

# SIERRA

March-April 1964

CLUB BULLETIN



Other people will want to be walking our trails,  
up where the tree reaches high for the cloud,  
up where the flower takes the summer wind with beauty,  
and the summer rain too.

They will want to discover for themselves  
the wildness that the ages have made perfect.

—DAVID BROWER  
in "Wilderness Alps of Stehekin"



## Words Into Deeds

By David Brower

NO SECRETARY OF THE INTERIOR has ever made more eloquent statements in support of Sierra Club objectives—and those of other allied conservationists—than Stewart Udall.

"They sound fine," you hear from time to time (or words like this), "but when will the deeds equal the words?"

You hold the answer to the question. *You*. And your friends who share your philosophy about what ought to happen to the natural world in its contest with overdevelopers who would like it to be something else everywhere.

Several obstacles loom between what a Secretary of the Interior may wish to do and what he is enabled to do. Citizens can help him surmount them.

First, he works for a President. Stewart Udall was appointed by the late John F. Kennedy, who came into office by a narrow margin. Whatever his goals may have been, he knew he could do little about them in a single term of office. He must be re-elected. His actions had to be tailored to this requirement, and we may safely assume that they were, because he was an extraordinarily intelligent man. His capacity to understand the conservation need was in itself the kind of thing not likely to appear often in high places. Those of us who met him or who heard his few extemporaneous remarks at the White House Conference on Conservation know this well. We are not likely to forget what was lost when he died.

To get re-elected, you must keep your enemy count low. Conservation makes enemies when you want to save trees an industry has other plans for, or when you want to keep dams out of the best canyons. So what you want to do quickly must be tempered by restraint if you want to keep doing it long enough. You don't take the steps that will make too many instant enemies because you know they'll be your last political steps if you do.

If you are a Secretary of the Interior you must be fully aware of your President's tactical situation in the real world of politics.

Second, you have to work with a Congress. The finest of dreams can be jolted by a hostile Congress, even by one or two members of Congress who hold hostile views. If you have been a more or less junior member of an Interior Committee and are suddenly catapulted into a position more exalted than your chairman's, you could be in trouble. It would take a very tolerant committee chairman to quickly accept you in your new role, especially if you started trying to throw your rank around.

If, moreover, your whole program depended upon appropriations—and there isn't much the federal government can do without money—then you had better mind your manners with the chairmen of the Appropriations Committees, House and Senate, and especially with the chairmen of the subcommittees

on Interior Department Appropriations. In our way of government, appropriation committee chairmen have enormous power. It is so great that their constituents, to exploit that power, send them back to Congress again and again. The resulting seniority is a most pervasive force. You can stand on your principles, but if your stand alienates those chairmen, your principles are not likely to save much out on the land, however nicely they might read in your biography.

If the appropriation chairman is from your own state and happens, for example, to be particularly fond of reclamation projects, then you may really be in a box if you don't like certain reclamation projects, even though the sponsoring bureau



is supposed to be under your direction. The bureau can persuade the senator, or otherwise encourage him to require, that your entire budget be in peril if you put obstacles in the way of reclamation.

If there is a cabinet officer of equal rank, some of whose lands logically ought to be in your department's jurisdiction and you offer nothing in exchange, you're in a different kind of trouble. That's a still longer story.

All these troubles will become increasingly destructive and nightmarish, unless we, each of us, take pen, telephone, or calling card in hand in great numbers, and to the best of our ability support the Secretary's dream. Unless we do this and encourage President Johnson to believe the dream is important to America, our own dream won't make it.



## Sierra Club Bulletin

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... 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: *Lake Ann from trail to Heather Pass, Northern Cascades, Washington, by Philip Hyde.* Back Cover: *Chirawawa Mountain and meadow above Lyman Lake, Northern Cascades, by Philip Hyde.* The cover quote is from a Sierra Club film on the Cascades. Both photographs and text will be included in the forthcoming Sierra Club book, *Wild Cascades*.



## Commercial Fill vs. Natural Beauty

# *The Disappearing Bay*

By Cicely Christy

CALIFORNIANS AND VISITORS alike think of San Francisco Bay as one of the world's most beautiful harbors, a fitting entrance to a magnificent state. Statistics give the bay 435 square miles of water (two-thirds of it is less than 18 feet deep) and 276 miles of shoreline, and tell us that the fish and wildlife resources of the bay mean \$80,000,000 yearly to the commerce and recreation of the area. These are resources that will renew themselves year after year if only man will allow them space and clean water in which to live. Space and clean, shallow water refreshed by the tide . . . how much remains?

The story of the bay in miniature could be seen on a calm December morning in 1963 at the foot of the San Francisco-Oakland Bay Bridge in Oakland. In the curve of the freeway a dozen avocets stand motionless, their black and white wings perfectly reflected in the still water. Near them on the marsh is a

brown and white carpet of sanderlings oblivious to the rushing traffic a few yards away. Wading birds hunt along the edge of the mudflat, and offshore are hundreds of diving ducks. This corner was for years so polluted by sewage that no life could survive, until the East Bay cities sensibly taxed themselves to build a central treatment plant. Now the water once again has oxygen enough for fish and the birds follow the fish. Willows and reeds provide cover; there is even a fresh-water pond hidden in the bushes, and wildlife is at home in a stable environment.

For how long? Over the heads of the birds a surveyor's crew is sighting along the mudflats. Industry is invading the tidelands all along the east shore, and a short distance north of the bridge Emeryville has already thrust a long finger of fill into the bay. Soon there will be no room for fish or birds.

North of the San Francisco-Oakland

Bay Bridge, as far as Point Richmond, is a crescent of shallow water as much as three miles wide that is a valuable spawning and feeding ground for fish. The U.S. Fish and Wildlife Service report on San Francisco Bay, October 31, 1963, lists thirteen species of fish, from salmon to sand-dabs, that depend on shallow or shoal water for part of their lives. Five cities, all members of the East Bay Waterfront Technical Planning Committee, front this part of the bay, but only Berkeley has up to now curbed its original plans to fill as far as deep water. Richmond expects to fill all the tidelands between Albany and Point Richmond. Brooks Island, empty but for wildlife and Indian mounds, is likely to be leveled for fill. Attractive Point Isabel was flattened in a few days some years ago to make room for industry.

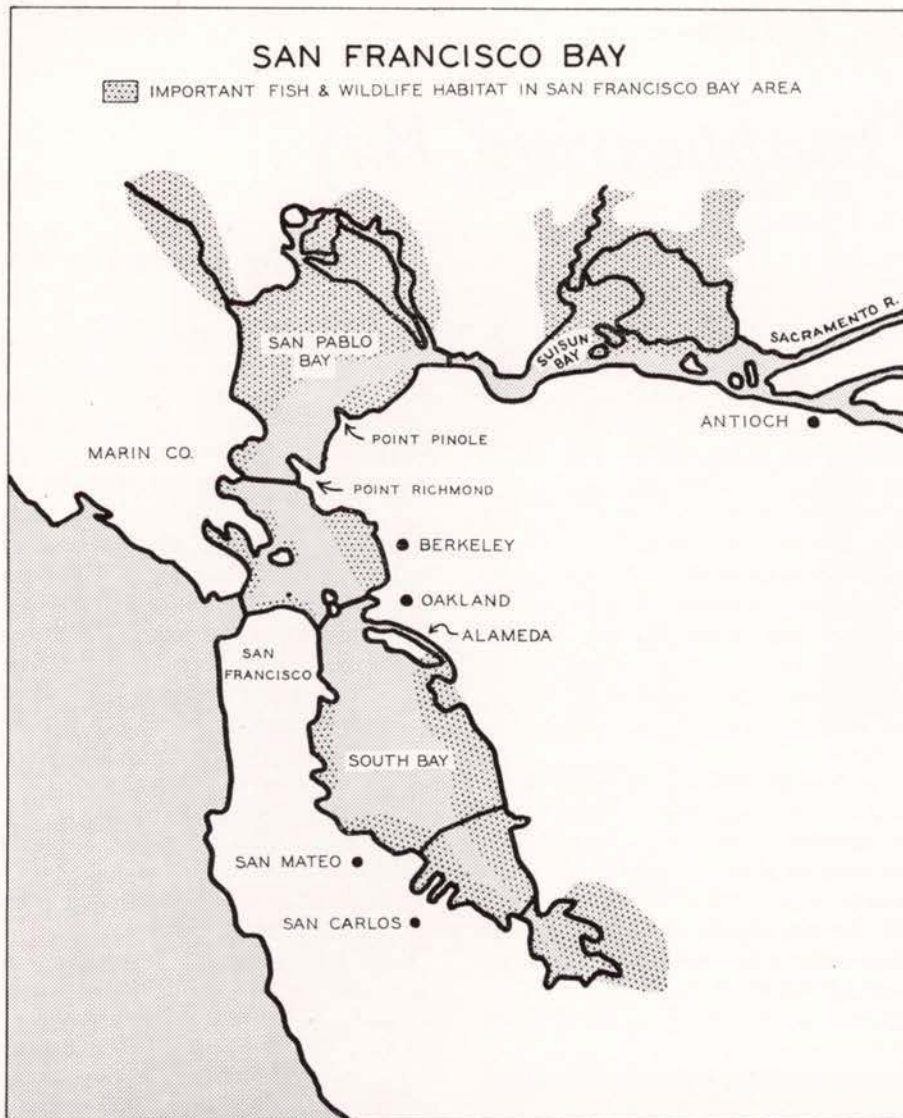
Point Richmond and the headland at the entrance to San Pablo Bay were once pleasant places for a drive or a picnic, but they are now part of an industrial development with no public access to the shoreline. Oil refineries are often a major source of pollution, although recently, both willingly and through agency regulations, the oil companies have started corrective action. The Richmond refinery of Standard Oil of California informs us that it has spent several million dollars in recent years to prevent pollution and meet requirements set for it in 1961 by the Regional Water Pollution Control Board. In San Pablo Bay itself, Point Pinole has a fine grove of trees sheltering a beach. Efforts were made to buy it for a county park but the point is being sold as the site for a steel mill.

The entire north side of San Pablo Bay is another area of shallow water and



*If real estate developers have their way, this cove near China Camp in Marin County will become another nondescript subdivision. All photographs by Robert J. Tetlow*





*Of the important fish and wildlife areas indicated on the above map, almost all are privately owned and under constant threat from development, reclamation projects, or pollution. Map by Alan Macdonald*

marshes of great importance to fish and wildlife. An application was made in October, 1963, for a permit to build docks at the mouth of Petaluma Creek. Dredging and filling of marshland, with much damage to wildlife habitat and to the scenic attraction of the Black Point area would follow such construction.

Suisun Bay, east of San Pablo Bay (both are usually considered parts of San Francisco Bay), has immense value as a feeding and wintering ground for wildlife. An important threat to all of San Francisco Bay will originate here if, as part of the California Water Plan, the San Joaquin Valley drainage canal discharges its polluted irrigation water into Suisun Bay at Antioch.

On the Marin County shoreline of San Francisco Bay, the threat is to scenery as much as to wildlife. Hills are being cut down to fill bays, marinas are being projected from a beautiful shoreline, picturesque inlets are being filled. Richardson's Bay is typical. There, so many submerged lots are in private ownership that if owners are permitted to develop their land, the bay will soon shrink to a flood control channel.

There is still some valuable habitat for fish on the north side of Angel Island and around the shores of Sausalito and Tiburon. The strong tides bring food in abundance and in early spring the herring come here to spawn among the seaweed on submerged rocks. Across the

Golden Gate in San Francisco itself, filling of the original harbor took place so long ago that tall buildings stand where the Fortyniners anchored their ships.

South of San Francisco the shore of the peninsula has a sad history and a gloomy future. Candlestick Cove, below Brisbane, was once an attractive small bay, but now receives the garbage of the city of San Francisco. Since the cove is almost filled, Brisbane may extend the dump east of the freeway into the bay itself. The airport demands more and more space for the big jet planes and there is a plan to cut down part of San Bruno Mountain for fill. This would not only be a scenic loss but would probably cause a severe increase in wind in this area.

Only a comparatively narrow channel in the center of the South Bay is too deep to fill and since county boundaries extend to the center there are huge stretches of land covered by shallow water in danger of reclamation. In San Mateo County, various city governments and private owners want to reclaim about 23 square miles of this land. This part of the bay has already been reclaimed extensively. Many old-timers remember that tidal marshland extended to the edge of El Camino Real at San Carlos only thirty years ago. There is in this picture, however, one bright spot, a tribute to the efforts of the Audubon Society. It is a section offshore in San Mateo County that through a lease agreement with the owners, the Ideal Cement Company, is set aside as a wildlife preserve.

Because no large rivers enter the southern end of the bay, the water there is particularly subject to pollution and fish are scarce. The tide, therefore, is all-important in cleansing the water and preventing siltation. Each reclamation project that reduces the tidal flow also reduces the quality of the water. This part of the bay was once famous for oysters, but pollution killed the industry years ago. If that pollution were ended, those oysters might return, although changes in other conditions make that return uncertain. The quality of the water in the southern end of the bay has improved somewhat in recent years and as the cities gradually control their wastes, fish slowly return to this part of the bay.

Migratory birds are still abundant on





*Mud, thick and deep, like this tideland mud off the Alameda shore, contains abundant food for shorebirds.*

the marshes and salt pans in the South Bay. The maintenance of their habitat in that region offers preservationists a major challenge. Indeed, we are obliged by treaties with Mexico and Canada to protect birds that come down the Pacific Flyway to winter or feed in passing on these tidelands. The Audubon Society has extensive leases there with the Leslie Salt Company with agreements to post and patrol the pans and marshes. The future of the area's salt industry, however, appears to be doubtful and new industrial and housing projects press closely on this valuable waterfowl habitat.

There are many plans to reclaim more tideland along the eastern shore of the South Bay. Recent maps, compared with those of 20 years ago, show the extensive areas of land that have been reclaimed for the Oakland Airport, around Bay Farm Island, and in the offshore area near San Leandro. Near Bay Farm Island, however, there are still large tideland areas famous for huge flocks of shore birds—but the feeding grounds are fast disappearing as larger housing tracts are developed. Another 900-acre section of this tideland has just been sold. In Alameda, a subdivision was built into the bay along the entire length of the island's southern shoreline, leaving the attractive old waterfront homes nearly one-half mile inland. As compensation for this loss, the public gained access to a beach on the new waterfront.

We have travelled around San Francisco Bay and are back at the San Francisco-Oakland Bay Bridge. In all the 276 miles of shoreline only about five miles are now owned and used for recreation

*A small boat marina, for the moment incongruously surrounded by Marin County pastureland, will soon be encircled by a residential development.*

by the public. Yet we still have not begun to answer the question: How do we save what remains? A principle reason why the efforts to answer that question have been so unsuccessful is the absence of a central authority with power to plan and control reclamation, or destruction, of San Francisco Bay. Nine counties, with their many cities and private owners, make separate plans, or none at all, for their own shorelines. An attempt to place an immediate moratorium on filling the bay while proper plans were developed was shelved by the California Legislature in the present (1964) session. Instead, legislation has been recommended to give responsibility for planning and control of the one-fifth of the Bay shoreline granted to cities and counties by the state to the Association of Bay Area Governments (known as ABAG), which represents a nine-county area. Since the Association depends on voluntary agreements rather than state law, however, there are many who think that such an arrangement will be little better than the present one.

Until that central authority is established conservation organizations must do what they can to publicize the danger

and educate the public, for in the long run any control depends on public understanding of the consequences of filling the bay tidelands.

What plankton is to the ocean, and grass to life on land, so the organisms of the mudflat are to shorelife. A biologist recently gathered a two-pound coffee can of bay mud and counted forty worms in that can, abundant food for wildfowl. The mudflats and shallow waters of the bay are the nursery of many of the fish that are caught in such abundance outside the Golden Gate and up the inland rivers of the state. Cover the mud, tidy it up with neat rock walls built at the edge of deep water, drain the marshlands, and neither fish nor fowl can find home or food. If by filling the shallow water area we reduce the tidal flow, the cleansing process that is now done free for us by the ocean must be done, if it can be done at all, by taxpayers who will have already lost fish, wildlife, and much of their famous scenery.

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A member of the Sierra Club since 1938 and a life member since 1939, Cicely Christy has been an active participant in club conservation activities for many years and has served on the staff of the Bay Chapter *Yodeler*. For the past thirty years she has lived within sight of the Bay in whose defense her article is written. She suggests that those who wish to help save what remains of the Bay's esthetic and natural resources can write to: Save the Bay Association, P. O. Box 925, Berkeley 1, California.





## The Central Utah Project

By William B. Morse

THE EASY RECLAMATION and power projects having long since been constructed, only the complicated remain, and the Central Utah Project is a monumental example.

A vast complex of dams, aqueducts, reservoirs, and power plants will divert water from the upper Uinta Basin in the Colorado River drainage to the Bonneville Basin near Provo for irrigation, industry, and municipal water supplies. The effects on fish, wildlife and recreation will be major—some good and some bad.

The project was authorized as part of the Upper Colorado Storage Project in 1956, and small segments are already in operation. So the project cannot be defeated in Congress except through defeat of its appropriations—an extremely difficult accomplishment for conservationists in the face of the project's day-to-day support by the Bureau of Reclamation. Conservationists and public agencies can, however, insist that steps be taken to minimize damages and, where possible, to provide substitute wildlife and recreational values.

The Central Utah Project is the only major chance the State of Utah has to utilize its share of Colorado Basin water,

and therefore citizens of the state and the state government firmly support it. Only recently have the citizens of Utah seriously questioned the plan's effects on wildlife.

The Forest Service a short time ago issued a report called "Central Utah Project," a multiple-use analysis of the project's impact on national forest management. This report has alerted some local citizens and groups to the potential losses they face from the project and has created more interest in it than has ever been expressed before. Detailed Bureau of Reclamation plans had not been issued as of March 24, 1964.

There are four main steps in the trans-basin diversion section of the plan:

1. Water is collected from six streams running south from the Uinta Mountains, and transported by conduit, siphon, and tunnel westward to a greatly enlarged Strawberry Reservoir.

2. This water then moves by tunnel through the Wasatch Mountains and down the Diamond Fork by a complex of powerhouses and regulating reservoirs.

3. Next the water is moved north and south in the Bonneville Basin—some directly and some by exchanges (the new water supplies old downstream commit-

ments and permits new upstream withdrawal) to simplify distribution from the Provo River and Utah Lake.

4. Two major bays in Utah Lake are to be dyked and drained to reduce evaporation losses and increase farm land.

This is only the project's initial phase, now under detailed planning. The ultimate phase, on which preliminary planning has just started, will intercept many more streams in the eastern part of the Uinta Basin and will have progressively more adverse effects on wildlife. The extent of these effects can only be the subject of conjecture until detailed plans of all phases are available.

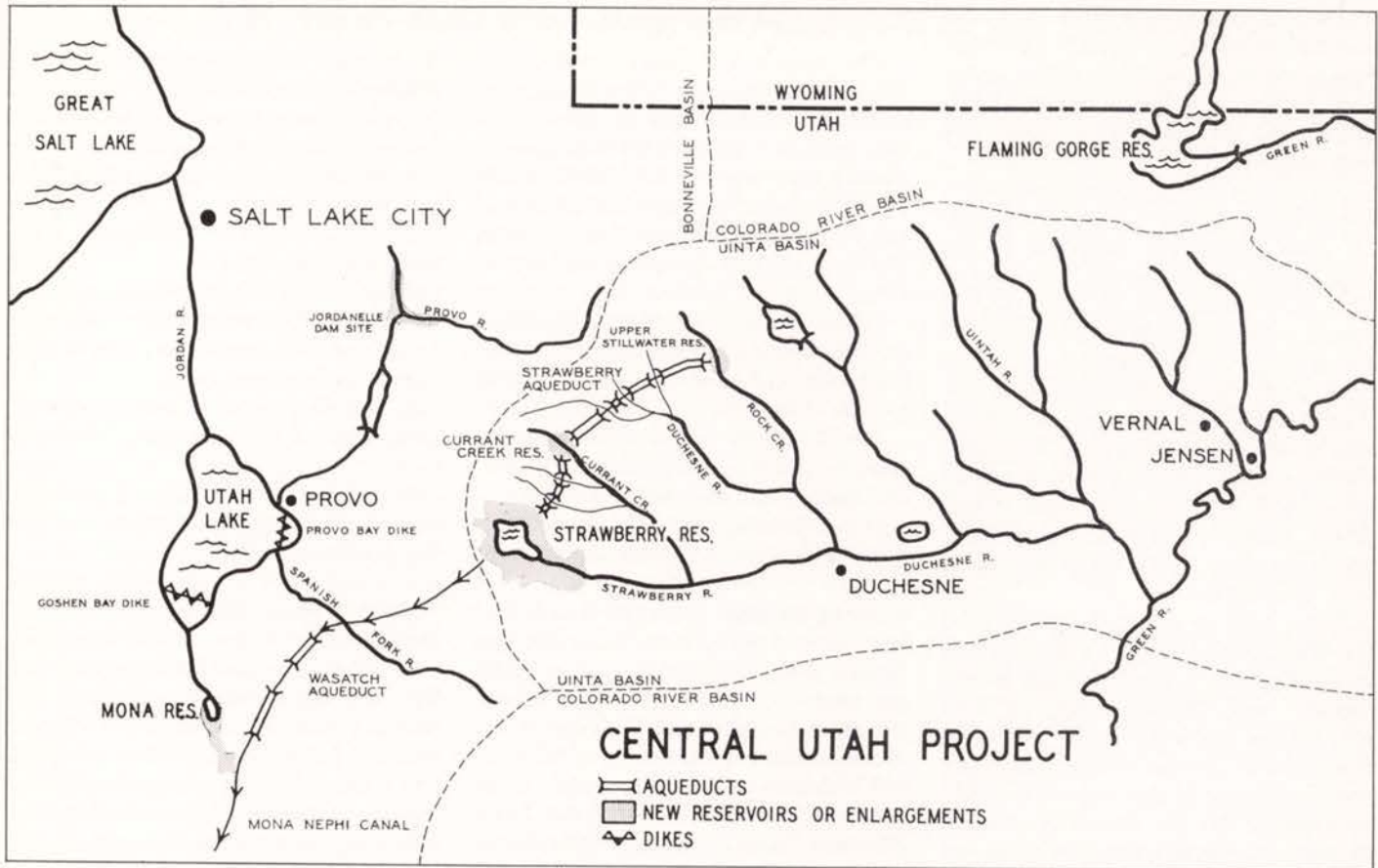
Step One will entail collecting about 130,000 acre feet of water from the six streams, including Rock Creek and the West Fork of the Duchesne River, two of the best fly-fishing streams in Utah. All are accessible by road and trail, and the better fishing portions lie within national forest boundaries. Reclamation plans call for as complete a diversion as possible; in effect, all flow of the streams will be diverted. The Forest Service has asked for a total release of 29,430 acre feet of water (41 cubic feet per second) for "minimum stream flow rates essential to year-long preservation of fish habitat." The request of the Fish and Game Commission is larger because it is required to consider downstream flows below national forest lands. For example, the Commission wants 25% more water (five cubic feet per second) on Rock Creek than the Forest Service asks for. The Commission request also includes 75 cubic feet per second on the Duchesne River, all of which is outside national forest boundaries and would not benefit from the Forest Service request.

Not all the water flow asked for by the Forest Service will be used specifically for fish. Of the 29,430 acre feet requested, 7,295 must be released to honor



*Strawberry Reservoir, in the distance, will be tripled in size to cover most of the flat land in the center of the picture. Photographs by the U. S. Forest Service.*





The Central Utah Project is the largest participating project in the Colorado River Storage Project. Its initial phase will cost more than \$280 million and has four units. Planning for this phase should be completed this summer. Map by Alan Macdonald.

existing downstream water rights; another 5,000 acre feet is the amount the Bureau of Reclamation has already agreed to release for fishery maintenance. This leaves a balance of 17,635 acre feet needed to fulfill the Forest Service request. More than double this amount would be needed to fulfill the Fish and Game Commission request.

The Bureau of Reclamation has been adamantly opposed to any releases above the 7,295 and 5,000 acre feet that are committed. Its officials say granting the Forest Service request for an extra 17,635 acre feet would make the project economically unfeasible. It is a borderline project if this is true, and leaves no doubt about the fate of the larger Fish and Game Commission request.

Yet even if the largest requested releases can be obtained, the streams will be greatly changed and reduced in size. About 33 miles of streams on the national forest and 62 miles off the forest will be adversely affected.

Water from these streams will be diverted into the 36.9-mile Strawberry Aqueduct, to which two new reservoirs

will be added, allowing a new fishery to develop where none now exists. One of these reservoirs will be on Curren Creek. It will not be constructed for storage but to provide a method of moving water that is cheaper than a canal system. Since fluctuation on this reservoir should not exceed 4 feet, this will be, in effect, a lake and will probably provide excellent fish habitat. The longevity of a good reservoir fishery, however, is often uncertain. As the minerals leach out of the soil, fish food declines and the number of fish decreases.

Strawberry Reservoir, presently one of Utah's more popular fishing spots, will be enlarged by the project from a capacity of 270,000 acre feet to 700,000 acre feet. The effect of this on the fishery is not known; however, the deepening of the reservoir should prevent the periodic winter kill of trout that now occurs—provided the new depth isn't drawn off

*William B. Morse is Northwest Field Representative for the Wildlife Management Institute, Washington, D. C. His headquarters are in Portland, Oregon.*

in winter. A downstream release of water from this reservoir has been requested to maintain a fishery in the Strawberry River.

One improvement is possible with an enlarged Strawberry Reservoir. The existing impoundment is under complete control of the Strawberry Water Users Association. Existing recreational facilities there have been installed by other agencies and are far from adequate. The Department of Fish and Game pays the water users \$1,000 a year for public access to this reservoir, originally constructed with public funds. The new reservoir will touch national forest lands and if sufficient peripheral land can be acquired as requested, access and modern recreational facilities can be assured. These same facilities are also requested for other reservoirs in the plan.

The second step of the project is diversion of water from Strawberry Reservoir by a 6.5-mile tunnel through the Wasatch Mountains to Diamond Fork, a branch of Spanish Fork River drainage in the Bonneville Basin. There it will pass through three powerhouses and a



major re-regulating reservoir with a total installed capacity of 133,000 kilowatts. Few recreational facilities will be developed on this site, but provision of fish barriers at the Strawberry outlet has been requested.

The Forest Service is also requesting continued operation of the existing tunnel from Strawberry Reservoir to the west side of the mountains to release at least eight second feet of water down a stream called Sixth Water, hoping that a long lost small trout stream can be rehabilitated. Sixth Water drainage is now a scoured channel for transbasin diversion of water from Strawberry Reservoir. Under project plans, a new diversion tunnel will be constructed, and if sufficient water and stream improvement are in the plan, Sixth Water will again be a trout stream.

Water will be diverted southerly by the Wasatch and Mona-Nephi canals to areas of needed irrigation. These canals, together with the accompanying road net, will be barriers to deer migrating from summer to winter ranges. To insure the continuance of this migration, it will be essential that the canals be covered, at least in critical areas. The Fish and Game Commission is requesting this.

The Provo River lies entirely within the Bonneville Basin, yet some developments on it are a portion of the project. Operations of the large new Jordanelle Reservoir will permit exchanges of water use between Utah Lake and the Provo River, but at the same time it will probably do substantial damage to the fishery in the Provo River. Use exchanges, however, will enable the Forest Service to

## What the Central Utah Project Will Do

The project will divert 135,000 acre feet of water from the Uinta Basin, generate 133,000 kilowatts of power, provide new or supplemental irrigation to over 130,000 acres of land, and provide 79,000 acre feet of water for municipal and industrial use. Supplemental irrigation will also be provided within the Uinta Basin.

It will also severely affect fisheries on six trout streams, present barriers to deer migration, and eliminate 5,000 acres of waterfowl habitat.

It will provide new or enlarged reservoirs for boating and fishing and stabilize several high mountain lakes.

It has held up reclassification of the Uinta Primitive Area, and its ultimate

phase may have involvements with a Wilderness Area boundary.

To eliminate or reduce the damage, conservationists are insisting on:

1. Water releases requested by state and federal agencies.
2. Enhancement of fisheries by stabilizing the high lakes.
3. Provision of public lands and recreation facilities on the new reservoirs.
4. Covers on canals where they are a barrier to big game migration.
5. Replacement of waterfowl losses in Utah Lake by development of a new marsh.
6. Critical and continuing examination of plans for the ultimate phase of the project.

stabilize 14 high mountain lakes that have been used to store water for this system. They will become lakes again, not reservoirs, and have a high fishery and recreation potential. This can be one of the project's net gains.

The fourth phase of the project is the development proposed for Utah Lake. This very large, shallow, valley-bottom lake has some excellent waterfowl habitat, and a good fishery for channel catfish and walleye-pike. The plan proposes that two large bays be dyked and drained. The first of these, Provo Bay, is in wet years an excellent waterfowl marsh. In the fall of 1963, it was bone dry, owing to several low water years and the construction last year of a drain canal built to salvage all the available water for irrigation below Utah Lake.

Dyking Provo Bay will provide complete drainage on about 8,400 acres. This land will then be used for irrigation farming. Although the marsh water-level fluctuates, it provides 5,000 acres of excellent duck habitat in most years and excellent winter cover for pheasants. Existing waterfowl use on Provo and Goshen bays is over 5,300,000 duck days per year. It is estimated that there are 6,000 days of hunter use annually on these bays and a cash outlay by hunters of almost \$155,000 a year. The Game Commission believes that this loss can be recovered if funds are authorized to purchase land and develop a large, managed waterfowl area in South Bonneville Basin. To do this, of course, water would be needed.

Goshen Bay, which is much larger than Provo Bay and is primarily open water, will be drained to reduce Utah Lake evaporation losses, averaging almost four feet per acre per year. Over 25 miles of shoreline fishing area, as well as spawning areas for channel catfish, will be eliminated by dyking the two bays. Artificial reefs are being requested to alleviate this loss.

Although other phases of the Central Utah Project will have additional minor effects, the phases discussed are the most damaging and are the ones that the Utah Wildlife Federation, the Forest Service, and the Game Commission are striving to alter. If their requests are granted, some problems will be solved. If they are not granted, fish, wildlife, and recreation resources will suffer a major blow.



*In the ultimate phase of the Central Utah Project, this fine trout stream, Whiterocks River, will be dried up.*

*(Continued on page 17)*



# America — It's a Wonderful Place to Drive

WASHINGTON, D.C., March 4.—Press conference. "Ladies and gentlemen, the big wheel of the United States."

"Thank you. Please be bucket-seated. We'll go right to questions."

## Wheels in the Redwoods

Q. Will you tell us, Mr. Wheel, why you have not opened these press conferences to live television?

Is it, as some have said, because you are uncertain how well your image will project to the American motorist through this vital medium?

A. No. The fact is that I am still waiting for delivery on a late 1964 image, and as soon as it comes through I will start projecting it. As you know, I had been using an old 1963 image that didn't have much pickup and burnt a lot of oil. My wife has taken that one and I have the new one on order. Let me add that the wheel intends to cooperate fully with the vital medium in the struggle against peace of mind.

Q. On that point, sir, your war-on-beauty program has hit a snag in California where the Concrete Corps wants to wipe out the redwoods for an expressway. How do you answer these Peace-of-Mind Marchers who say that the redwoods are more valuable than limited-access concrete?

A. I can only regret that many decent, respectable motorists have let themselves fall dupes to the Peace-of-Mind movement. These trees they are talking about are 2,000 years old. Why, that's as obsolete as the Model T. The Peace-of-Mind Marchers talk about sitting under the redwoods and listening to the rustle of eternity. Nonsense, America must move wheels. The American motorist doesn't want to listen to the rustle of eternity. He wants to meet it head-on at 70 miles an hour.

## Effluvium on the Rise

Q. Are you at all worried about these charges that your war-on-beauty program is turning the country into a junkyard?

A. That is sheer propaganda inspired by the Anti-Mobilists.

Q. You deny the "junkyard" charge categorically?

A. Gentlemen, in a country that must move wheels, a certain mechanical efflu-

vium is inevitable and I regret it. I would be delighted if these millions of useless old cars could be flushed into the rivers and forgotten, but the rivers are already overloaded with household and industrial garbage. Let's face the facts—this is the greatest garbage-producing nation in history. Our great garbage productivity is a symbol of our strength and we ought to think of it with pride rather than shame. America must move wheels to prevent its enemies from closing the garbage gap.

## Why Wheels Must Move

Q. Sir, there are reports that you have been reviewing the urban destruction program. Can you confirm this?

A. Yes, I have had the great paver go over the program and we have decided that there are several cities that will not have to be totally covered with concrete. Here in Washington, for example, we have decided not to take expressways directly through the Lincoln Memorial and the Capitol. We will go under the Memorial and across the Capitol lawn. We felt that while the American motorist wants to move wheels he would prefer

to have a few inspirational landmarks standing on the horizons to remind him of the glories of mobilism.

Q. Your opponents in the coming election, sir, are charging that you have lost untold millions to pedestrianism by not pressing guerrilla action against subversive builders who are still, in many cases, laying sidewalks —

A. My opponents should realize that this is a very difficult war, and we fight it in many ways. Sometimes we have policemen stop infiltrators caught on the sidewalks after dusk. Sometimes we condition children to taunt playmates seen walking the sidewalks to schools or stores. Yes?

Q. Sir, why must America move wheels?

A. Because this world is filling up with unpleasant people who envy us and want to take over this country. We want these people to say, "America—it's a wonderful place to drive, but I wouldn't want to stop there."

RUSSELL BAKER

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## John Muir Commemorative Now Available

On April 29 a 5-cent multi-color postage stamp commemorating John Muir was issued from Martinez, California,



the site of the Muir home where Muir did much of his writing. Muir grew up on the wilderness frontier of Wisconsin and came to California in 1868. He early recognized the importance of saving some of the primitive grandeur he found in California in such abundance. In 1892, with the assistance of other prominent Californians and a charter membership of 182, he founded the Sierra Club, which has since grown to a membership of almost 25,000. Muir served as the club's first president until his death in 1914, leading its pioneering efforts to explore, enjoy, and preserve the Sierra Nevada and other wilderness areas.

Among his many contributions toward the defense of America's natural scenic heritage, Muir was responsible for persuading Teddy Roosevelt to save a sizable segment of California's giant Sequoias—largely preserved in Yosemite and Sequoia-Kings Canyon national parks. It is fitting that the organization Muir founded should now have as a prime project the saving of a sister species—the coastal redwoods of California.





*A California Condor, with a wingspan that suggests its Pleistocene Age ancestors, soars over Southern California mountain country (left). For perching (below), the condor needs steady places, easy to reach or to leave by air. All photographs by Carl B. Koford, author of The California Condor, Audubon Society, 1953.*

## Condors and Wilderness

By Fred Eissler



SOME OF THE most rugged mountains in North America are less than fifteen miles from the nation's largest megalopolis—the Los Angeles complex. A proposed Forest Service road, some conservationists fear, will connect the two, permitting mechanized civilization to intrude upon the wildness of the coast range back country and endanger the last giant California condors. For it is here, among the remote crags and caves of the Los Padres National Forest north of Santa Barbara that the less than 60 survivors of the once flourishing condors have their last refuge.

The key area in the crisis is the Sierra Madre Ridge. Presently impassable to automobiles, the low-standard dirt road running down the ridge would be reconstructed as a through road joining state Highway 166 and U.S. Highway 399.

Lines of disagreement are clearly drawn. Ornithologists assert that the proposed road is directly below one of the great vultures' essential flyways. If construction of the road is permitted, the birds would be pushed farther into the corner of their already small habitat by the machine noise, wanton shooting, and other forms of disturbance a thoroughway is likely to bring to the area. This threat is especially critical since the



road would pass close to the Sisquoc Falls Condor Sanctuary, a vital roosting and watering site for the birds and one of the two areas set aside specifically for their use and protection. Conservationists point out that the nation's legal and moral obligation to save the condor is underwritten by the treaty of the 1942 Convention on Nature Protection signed by the United States, and by United Nations' recognition of the condors' survival as "a matter of international concern."

The Forest Service insists that a redeveloped road over the mile-high ridge is necessary for fire protection and would become a superb scenic drive. Protective measures along the existing route, however, have prevented fires in the past forty years, and the unmanageable big burns, according to the Forest Service's own fire maps, occur along public roads. Conservationists ask what effect this road will have on the nearby San Rafael Primitive Area.

The public has urged that construction be postponed pending completion of two studies. The first, an Audubon field study of the condors, is scheduled for completion late this year; the second, still in the proposal stage, is for a survey of the recreational carrying capacity of the San Rafael Primitive Area. Only if these studies show beyond reasonable doubt that the proposed road will not threaten either the condors or the wilderness can conservationists relax their vigilance. In response to public concern, the Forest Service has taken an encouraging step. On March 22, it announced that road construction scheduled to start this spring has been deferred "pending further on-the-ground studies."

Most conservationists are not reassured by evidence now available. According to the wilderness section of the ORRRC (Outdoor Recreation Resources Review Commission) Report to Congress and the President, wilderness accessible by public motor traffic and within a day's travel of large metropolitan areas, is subject to damaging impact. The report specifically urges "the exercise of restraint in locating, improving, and extending motor approach roads to wilderness boundaries." Coming as no surprise to many is the Commission's testimony "that an overemphasis on recreation use and construction of developments to accommodate more users exists among agencies administering wilderness areas." The Report concludes that millions of acres of spectacularly beautiful country are accessible in the West where scenic drives and mass recreation can be enjoyed without infringing on disappearing wilderness.

Meanwhile, the condors, a living link to the distant epochs of the Pleistocene, majestically soar above the area of controversy. This largest land bird in North America, with a wing spread of more than nine feet, knew the Los Angeles basin when saber-toothed tigers and mastodons, drinking at the shallow pools that covered the LaBrea tar pits, became hopelessly stuck. The giant condors ate their fill of the decomposing carcasses and in turn were trapped. Some of their fossilized bones rest in museums where their descendants may also soon be exhibited if the delicately balanced forest ecosystem that has enabled them to survive is not maintained.

There is every indication that expansive wilderness is essential to the survival of the condor. The threat to that survival is implicit in a cold statistic: for the last four decades, big national forest wilderness has been lost at the rate of a million acres a year—a fact documented by the special ORRRC Report on Wilderness and Recreation.



*Sisquoc Falls in the Falls Canyon Condor Sanctuary, one of the two condor roosting areas in Santa Barbara County, California.*

Should a comparison with the mechanical be appropriate, it might be said that the rare condors require ground and flight facilities more specialized than an aircraft. Ornithologist Carl B. Koford, in *The California Condor*, the definitive reference on this species, observes that the birds follow regular flight lanes, such as the one above Sierra Madre Ridge, where obstruction currents help them soar. Among their special needs are areas with enough open space for take-off after eating; watering sites, preferably at the brink of falls, that provide updrafts to help them become airborne; caves with suitable air approaches that will also protect the birds from storms and direct sunshine; and roosts in dead conifers, bare of branches that would hamper their lengthy wings. Koford writes that there are "few areas which satisfy the requirements of condors for flight, in addition to those for feeding, nesting and roosting." He concludes, "The maintenance of the remaining favorable areas in their present state is of prime importance to the maintenance of the species." The fact that the entire condor population lays only about ten eggs a year and that the hatching and maturation of those young depends on the wildness of these "favorable areas" underscores the importance of preserving them.

To check the public temperature raised by its road building proposal, the Forest Service held an open meeting this February in Santa Barbara. More than 120 people attended, the majority indignant over the road plans. An unresolved debate flared up when witnesses called for a hearing in which the Forest Service would not assume concurrently the roles of prosecuting attorney, judge, and jury, in a matter so significant,

A perceptive spokesman defined the broadest implications of the crisis when he recalled the story of another great bird, the giant albatross in Samuel Taylor Coleridge's "The Rime of the Ancient Mariner." The mariner inhospitably shoots the albatross, a bird of good omen that has been following his ship. Rebelling against this desecration, the spirits of nature cause the crew to die and the ship to sink. Only then does the mariner discover the values of reverence for wildlife and his dependence on all of nature, a message that he is required to teach for the rest of his life. Clear to the audience was the point that the poem speaks even more poignantly to the predicament of mod-





*Condor roosts, such as this rock wall cave, must be high above the ground and protected from strong wind and direct sunshine.*

ern man, whose margin of time to learn reverence has diminished rapidly.

Out of this controversy emerges a critically important lesson upon which depends the survival of the vanishing wilderness and the threatened condor. In his study, Koford paraphrases a 1937 letter written by Dr. Joseph Grinnell to an ornithologist who was even then pessimistic about the survival of the condor.

Of course the condor was doomed, Dr. Grinnell said, "if human attitudes toward it did not change and if nothing were done," but, he added, one could also say, regarding certain attitudes and actions, that the human race was also doomed.

There can be no question that citizen concern about the California condor is spreading and intensifying. State Senator Alvin C. Weingand has urged the California Senate Fact Finding Committee on Natural Resources, of which he is a member, to hold a public hearing. Committee Chairman Fred Farr of Monterey indicates that such a hearing will be scheduled at Santa Barbara some time in June or July.

*Sports Illustrated*, in "A Death Road for the Condor," an article in its issue of April 6, carried a powerful indictment of bureaucratic insensitivity. Editors are speaking up and more are being asked to express their views. Also, it is understood that Secretary of Agriculture Freeman is giving the condor question his personal attention.

Individuals should send their letters on the proposed Sierra Madre Ridge road to William Hansen, Supervisor, Los Padres National Forest, Federal Building, Santa Barbara, California, with copies to Charles Connaughton, Regional Forester, 630 Sansome Street, San Francisco 11, California, and to Secretary Orville S. Freeman, Department of Agriculture, Washington 25, D.C. They should also urge their Senators and Congressmen to examine the issue.

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*Fred Eissler is a Sierra Club Director and a member of the local Audubon Society in Santa Barbara, California, Mr. Eissler's home and the city nearest to the condor sanctuaries.*

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## Washington Office Report

By William Zimmerman, Jr.

WASHINGTON, D.C., April 22, 1964—This is the time of year when Washington is full of unfinished business, both administrative and legislative. If I make forecasts, these must be read as mine, personally. They are based on conversations with administrative officers and members of Congress, but even then, they require some guessing.

### ADMINISTRATIVE MATTERS:

**Olympic Park beach road.** Area Redevelopment Administration (ARA) asked the new Bureau of Outdoor Recreation to make a survey of the two northwestern counties of Washington. Unfortunately the field report was leaked to the press; it recommended construction of the beach road. Neither the Director of the Bureau nor the Secretary of the Interior has reviewed the report, which says in substance that if these areas are to realize the maximum potential recreational values, a road north and south will be needed, because the people who would use the area live south of it, not to the east, which is already served by an all-weather road along the Strait from Port Angeles to Neah Bay. The report is now before the Director of the Bureau of Outdoor Recreation for review.

**Protection of the Condors.** Although the opponents of the Sierra Madre road have not won the war, they have achieved a truce. The Forest Service and the Secretary of Agriculture will review the findings and recommendations of the Regional Forester. Further, no new road contracts will be negotiated

until after proper review of the McMillan report, which is expected to be ready for consideration by the Audubon Society late this summer. The National Audubon Society, through its president, has given assurances that it will do everything in its power to make a national issue here if the findings of the field staff show that the future of the condors will be endangered.

**Northern Cascades.** Secretary Freeman's review of this situation was disappointing. His letter of March 5, 1964, to Dr. Patrick Goldsworthy was a brush-off. Secretary Freeman said that it is not possible to substitute other timber for the 57,000,000 board feet under contract for 1964. Also, he laid stress on the loss of 500 man-years of work if this cutting should be deferred. My own guess is that the Secretary's decision was made really on legal grounds, on advice from his lawyers that curtailment or stoppage of the cutting would subject the United States to a suit for damages.

Meanwhile the technical reviews by experts in the field seem to have been completed. The inter-Departmental committee at its recent meeting in Washington had all the technical reports before it, but took no action on them. Instead it announced that it would hold another meeting in June, when these reports would probably be evaluated. Then the inter-Departmental committee will be ready to consider the basic questions for which it was established, questions involving the future management of this area. As to the timing of final decisions,



the committee hopes to make its report to the two Secretaries by the end of 1964. In this connection I quote the last sentence of Secretary Freeman's letter to Dr. Goldsworthy: "In January 1965 we will take another look at the situation outlined in my letter to Congressman Pelly as it may relate at that time to the findings or the stage of completion of the North Cascades Study." (An analysis of the technical reports will be carried in the May, 1964, *SCB*).

### LEGISLATIVE PROGRESS

Welcome indeed is the passage by the House of Representatives of S. 793, the **Klamath-Tule Lake Bill**. As passed by the House, the bill no longer includes Section 8, which would have given preference, in the event of water shortage, to irrigation users. Thanks largely to the efforts of Representative John P. Saylor, the bill will now go to conference without this objectionable provision.

Also welcome was the excellent hearing in the House conducted by Representative O'Brien, in the absence of Chairman Tom Morris of the subcommittee, on the bills to establish Fire Island as a National Seashore. With one exception, all the witnesses heard were in favor of preserving at least the minimum 32 or 33 miles approved by the Bureau of Outdoor Recreation and the National Park Service. Several members of Congress from New York, including Representative Pike, testified for the bill. At one time Mr. Pike had been definitely cool to this proposal, but he now spoke strongly for it, incidentally pointing out the complete local agreement on what should be done. Inasmuch as Fire Island is in Mr. Pike's district, Mr. O'Brien, in bringing the hearing to a close, indicated that the subcommittee would probably bring out a bill bearing Mr. Pike's name. This bill is H.R. 7107, which was scheduled to be reported out of the subcommittee on April 23.

Several minor bills have been reported by the full Interior committee, including one for **Ozark National Rivers**, H.R. 1803. The Senate has passed a companion bill, S. 16. Also reported is H.R. 439, by Representative Baldwin, to establish the **John Muir National Monument**. Chairman Aspinall is convinced that these and several similar bills cannot be passed on the consent calendar; he plans to call them up under suspension of the rules.

Most important of the bills reported by the House committee but not yet passed is H.R. 3846, the bill to establish a **Land and Water Conservation Fund**. When this bill becomes law, the funds it will provide will be available for land purchases such as the Muir homestead and along the Ozark Rivers. This is only one reason why the passage of H.R. 3846 is urgent. The bill was reported to the House October 10, 1963, and a request for a rule went to the Rules Committee on January 28, 1964. Both Mr. Aspinall and Mr. Saylor have been heard on the bill by the Rules Committee, but no action has been taken. In a speech he delivered in Washington on February 11, 1964, Mr. Aspinall said, "This bill, or something reasonably like it, is an absolute 'must' in my judgment." There exists considerable opposition to the bill, largely due to misunderstanding. In spite of firm statements both by President Kennedy and President Johnson, there is also reported to be some *sub rosa* fire from one or two federal agencies. I believe, nevertheless, that a rule will ultimately be granted and the bill will pass. If the civil rights debate is ended by that time, the Senate will be in position to act promptly.

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Howard Zahniser, to whom America will forever be indebted for his tireless fight for the Wilderness Bill, died unexpectedly of a heart attack early in the morning of May 5 at his home at Hyattsville, Maryland. He was Executive Director and Editor of The Wilderness Society and the original drafter of the bill, as well as inspirer and participant in all eight Wilderness Conferences held by the Sierra Club, of which he was an Honorary Vice-President. No conservationist could be missed more on the Washington scene, nor could there be a more fitting memorial to his devotion and sacrifice than the passing, promptly, of the kind of Wilderness Bill he shortened his life to secure.—D.B.

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**Wilderness Bill.** The Baring subcommittee will hold hearings Monday, April 27.

The committee has before it 23 wilderness bills, which it has divided into three groups: (1) S. 4, which passed the Senate on April 19, 1963, together with 13 House bills similar or identical; (2) the group typified by H.R. 9070, by Representative Saylor, which incorporates various provisions desired by the conservation groups; (3) the group typified by H.R. 9162, by Representative Dingell of Michigan. It is generally understood that this bill, as well as the identical bills, by Representatives Reuss of Wisconsin, O'Hara of Illinois, and Bennett of Florida, were introduced at the request of Chairman Aspinall, with the understanding that this draft has administration support. In fact, Chairman Aspinall received letters from Secretary Udall, Secretary Freeman, and the Bureau of the Budget stating that these bills would be acceptable to the administration, not as being all that was wanted, but as being the most that could be expected.

As Representative Cohelan and others have pointed out, this draft has some serious faults and omissions. Mr. Cohelan's bill, H.R. 9520, is listed among the 23 wilderness bills, but is not mentioned in any of the three groups listed above. Perhaps the committee intended it in the second or Saylor category.

The committee has announced that individuals and groups which appeared or were represented at the field hearings would not be heard again, but if they have new, additional information the committee would receive it in written form.

**Southwest Water Plan.** As these lines are being typed, Senator Kuchel, with some co-sponsors, has introduced S. 2670, a bill to authorize the coordinated development of the water resources of the Pacific Southwest. My present judgment is that enactment of this bill, or any similar bill, is a long way off. For the moment, the important provision for Sierra Club consideration is that Bridge Canyon and Marble Canyon dams are specifically authorized—at not more than \$750,000,000.

Other bills, pending in various stages, affect the Indiana Dunes, Sleeping Bear Dunes, Rampart Dam, and Oregon Dunes. Perhaps definite information about one or more of these will be available for the next issue of the *Bulletin*. On April 13, Senator Clair Engle introduced S. J. Res. 167, which would require the Atomic Energy Commission to withhold a permit for the construction of a nuclear power plant at **Bodega Head** until it could certify, "with reasonable scientific assurance the geologic adequacy and seismic safety of said site."



# Editors Are Saying

## Redwoods vs. Freeways A National Issue

*The Boston Herald*, February 26, 1964:

"In Northern California near Crescent City there stands the 5,000-acre National Tribute Grove—by far the largest memorial redwood grove in existence.

"Here the centuries old Coast Redwoods tower in all their majestic tranquility, thanks to contributions made by some 4,000 Americans in memory of loved ones lost in World War II.

"The money to establish this fitting and imperishable tribute to those who made the supreme sacrifice was raised by the Save-the-Redwoods League, with the assistance of the Garden Club of America and the Daughters of the American Revolution.

"In accepting the grove for inclusion in the Jedediah Smith Redwoods State Park, the State of California became its trustee in perpetuity.

"Or so, at least, it was supposed to be.

"But now comes the State of California's highway department with a plan to run a freeway smack through the National Tribute Grove. And the State of California's division of parks and beaches, which is the supposed guardian of the redwoods, meekly concurs with this determination.

"Nature's work of more than 1,000 years, and conservationists' work of decades—these are now to be summarily destroyed.

"The engineers protest that the cost of running the freeway around the grove would be prohibitive. Yet who can measure the cost of destroying what took 1,000 years to create? And who can calculate the price of a sacred trust flouted?"

*The Milwaukee Journal*, Feb. 17, 1964:

"Along the California coast the redwoods are threatened by the perils that menace lesser forests elsewhere in the United States—unfeeling highway engineers, snarling chain saws, grumbling bulldozers. . . .

"Not even a state park system is invulnerable. The California Division of Highways now is studying plans which would route two broad freeways through two of the finest redwood parks and doom hundreds of the majestic trees.

"Less than 6% of the original redwood stands now are protected. Outside the parks, redwoods are being cut by the hundreds every day. At this rate it is estimated that all old growth redwoods still in private hands will be gone within 20 years. Even the protected trees can be saved only if park areas are expanded to embrace whole watersheds and provide natural conditions adequate to nourish and preserve the redwood giants.

"The best hope lies in a survey now being made by the National Geographic Society. It may lead to plans for a redwood national park and this is the logical way out of the dilemma.

"The coastal redwoods are not detached from our lives in Wisconsin; their green bounty is part of our national heritage."

Boise, Idaho, *Daily Statesman*, Feb. 7, 1964:

"An organization of nature lovers and 'wildlifers,' the Sierra Club with headquarters in San Francisco, sometimes goes to an extreme, and beyond, with its crusades and projects.

"But it is currently enlisted in a campaign which appeals to common sense and that is well deserving of serious attention and active support.

"It is leading the fight against plans proposed by the California Division of Highways to build a super-highway slashing through the redwood groves of Jedediah Smith Redwoods and Prairie Creek Redwoods state parks. . . .

*The New York Times*, Feb. 27, 1964:

"California highway authorities recently approved the route for a freeway to cut through the magnificent 5,000-acre National Tribute Grove of primeval Coast redwoods in Jedediah Smith Redwoods State Park.

". . . Of the project this newspaper said in 1945: 'A nobler monument to those to whom the nation is so greatly indebted could hardly be conceived, nor is it likely that a more nearly imperishable monument could be built by human hands.'

"Imperishable this fitting tribute was then thought to be; but now—in spite of the solemn trust placed in the state to hold these noble redwoods as a living

memorial—California proposes to cut a wide swath through nearly a mile of the irreplaceable redwood forest for a high-speed commercial expressway wholly out of harmony with the peace and beauty of the towering, ancient trees.

"California has an obligation to honor this trust. The pleas of conservation and civic organizations to use a feasible by-pass alternative should be heeded so this unique national memorial may be kept intact."

Reno, Nev., *State Journal*, December 14, 1963:

"Citizens other than residents of California, in such an instance as this, have a right to criticize the proposed freeway, on several grounds.

"Not only are the redwoods one of the main natural attractions of North America—a living touch with civilization dating back before the time of Christ, and a source of pride to the nation—but in the last 45 years millions of dollars have been collected from all sections of the United States by the Save-the-Redwoods League.

"The reasons which prompted so many Americans to give so much to protect and preserve the redwoods for posterity are just as valid now. Deliberate destruction by the state is no less damaging than the accidental fire or the private exploiter."

The Meridan, Conn., *Morning Record*, February 25, 1964:

"As in Connecticut, so also in California: the intrusion of state highways upon dedicated lands is a program which knows no state boundaries.

". . . Out in northern California citizens are aroused over the proposal to cut a freeway through a fine stand of red-

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woods known as the National Tribute Grove. . . .

"There was no thought of a highway when the gift was given and accepted. Now there are specific plans for cutting a mile-long freeway through the grove. The Sierra Club and the Save-the-Redwoods League, two outstanding groups of conservationists, have protested the intrusion and have suggested alternative routes, but their suggestions have not been given serious study. . . .

"In California and in Connecticut, the question arises as to what can be done to keep dedicated lands inviolate. If there is no assurance against intrusion, there will be little dedicated land in the future. Clearly, a ruling is needed on the right of a state to commit trespass by highway upon lands given 'in perpetuity.' Furthermore, there needs to be a careful weighing of benefits to be gained and lost when any issue of highway vs. woodland is raised."

Washington, D.C., *Evening Star*, March 2, 1964:

" . . . Despite pleas of conservation groups, however, California highway officials are bent on hacking through this and other marvelous, irreplaceable stands. To route around the forests, they say, would cost too much. But how can any price be placed on a natural masterpiece more than 2,000 years in the making?

"The redwoods ought to be saved. The way to do it permanently is by congressional designation of a National Redwood Park."

#### Governor Brown Vows To Save Park Redwoods

As reported by Associated Press in the *San Francisco Chronicle*, March 31, 1964, Governor Edmund G. Brown said on March 30:

"It would be 'sacrilegious' to cut down California's giant redwood trees for a freeway."

"He led off a monthly meeting of the Governor's council with this promise:

"As long as I am Governor in California not a single, solitary redwood [in state parks] will be cut down for a freeway."

"Brown . . . said, 'I'm getting letters from all over the United States' protesting the proposed route of a freeway between Arcata and Crescent City that would cut through redwood groves."



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# Letters

## Two Meanings of Wilderness In Southern California

Dear Sir:

Mr. Marshall has seen fit to use my name in his article ("Over San Gorgonio—A Clash of Viewpoints" in the November 1963 *SCB*); therefore, I feel it only fair that the *Sierra Club Bulletin* publish what I consider to be the true facts:

(1) Cross-country skiers opposed to opening San Gorgonio for downhill skiing are only a handful. The youth groups, whom you claim are against opening, would like to see the western end of San Gorgonio west of Forsee Creek opened for skiing.

(2) Your insinuations that Mount San Antonio and Mount San Jacinto are occupied is a complete falsehood. The Baldy ski area is over 2,000 feet below Mount San Antonio and a full day's hike (round trip) away. The San Jacinto tramway took less than 100 acres out of the fringe of a Wild Area and is over 2,200 feet below the San Jacinto peak; this is also a full day's hike away.

(3) Should an area be opened in the mountain range, it would not be necessary to destroy the pleasures of hikers, campers, etc., and the talk of fishing in this region is pure nonsense—it is not a fishing area. Your statement that after the first snowfall, cross country skiers head for the basin and use the area is absolutely false. There are about fifty of us who use the area when there is snow, other than the *Herald Examiner* yearly races, and of these fifty, at least forty of us want the area open for downhill skiing. The statement that spectacular powder is not common and icing may occur is quite funny. The snow conditions above 9,000 feet are exceptionally good and that is the reason we want skiing there. The icing and poor snow occurs below the 9,000-foot level and gets worse below the 8,000-foot level—which condition exists in the other Southern California ski areas. The higher one goes, the better the conditions. . . .

Now to get to the important points:

Both the Forest Service and the Sierra Club must accept the fact that in the San Gorgonio-San Bernardino mountains there is a seven-mile stretch running East to West, all but a few hundred yards of which is above 10,500 feet, all contains good northern exposure, and several locations that would be great ski areas. The Big Draw, Little Draw, and Charlton Peak areas are by far the best but we skiers will accept less than the best. The almost totally unused East San Bernardino Peak and Anderson Peak areas would be a good training ground for Olympic skiers and it is closer to the population centers of Southern California.

It is true that the lift operators want the main area, and it is also the number one choice of the skiers, but this does not preclude and limit the possibilities of opening areas in this region that are presently unused.

As far as a loss of wilderness values is concerned, twice as much area could be added as removed. The areas south of the present Wild Area are still in a wild state, completely unvisited, and contain the same or more flora and wildlife. This is particularly true since this has a southern exposure which promotes the growth of flowers and berries which feed the few bears in the area.

The most important false statement in the article is that the presently existing ski areas could be enlarged—what is the point? To add nothing to nothing leaves nothing. *There is no other place in southern California suitable for skiing.* The other two mountains that go high enough, Mount San Antonio and Mount San Jacinto, are too precipitous on their northern slopes. The only area suitable is in the previously mentioned seven-mile stretch of the San Bernardino-San Gorgonio mountain range. Here is an example of the skiing in the last three winters in the present local mountain areas:

- |         |   |
|---------|---|
| 1960-61 | No snow—not one day of skiing.  |
| 1961-62 | Eight weeks of snow—fair skiing.  |
| 1962-63 | Two days to two weeks of skiing at half the ski areas; at the other half there was no skiing because there was no snow. |
| 1963-64 | Still undetermined.   |

Basically, there shouldn't be any controversy. If the people who discussed the San Gorgonio problem understood it, skiers and non-skiers could both enjoy the area. It has been my contention that an area can be selected that will not hurt anyone.

ALEX DEUTSCH  
Southern Council  
Far West Ski Association  
Los Angeles, California

• *Comments on Mr. Deutsch's letter by Robert Marshall will be carried in the May Sierra Club Bulletin.—Eds.*

Dear Editor:

I saw Dr. Fred Ilfeld's letter to the editor in the January *Sierra Club Bulletin* concerning San Gorgonio and I must say that I am indeed surprised to see him on the side of the enemies of the preservation of our last mountain wilderness. . . .

Firstly, it just is not true that Gorgonio is skiable every winter. Both last winter (1962-63) and this (1963-64) I went up into the area and there was certainly just

as little snow up there as in our other mountain areas. Not enough to ski on below 9000 feet (on February 1) and a very spotty layer above that. You can draw your own conclusions.

Secondly, an invasion is an invasion, no matter by what euphemism you call it. Warming huts, T-bars, access roads ("closed in summer time") will bring with them just the same kind of honky-tonk atmosphere that is so characteristic of all the other developed ski areas in Southern California. (It has become almost impossible to escape the noise of the highly amplified outdoor loudspeakers while enjoying the peace of our mountains in wintertime on skis.)

Thirdly, there is the vital question of esthetics. Wilderness means not only the

### Conservation and Memorial Fund

The Sierra Club's Conservation and Memorial Fund plays an important role in the club's conservation efforts and at the same time provides an opportunity for members to make donations in the name of deceased friends and relatives.

Several recent donations to the fund have been made in the memory of Mrs. Charlotte Youngquist, hostess of the Club's Base Camps for many years.

absence of things such as roads, warming huts, lift installations, parking lots, etc., etc., but the presence of the most important thing: beauty. Just pure, simple, unspoiled beauty, to be enjoyed in summer *or* winter, on foot *or* on skis.

Lastly, I was both surprised and grieved to see Dr. Ilfeld, as a doctor, espouse the cause of lifts, that is, of mechanization, instead of supporting the value of the kind of skiing that does not depend on gadgets. . . . Surely he must be aware of how healthy as well as enjoyable it is to do all of one's skiing oneself, both up and down. Let's preserve Gorgonio for this—there are plenty of places in our mountains that have been mechanized for those who prefer to travel the path of least resistance.

INGOLF DAHL  
Los Angeles, California

### Public Support and Public Trust

Dear Mr. Kilgore:

Every American citizen now has the right to question the validity of any financial contribution made to any conservation agency in the United States. Is the State of California willing to assume the responsibility



of this precedent they have established? They are not only destroying a large part (as the results will show increasingly over the years) of the redwoods, but they are also destroying effectively all of the American conservation programs which solicit public support.

MRS. PENDLETON MILLER  
Chairman—Public Relations  
The Seattle Garden Club  
Seattle, Washington

### Setting an Example

Dear Mr. Kilgore:

The thought occurred to me that, with all the talk of preserving redwoods, how many of us are using redwood lumber for construction, fences, signs, etc.? The state parks use it. The National Parks use it. Shouldn't conservationists set an example by using some other material even though it may not be as desirable?

ROBERT W. CARPENTER  
Mineral, California

### A Sierra Club Member At Work in Maine

Dear Editor:

In August of 1962, there was a letter in the *Bangor Daily News* saying that Turtle Island, in Frenchman's Bay, Maine, was to be logged for pulpwood. The island lies between two areas of Acadia National Park. Knowing that there was nothing the Park Service could do about privately owned land, I set out in search of some agency that could rescue Turtle Island. The Maine State Forester was very helpful in finding out who owned the island and that it was already being cut. The owner was willing to sell, and the manager of a large paper company agreed to relinquish the company's contract to buy the wood, if the island was purchased for conservation purposes. He thought it was a mistake not to cut the wood, however, as the trees would only blow down in the next hurricane! Outright purchase seemed to be the answer. National Parks Association suggested I try the Nature Conservancy. I had no idea what they could do or how fast they could do it.

The Maine Chapter chairman inspected the island in mid-April, and recommended its preservation; the Board of Governors quickly gave their approval, and on May 3rd an option was signed. In early July, the final payment was made by the Nature Conservancy. This is the Turtle Island story. The moral is, I think, that membership in the Sierra Club gave me confidence to go ahead with this project, feeling that it could be worked out to a satisfactory conclusion.

ELIZABETH CRENSHAW  
Hancock Point, Maine

## Board Actions

On March 14, 1964, the Board of Directors met in San Francisco with 14 members present (Treasurer Lewis F. Clark was in Europe). The following actions were taken:

**Grand Canyon of the Colorado**—Supported removal of Federal Power Commission jurisdiction over the Colorado River between Lees Ferry and Grand Wash Cliffs (1) because of the high scenic values in that stretch of river, (2) because of the dedication of much of that section of the river as a National Park and a National Monument, and (3) because the power that could be developed in that stretch of river would not in any event be directly available to supply water to Arizona. Such a change in jurisdiction would provide opportunity for full Congressional review of all the national values involved in any plans for the Colorado River.

**State Parks Protection**—Supported the integrity of State Parks against the diversion of their lands from the public trust, a trust implicit in their original dedication to public

park purposes. Furthermore, the Sierra Club will actively oppose all efforts to violate such public trust by use of park lands for freeways, highways, tramways, or other non-park purposes.

**High Sierra Wilderness Area**—Supported, at public hearings, the Forest Service reclassification proposal and asked for addition of three areas: (a) ten square miles east of Courtright Reservoir, (b) the high water mark of the eastern end of Edison Lake, and (c) Robinson Basin.

**Alpine Lakes Wilderness Area (Proposed)**—Supported its establishment.

**South Warner Primitive Area**—Approved the U.S. Forest Service proposal for reclassification of the area as a Wild Area.

**Washington Office**—As part of a balanced budget of \$1,013,100 for 1964, approved, on an independent contract basis, the allowance of Sierra Club funds for operation of a Washington Office.

### Central Utah Project

(Continued from page 8)

Planning for the ultimate phase of the project is just under way. It will involve a northeasterly extension of the Strawberry aqueduct to intercept all the rest of the streams flowing south from the Uinta Mountains and will divert their water to the Bonneville Basin. The effects of this ultimate diversion cannot be evaluated until planning is much further along. The initial phase, however, can destroy most of the fishing values on two of Utah's eight topnotch fly-fishing streams. The ultimate plan can do the same on four more. Six out of eight is a big price to pay for water that 50 years from now will probably be used primarily for industry—industry supporting a much larger population with far fewer places to go for wildlife and recreation. Some of this fishing can be replaced by reservoirs, but 88% of the fishermen who use these streams come from the Bonneville Basin. They already have reservoirs to fish and will probably have more. There will never be any new trout streams; their loss will be irreplaceable.

Reclamation law requires the counties involved in the project to form a conservancy district. There was some opposition to the wording of the law; however, the district was approved by the courts in March. The conservancy district will have taxing powers and may levy taxes

to help pay costs of some of the general values and public benefits of the project. If that happens, it is possible that a trout fisherman in Salt Lake City would have to pay a tax on his home to help dry up his favorite fly stream.

*The Uinta Basin already has communities, such as Vernal, that have become attached to the clear, sparkling water of their Uinta streams. In exchange for this water, their Central Utah neighbors, through the Central Utah Project, will eventually let them have replacement water pumped from the Green River's Flaming Gorge Reservoir. Even now, that reservoir's water is of far lower quality than that of the Uinta streams, and as Wyoming steps up the use of its share of the Green River, the quality will become even lower. So low, eventually, that the Uinta Basin people still hope for the ultimate construction of Echo Park dam so that in its mixing reservoir the highly mineral Green River will at least be diluted somewhat by the fresher Yampa. In fact, not too long ago, the people of Vernal were threatening to kill the Central Utah Project unless they were promised Echo Park dam.*

*Water quality, therefore—at least the demand for it—has major conservation and wildlife ramifications. Such ramifications may excuse the feelings of some people in the Lower Colorado Basin that water quality should be shared by all Colorado River users, and not be usurped upstream, leaving Arizona, Mexico, and California's Imperial Valley what was long ago described by Clair Engle as "salty soup."* —D.B.



# New State Parks for California

THE SIERRA CLUB has been named the official recipient of tax-deductible funds to aid the educational work of Californians for Parks and Recreation, a group working for the \$150 million state park bond issue that is to be Proposition One on the November ballot.

This special role for the club came about as the result of a request of a special steering group for the CPR group, meeting at various times with the club's President and Executive Director. The club's Board gave unanimous approval. Henry Ray King, campaign coordinator for the program, is in constant touch with the club. Public relations people have been added to the club staff, north and south, to help. Governor Brown has given some stirring addresses to public meetings in the south, where the Bond issue failed narrowly in 1962; Honorary Vice President Robert Gordon Sproul has accepted an important office in the campaign effort; Walt Disney is making a major contribution of his film-making services and his TV time.

All in all, the club has received \$30,000 so far to help the program—slightly more than half of the total contributions. The budget is \$238,000, so much more is needed, more public participation in what will redound to the public good only if the public participates *with contributed dollars*, to pump-prime what only borrowed bond dollars can assure to the future in years to come.

As background:

Of the 1,341 miles of California's potential recreational shoreline, only 156 miles are owned by the state. The remaining 1,185 miles are privately owned and are either developed or in danger of

being developed in the future.

How distant that future is might be indicated by the 50% gain in population California has experienced since 1950. In this same 14-year period, the use of California State Beaches and Parks has increased 430%. Yet, in spite of these figures, the recreational park and beach acreage of the state, over those same years, has increased only 24%. Since many existing parks cannot be further developed for camping or picnicking without destroying natural values the parks are established to preserve, more

## IN APPRECIATION

To Vivian and John Schagen, without whom this year's *Outing Bulletin*, as well as many that have preceded it, would not have survived the hazardous growth from manuscript to galley to page proofs to finished product, the editors of the *Bulletin* extend their thanks.

and more people are being turned away for lack of facilities to accommodate them.

What are the solutions to this important problem? One solution will appear on the November ballot as Proposition One, a \$150,000,000 bond issue for beaches and parks, and recreational and historical facilities. Its objectives are to set aside necessary recreation land for the state's rapidly growing population and, if possible in the face of that growth, to preserve California's scenic heritage for future generations.

Desirable vacation lands will be lost forever if we do not act now to save California's last potential beach and park sites. Cities, towns, commercial interests, and the ubiquitous California Highway Division, are invading the countryside and coast—subdividing farms, leveling hills, uprooting orchards, filling marshes and tidelands, and polluting streams. With the disappearance of each bit of potential parkland, the remaining areas become more expensive for the state to buy. A look at the value of the parkland currently owned by the state illustrates this fact. When that land was purchased it cost \$49,101,764; it is now worth \$425,000,000. The new bonds will provide a lump sum for purchase of parkland now, before that land becomes so

costly that the state cannot afford to purchase it or before it is beyond reach.

From the \$150,000,000 bond issue, \$40,000,000 will be granted to cities and counties to help them purchase and develop land for local and nearby recreational beaches and parks. The Wildlife Conservation Board will receive \$5,000,000 for its projects and \$105,000,000 will be utilized for enlarging and improving the state beaches and parks system and for the acquisition and preservation of historical areas. All of the projects will be rigidly controlled: there will be no "pork barrel" projects.

Senate Bill 153, approved by Governor Brown in July 1963, became the State Beach, Park, Recreational and Historical Facilities Bond Act of 1964. Any further delay in passing this act by the people of California and by their government will mean the permanent loss of acres of urgently needed lands.

Contributions to the club should be earmarked "for the California Beaches and Parks Fund."

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**Pinkham Notch Camp, Gorham, N. H.**



## Mountain Talk

TWO DAYS before New Year's, 1828, Jedediah Smith, with nineteen men and a cavalcade of three hundred horses and mules, started north from Mission San Jose, returning again "to the woods, the river, the prairie, the Camp & the Game with a feeling somewhat like that of a prisoner escaped from his dungeon and his chains."

For nearly six months, since leaving the rendezvous in Cache Valley of the Rockies on his second trip to California, Jed had suffered every misfortune. Mojave Indians had massacred ten of his men when he crossed the Colorado and he had reached California nearly destitute. He had scarcely rejoined his small party of trappers in camp on the Stanislaus before the suspicious Mexican authorities and mission fathers began to confine and frustrate him in a series of bureaucratic maneuvers.

The "free and safe passport" Governor Echeandia finally gave this unofficial envoy of Yankee expansion permitted him to organize his expedition at the Presidio of San Francisco and at Mission San Jose, and at last to move out in the rain. Through the Delta country and the tributaries of the San Joaquin, among sloughs grown thick with tules, he sought knowledge of the presumed Rio Buenaventura and found and trapped many beaver. On Washington's Birthday he ferried his goods across the American River in an elkskin canoe; the horses swam. During March, before they regained the banks of the Sacramento near Chico, the trappers encountered Indians and bears, killing at least one of the former and receiving serious wounds from the latter. There were still elk, but the beaver grew scarce.

Now came a mountain journey and further adventures as rugged and perilous as Jed's pioneer passage of the Sierra or any other episode of his remarkable odyssey. To retrace his routes only in California would take ingenuity and endurance today. To drive hundreds of half-wild horses and mules through unknown, rough terrain while hostile Indians yelled and showered arrows into the herd took iron will and exceptional courage, not to mention a mountain man's utmost skill.

Turning west on April 11, Smith led seventeen men (two had deserted in

January) across the Sacramento River above what is now Red Bluff. The rocky, steep, overgrown canyons of the Trinity, and then the Klamath, taxed their ability and strength. The poor venison and the fish they bought from the Indians, Hoopa and others, were meager fare for men working to exhaustion. It was May 19 before they entered the first redwoods and camped in view of the ocean. Rain, fog and the impassable coastal hills sent them back to the Klamath and the mountains. The tortuous route north to the mouth of the present Smith River consumed another month. Unfriendly Indians, rivers that had to be crossed at low tide, travel on the beach when there was a way between the cliffs and the breakers, and the daily need to hunt meat, continued to slow the party as they entered Oregon. Various accidents in one three-day period cost the lives of twenty-three head of stock.

Jed may have thought that this series of trials was nearly over, for the Indians he met now showed evidence of trade with the Hudson's Bay Company, whose post at Fort Vancouver could not be very far. Some of these Indians, however, turned his invasion of the country into almost complete disaster.

On the morning of July 14, after Smith left camp on a scouting trip with two of his men and an Indian guide, one hundred Kelawatset tribesmen descended on the party to avenge what they considered a mortal insult in the trappers' previous treatment of one of their leaders. They slaughtered every man in camp except Arthur Black, who escaped.

Survivors of the Umpqua massacre were Black, unarmed and unclothed, who made his way one hundred miles north to Fort Vancouver, and Jedediah Smith, Richard Leland and John Turner. Black, nearly speechless, reached the gates of the fort after nightfall on August 8. Jed and his companions came in two days later. The Hudson's Bay people were hospitable to their American rival, sheltering him and his men and helping to recapture some of his goods and animals and purchasing them at a reasonable price. Jed stayed the winter at Fort Vancouver, starting up the Columbia on March 12, 1829, to meet his fur-trapping partners in the Flathead country.

Thus ended Smith's second California

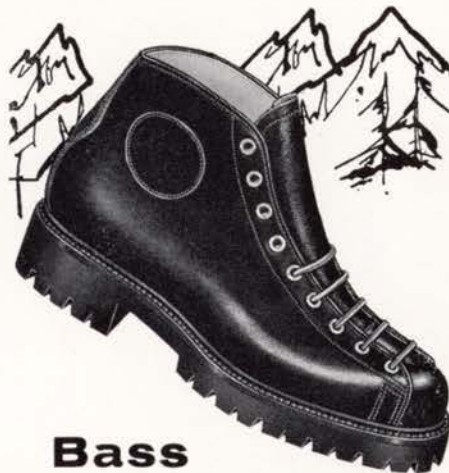
venture. The end of his odyssey came suddenly, at the hands of Comanches, two years later at a water hole on the Cimarron.

Dale Morgan and others have told his story, based on surviving portions of journals. We who know the keen satisfactions of wilderness can guess at what drew him beyond the frontiers. It was not just "good, merchantable beaver furr" and the dreams of empire. He loved novelty, he said, but he also loved the camp and the game, the woods, the river and the prairie.

Jed would understand the doom that fell one recent night upon Crescent City, near the river that bears his name. That was natural, and no more violent than many of the events of his life. I wonder if he could understand the man-made doom that road builders hold suspended over Jedediah Smith Redwoods State Park, his memorial and that of others who cared for the great trees.

FRED GUNSKY

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