professor of fine arts at Stanford, that appeared in the *Sierra Club Bulletin* between 1896 and 1900.

HAL ROTH
Box 897
Sausalito, California

Patterns of Wilderness in New Portfolios

With a unique, intimate approach familiar to readers of his books, Eliot Porter has turned the insight of his camera on the changing of the seasons in the wilderness.



The result is his first portfolio of original color photographs, *Portfolio One, The Seasons*. "These photographs," Porter explains, "are an attempt to show, better than any reproduction possibly can do, this expansion of a point of view toward the use of color to interpret the world more freely." The photographs (Maple Blossoms in a Woodland Pool, Aspens in Early Spring, Snow on Sand Dunes, among them) show an incredible range of tones, textures and photographic compositions, fully equal in importance to the work in his books. The 8 x 10-inch prints, mounted on 15 x 20-inch board, are protected inside a gold-stamped tie case. The 12-print portfolio is \$225.

Ansel Adam's *Portfolio Four*, in memory of Russell Varian, recreates through photography the spirit and zest for living of a perceptive man. With 15 photographs and a brief text, Ansel Adams presents the portrait of a personality. Russell Varian was a scientist, the inventor of the Klystron Tube, but his awareness of the world around him extended to the wilderness of high country,



turbulent rivers and quiet sands. The photographs of Ansel Adams capture much of that beauty—in a language that speaks to all men. The subjects range from Storm Surf at Timber Cove, to the Coast Redwoods, to Vernal Falls in Yosemite Valley. Each photograph, mounted on 14 x 18-inch board, is in a folder displaying excerpts from Russell Varian's writings. Price: \$150.

The New Threat to Grand Canyon: Action Needed

We have been in close touch with the Washington office of the Sierra Club on several critical conservation matters, of which the following is most urgent and therefore pre-empts the Washington page.

WHAT IS PROBABLY to be the major conservation battle of the sixties—one requiring that all conservationists keep themselves informed and militant—reached a new critical phase February 14 with the release of the Bureau of Reclamation's revised Southwest Water Plan.

Details will follow. Meanwhile we can observe that all the old threats to scenic resources are still in it, with only the schedule of destruction changed. The plan, to oversimplify, is based on the assumption that the West's salvation depends upon a vast Reclamation program for the construction of big dams. It assumes that the population of the West must treble in the next three dozen years and that several billion dollars must be expended by the Reclamation Bureau in this period to bail out dry farmers who have knowingly mined water with confidence that the Bureau of Reclamation would rescue them. It assumes that the friendly gesture toward Mexico is to impair further the already severely impaired quality of water in the Lower Colorado—to export more of the best water and to concentrate by evaporation the salt in what's left. It assumes that western progress will stop unless we have more needless tragedies like the one at Glen Canyon.

At the outset the Reclamation plan assumes that comprehensive development

of the West requires dams in Marble Gorge, which belongs in Grand Canyon National Park, and at Bridge Canyon, where their high dam would drown the living Colorado River in what is already Grand Canyon National Monument and part of the National Park. This proposal comes on the heels of what a prominent Reclamation engineer, subsequently backed by the U.S. Geological Survey, described as gross overdevelopment of the Colorado River: in 1955 the river already had enough big dams for our time—yet the Reclamation Bureau forged ahead and destroyed Glen Canyon, unnecessarily, for all time.

The new Southwest Water Plan hit the papers on February 16. Three days later the *Oakland Tribune* said on page 1:

3 STATES FACE WATER CRISIS

COLORADO RIVER IS GOING DRY

Lake Mead, the story said, was only 51 per cent full, and water must be drained from Lake Powell to keep up adequate power generation at Lake Mead. On February 19 Lake Mead had enough unused capacity to hold an entire year's normal flow of the Colorado—without releasing any for Mexico or for power generation. "We have advised our customers to find new sources of power—to build more steam plants and erect new dams," said W. J. Williams, Reclamation public information officer at Boulder City, in describing the crisis.

More dams such as Glen Canyon would evaporate 150 billion gallons of water a year in a region that doesn't have that kind of water to evaporate. This is the hydrological tragedy of Glen Canyon dam. Sierra Club members well know that it is a scenic-resource disaster. Now Reclamation wants to repeat its grim success. Secretary Udall directed on November 6, 1963, that the first Southwest Water Plan be revised. On January 15 Reclamation Commissioner Floyd Dominy transmitted the revision to Assistant Secretary Kenneth Holum. The Assistant Secretary forwarded it January 21 to the Secretary, who approved it next day.

*Lava Falls,
Grand Canyon, Arizona*

It must be recognized that part of the hurry is that the Federal Power Commission would probably have granted the State of Arizona license to construct the Marble Gorge dam had the Secretary not intervened with Reclamation's "comprehensive plan." The Secretary met the FPC's deadline.

Now it is up to the public to meet the deadline for Grand Canyon, and this is no quiet crisis. Shall we keep for the future all we can of what is still natural there? Shall we insist that the alternatives to this destruction, alternatives which exist but which have hardly been considered yet, be sought out? After all, neither Marble nor Bridge Canyon dams put a drop of water in the river. They only lose it to further unnecessary evaporation in order to produce power revenue to subsidize the entire project. There are other ways to pay for pumping water than to destroy the living river that gives Grand Canyon its shape and its meaning.

Grand Canyon won't save itself from Reclamation's obsolete device for Western development—destructive big hydroelectric dams. Only conservationists can save it: you and the friends you can persuade to help.

The ideal would be for President Johnson to declare all the Colorado from Lee's Ferry to Grand Wash Cliffs (except that part already National Park) a National Monument so that the Federal Power Commission, with its unilateral concern, no longer holds the fate of Marble Canyon in its hands, thus giving the Congress a chance to determine its fate with all the evidence before it, not just the economic feasibility of producing power at the site. You can wire the President and write to your Representative and Senators, urging that the alternatives be found and offering your help.

The February 19 *Tribune*, in a story date-lined Washington, quotes the Secretary as saying: "I think we're getting very close to clearance [meaning clearance by the President]. It could be a matter of a few days. It should be ready to present to Congress when the hearings are scheduled." —D.B.



Mountain Talk

HUNGRY for meat and hopeful of good trapping after his party of fur hunters explored the astonishing but desolate Salt Lake country, Jedediah Smith turned north in the spring of 1826. Crossing the Snake, he went as far as the Payette and trapped beaver on that river, we are told, all the way to its source in Payette Lake, near the present town of McCall, Idaho.

Whether that was the closest Jed came to the Idaho Primitive Area of more than a century later is impossible to say for sure. His journals were mostly scattered and lost, and he himself met an untimely end in the arid Cimarron plains five years later at the age of thirty-two.

But we know he had scanned the rugged profile of the Salmon River Mountains from the east and the west and had traced what he could of the pattern of the land, just as he was to do throughout the Rockies and as far as the very breakers of the Pacific shore. He was a true heir of Lewis and Clark and the paragon of Western explorers and mountain men. As Dale Morgan has written, he was an authentic American hero. A Sierran with a taste for history who ventures into Idaho's mountains naturally looks to see if he has crossed Jed's path.

Smith lived long before the conservationist faith dawned on this land of plenty, and it would be merely sentimental to embrace him as one of us. He did as much as any man to exterminate the beaver, not to mention the resident Indians who were at war with his kind and eventually slew him. Nevertheless we are atavistic enough to recognize and salute a mountaineer, one of the guttiest.

Jet wore his hair long in 1826 because two years earlier he had been mauled by a grizzly. The claws lay open his scalp, removed one eyebrow and all but tore off an ear. He coolly directed the remedial needlework and after a brief convalescence resumed his travels. That was the year he made the effective discovery of South Pass, opening the way west for countless later emigrant trains.

He was a partner in the famous and profitable trapping enterprise, Smith, Jackson & Sublette. There were at least a couple of other motives reflected in the gleam in his eyes: a singular, puritan piety, and a dedication to fact and national expansion which led him to risk everything in a venture to California and Oregon.

The South West Expedition, on which he embarked in August, 1826, with a large supply of dried buffalo meat and plenty of Indian trade goods, took him through Utah, down the Virgin and the Colorado, and by way of the Mojave villages to San Bernar-

dino Valley. The hospitality of Mission San Gabriel was in sharp contrast to the suspicious reception he received from the civil authorities at San Diego. Finally Jed and his party of about a dozen men were permitted to move north. The rumored Rio Buenaventura still eluded him.

His first effort to cross the Sierra Nevada (up the American River canyon in May, 1827) was a failure because of heavy snow. He and two of his men started again, on May 20, apparently up the north fork of the Stanislaus to Ebbetts Pass, and down the eastern slope by a route which took them south of Walker Lake. It was the first crossing of the Sierra by anyone except Indians. Of nine head of stock they lost two horses and one mule.

The next month in the "Great Sandy Plain" of Nevada and Utah they partook of that kind of hell with which Jed was familiar. They ate the tough flesh of their worn-out horses and drank brackish water when they could find it, walking painfully in blazing-hot, soft sand. "My dreams were not of Gold or ambitious honors," wrote Jed, "but of my distant quiet home, of murmuring brooks of Cooling Cascades."

Robert Evans, after being left helpless under a small cedar in Skull Valley, took a kettle when Jed returned with it from a spring three miles away and drank four or

five quarts of water without removing the vessel from his mouth. This time the Salt Lake was "a joyful sight." Altogether, the return to rendezvous in Cache Valley, now on the Utah-Idaho boundary, was an epic one and the confrontation a little like that of Ulysses:

"My arrival caused a considerable bustle in camp, for myself and party had been given up as lost. A small Cannon brought up from St. Louis was loaded and fired for a salute."

There is a good deal more to Jed's odyssey. By July 13, ten days after the firing of the Cannon, he was on his way back to California to relieve those of his party he had left on the Stanislaus. He was frank to say that he also intended to examine the country beyond the Sierra (which he called Mount Joseph) and along the coast. "I of course expected to find Beaver which with us hunters is a primary object but I was also led on by the love of novelty . . ."

Novelty, misery in a California calaboose, narrow escapes from the death which overtook nearly every one of his companions in two massacres by Indians, and a series of firsts in exploration of the Coast Ranges, are among the extraordinary adventures which merit another mountain talk about Jedediah Smith.

FRED GUNSKY

Park Service Director Wirth Retires

On January 11, Conrad L. Wirth retired as Director of the National Park Service, a position he had held with distinction for twelve years. During those years, in the words of *The New York Times*, he made "a record of real accomplishment in the field of park management."

Mr. Wirth received a degree in landscape architecture from Massachusetts Agricultural College (now the University of Massachusetts) and entered the field of town landscape planning in California and Louisiana. This work took him eventually to Washington, D.C., where he served for three years with the National Capital Park and Planning Commission and in 1931, joined the National Park Service.

In the 1930's and early 1940's, he supervised Civilian Conservation Corps activities in various sections of the country and directed, as well, the Service's land-planning work. From September, 1945 to June, 1946, he was a policy advisor with the United States Allied Council in Vienna, Austria. A series of advancements raised Mr. Wirth to the position of Associate Director in April

of 1951, and in December of the same year, to the position of Director.

During his 33-year career with the Service, Mr. Wirth received many awards and recognitions, among them the Pugsley Gold Medal in 1946 "for long and valuable service in behalf of the national parks," the 1957 Conservation Award of the American Forestry Association, the Rockefeller Public Service Award for 1960-61, the Distinguished Service Award from the Department of the Interior in 1956, and election to the presidency of the American Institute of Park Executives in 1962.

George B. Hartzog, Jr., Associate Director of the National Park Service since February 1963, has succeeded Mr. Wirth. Before joining the Service in 1946, Mr. Hartzog, an attorney, was employed as adjudicator in the Bureau of Land Management. He served the Park Service in a variety of legal positions and as assistant superintendent of Rocky Mountain and Great Smoky Mountains national parks prior to his promotion in 1959 to Superintendent of Jefferson National Expansion Memorial in St. Louis, Missouri.

