

*Center Basin, by Richard Kauffman  
from Gentle Wilderness: The Sierra Nevada*

SIERRA CLUB BULLETIN

September 1964

# Wilderness and the Constant Advocate

EIGHT YEARS AGO the Wilderness Bill was introduced by Senator Hubert H. Humphrey of Minnesota, Congressman John P. Saylor of Pennsylvania, and twelve of their associates in both Houses. There had then developed in Congress as Howard Zahniser put it, "strong and effective support for conservationists' efforts to preserve unspoiled and unexploited some of our still remaining heritage of wild America." Throughout those eight years Dr. Zahniser was the nation's foremost advocate of wilderness. The program he espoused so earnestly was cleared for the White House on August 20. Tragically, Howard Zahniser died May 5 and missed an event no one deserved more than he to celebrate.

He knew, when he first came to The Wilderness Society as Executive Secretary and Editor, how important it had been to the National Parks that Congress had a proprietary role in how the parks were set up and guarded. The best wilderness outside the parks, he believed, should have the same kind of status legislatively. Having persuaded the Sierra Club to start its series of biennial wilderness conferences, he made clear in the first of the conferences—indeed in all of them—how important the role of Congress would need to be.

His plan was progressing nicely when the Echo Park battle broke. The continuity of the national park idea, of the original wilderness idea itself, was challenged by the Bureau of Reclamation. It would do little good to have Congress stamp "Protected" on wilderness if the Bureau of Reclamation could wash off the ink with dams in the heart of Dinosaur National Monument, unique in the National Park System.

The interim contest was won in 1956, with Howard Zahniser emerging as the contender who was always on hand to cope with each emergency. The way in which the struggle was carried on brought to wilderness preservationists bipartisan respect and support in both houses of Congress; now was the time to resume the battle for the Wilderness System. It would take still another eight years. The reason why is now fairly clear.

It took time because the meaning of wilderness had not yet achieved the public understanding it now has—in large part because of the battle for the Wilderness Bill. It took time because people having commodity interests at stake in wildlands were uneasy. It imperiled more interests at one time—so these people thought—than any other legislative proposal for conservation. They had enormously greater financial resources than the conservation groups had. And Howard Zahniser saw that "a nation steps forward with purpose in the enactment of such legislation . . . only when so many are ready to go that the others must move too. Nor in our great government do we disregard the reluctant ones. Rather, we persuade, we confer, we try to understand, we cooperate with; only ultimately do we compel."

Moreover, conservationists have little to compel with. Their ultimate weapon is the hard job of exploiting everyone's native love of a beautiful land. The love is there, but a thousand conflicting demands get in the way. It was political madness, some

political scientists observed, to try to take on so many opponents at once. They simply didn't have the measure of Howard Zahniser's skill as a constant advocate.

SO CONSERVATIONISTS everywhere can now rejoice about the news of July 30 that the House had passed the compromise Wilderness Bill by a vote of 373 to 1. The rejoicing is tempered, however, because one of the most important goals is still a long way off. "Except for its essential reform to eliminate mining from national forest wilderness," Dr. Zahniser had written in 1956, "this bill would not remove from the use of any business interests any area now available to them." But the bill agreed to by House and Senate conferees on August 17, 1964 permits mineral exploration to continue for 19 years "to the same extent as applicable prior to the effective date of this Act" on national forest lands designated by the Act as wilderness areas. Orwell's 1984, then, would be the first year in which such forest wilderness as was left would be safe from mineral exploration. Although Senator Clinton Anderson made it clear on the floor of the Senate that Congress intended present Forest Service regulations on mining to persist or to be strengthened, still this was not the reform in land use that had been the aspiration.

This was no easy compromise to accept, nor are conservationists happy about it. Nevertheless, the Wilderness Bill is a major recognition of the importance of wilderness to the American people. The Act makes it the policy of Congress to secure "an enduring resource of wilderness." The newly established National Wilderness Preservation System units "shall be administered for the use and enjoyment of the American people in such manner as will leave them unimpaired for future use and enjoyment as wilderness. . . ." And Congress



## 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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*Whirlpool Canyon on the Green River in Utah. This was to be the site of the Echo Park Dam, proposed once and defeated, but not dead. Photograph by Philip Hyde*

accepts as law Howard Zahniser's definition of wilderness as "an area where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain."

All national forest Wilderness, Wild, and Canoe areas are taken into the system immediately. Special procedures are outlined whereby national forest Primitive Areas and wilderness portions of the national parks and wildlife refuges will be added to the system within the next decade upon advice from the Secretaries of Agriculture and the Interior to the President and after action by the Congress on his recommendation. Present Primitive Area protection will continue until then. Action by the Congress is likely to require an enormous amount of constant advocacy in the decade ahead.

But it is worth it, for the Act adds strength to what were purely administrative decisions to protect national forest wilderness. It will strengthen the hand of national park administrators in setting aside parts of their most important lands as areas that will remain roadless and in limiting areas in which there may be roads and other developments. Passage of the Wilderness Bill can be hailed as the most significant conservation development in this decade and perhaps the most significant since the National Park Act of 1916.

The values that are in the Wilderness Act are in large part a tribute to Howard Zahniser's fidelity, to his patient, devoted years. He was able to make wilderness everybody's business. He engaged the most effective of allies and the honor roll is long. It includes great names among the leaders of two administrations and four Congresses. He earned the help, too, of leaders of the conservation groups closely associated with The Wilderness Society—in the National Parks Association, National Wildlife Federation, Wildlife Management Institute, National Audubon Society, Izaak Walton League of America, Trustees for Conservation, the Sierra Club, and many other national and regional organizations. Writers and photographers across the country were included too.

But what made the most difference was one man's conscience, his tireless search for a way to put a national wilder-

ness policy into law, his talking and writing and persuading, his living so that this Act might be born. The hardest times were those when good friends tired because the battle was so long. Urging these friends back into action was the most anxious part of Howard Zahniser's work. It succeeded, but it took his last energy.

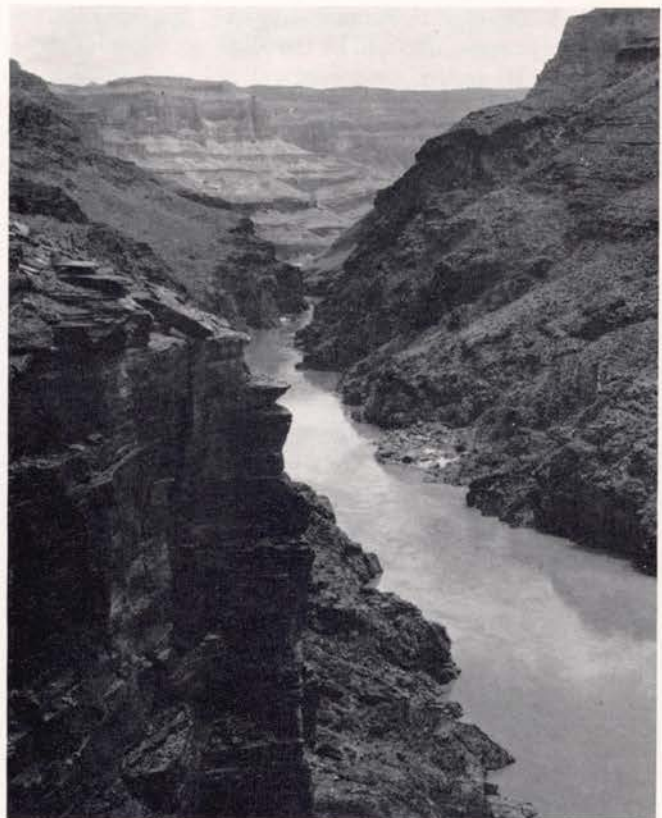
All men will gain from his devoted effort. They can honor this devotion by applying a share of their own to the great wilderness challenges now confronting us—in Grand Canyon, the Northern Cascades, the redwoods, and wherever wilderness reigns supreme and man can keep it so.

"Our opportunity," Howard Zahniser wrote in 1960," is indeed perishable—an opportunity to preserve a true living wilderness. We are in danger of doing what we always have done, of continuing to use the wilderness as raw material out of which to fashion a culture that will seem, in our constantly more civilization-conditioned image, to be a 'better' world, but one with less and less of its wilderness. . . ."

"Toward national forest where 'multiple use' may *everywhere* embrace the uses that sacrifice wilderness; toward national parks where even the back country will include the roads and accommodations that introduce more and more people to less and less wilderness—toward a beautiful, lovely outdoors where any of us would gladly live on century after century if we could, a marvelous land, *but without wilderness*—toward such a destiny we are surely headed if we hesitate and turn aside. . . ."

A living wilderness that lives on is the most fitting of memorials to the man who did not turn, who gave the most of all, to give wilderness that chance. To be as constant can be our own goal for our time.

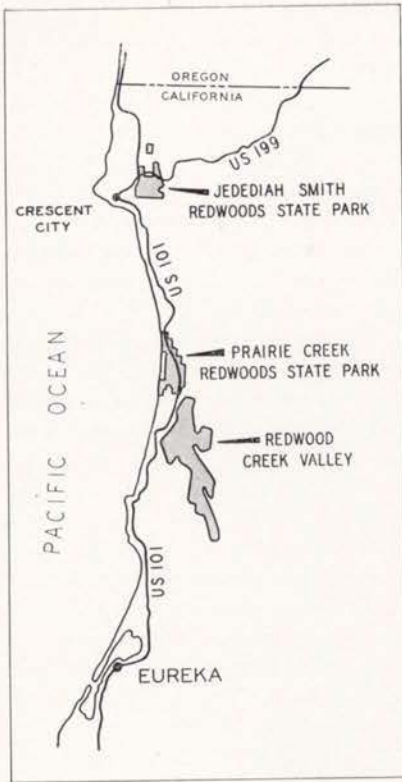
—D.B.



*Grand Canyon of the Colorado River, looking upstream from the mouth of Deer Creek. Photo by Joseph G. Hall*

# A Legislative Investigation

Russell D. Butcher



Al Macdonald

**L**AST JULY 23, a redwood forest and the nearby Gold Bluffs beach were visited by members of the California Assembly Committee on Natural Resources, Planning, and Public Works. The Committee had convened to examine alternative freeway routes proposed by the State Division of Highways for a segment of U. S. Highway 101. At stake was one of the finest parks in America—Prairie Creek Redwoods State Park.

The following day, with national television's bright lights trained on the participants, Committee Chairman Edwin L. Z'Berg conducted a public hearing to study the impact of freeways on park values. The controversy over Prairie Creek park illustrates two particular concerns of the Legislative committee: the powers of the highway authorities and the procedures used in reaching decisions about freeway routes.

Under questioning by chairman Z' Berg, highway authorities refused to admit that the proposed four-lane expressway would seriously damage the park. Asked which park or forestry experts they had relied upon for analysis of park values involved in the freeway alternatives, highway engineers admitted that they relied solely upon the State Division of Beaches and Parks. These park experts, however, have consistently held that the route favored

by the highway engineers—the Gold Bluffs beach route—would in fact mutilate important parts of the park. It would replace one of the beautiful memorial redwood groves with huge cuts and fills, destroy the wild beauty of the seashore, and introduce the roar of high-speed traffic.

Director of the California Department of Parks and Recreation, Charles A. DeTurk, protesting the absolute power of eminent domain that highway authorities have over state parks, said, "we ask that approval for any encroachment onto State Park lands be made mandatory and that the matter be determined by the State Park Commission." Mr. DeTurk admitted that the issue of freeways versus parks might be a matter for the courts to determine.

Robert Jasperson, Executive Secretary of the Conservation Law Society of America, spoke on behalf of the Trustees for Conservation. He pointed out that the Prairie Creek Redwoods State Park had been made possible through more than \$1 million in private contributions from individuals and organizations all over the United States, and he cited legal precedents against the taking of such dedicated land for non-park purposes.

Former California Deputy Attorney General, Neil Cunningham, stressed that acceptance of these donations by the State "constituted a solemn pact, a trust," which he said the courts should uphold.

Nathaniel A. Owings, noted architect and currently vice chairman of the Governor's Committee on a Master Plan for Scenic Highways, said that with adoption and construction of a four-lane freeway on the Gold Bluffs beach "the area traversed, including the beach, the canyons, and adjacent areas, will be totally changed and its rare, wild beauty utterly destroyed."

Dr. Ralph W. Chaney, president of the Save-the-Redwoods League, spoke of the damage the beach route would cause to

the ecology of this unique seashore-and-redwood-forest park. "If the redwoods in these parks are to survive," he said, "they must live in areas large enough to provide protection from wind and erosion; their ecological balance must be maintained."

Dr. Kurt Munchheimer, resident of Humboldt County, presented a statement for the Sierra Club, saying that only park-type roads for relaxed, leisurely travel should be built in parks such as Prairie Creek, that the proposed express-oriented freeway has no place there.

Although more than half the total testimony presented at the hearing favored saving this park from freeway damage, most of that offered by local individuals and businesses favored adoption of the beach route as more direct and less expensive. Reference was made several times to ice and snow conditions that would be a hazard to winter use of the East Ridge route—a statement refuted as totally false by Martin Litton, travel editor of *Sunset* Magazine.

Almost unique among local views was that of the Arcata Redwood Company: "We believe that the present location of Highway 101 through Prairie Creek Redwoods State Park should be the first choice for the new freeway." Both alternatives, the beach and the East Ridge, would traverse land owned by this company, most of it logged off.

After the hearing, chairman Z' Berg was quoted as saying: "It's obvious from the testimony that a freeway cannot be built through Prairie Creek without great damage to the integrity of the park." On the general problem of freeway construction, Mr. Z' Berg said: "There's more public awareness now of the damage done by freeways because more and more people are becoming affected by the impact."

\* \* \* \* \*

**W**ITH EACH new hearing on a proposed freeway route through an area of natural scenic beauty, the factors that give rise to such hearings come more

and more into focus. Since the Highway Commission has offered its proposals to improve the Redwood Highway through the northern counties of California, two distinctly different, though not irreconcilable viewpoints on land-use priority have been consistently and forcefully advocated. Mr. Butcher objectively presents above the airing of these viewpoints at the July hearing in Arcata. To give sharper definition to a controversy that has become critical for the redwood area of the northern California coast, we have attempted to go beyond Mr. Butcher's presentation, quoting at greater length some of the hearing's more important and most representative witnesses.

Space limitations have dictated that we use only the best expression of individual points in our selection.—*Ed.*

**Robert B. Bradford**, *Highway Transportation Agency Administrator and Chairman of the State Highway Commission:*

"Adverse pressure against the Highway Commission obviously results principally from the tremendous population growth which is going on in California and the physical changes and improvements required to serve this growth. At this point in history, there are few perfect transportation corridors left open, particularly in metropolitan areas. Therefore, the Commission in fact, in metropolitan areas, generally is considering alternates, none of which is perfect, and making a judgment as to which of these corridors would do the most public good and the least public and private damage. In this process many persons are affected. A similar problem exists in areas where highways go through natural resources of importance or through truly scenic areas which must be protected. It is generally conceded, for example, that the Redwood Highway in the three northern coastal counties of California cannot be improved in some long stretches without cutting trees or in other ways making changes in the environment which now exists. Conflicting values almost always result in areas where new highway routes are under study.

"Our objective in such cases will continue to be to minimize any damage to natural resources or to scenic areas and in every case where it is possible to avoid any damage whatsoever.

"The Commission in fact feels that it has an obligation to enhance any area

of California through which a highway passes, urban or rural, and to protect important values in the area. . . .

"With special relation to the Prairie Creek Redwoods State Park area in Humboldt County, none of the Commission's planners has yet come up with a way to modernize the Redwood Highway without cutting some virgin redwoods. This is true of all routes which have been under consideration, including the route recommended by the State Division of Beaches and Parks. Many different persons or groups have many different objectives in mind in planning a highway through the Prairie Creek Redwoods State Park area. I think it is fair to say that the Highway Commission's primary objective is to preserve the maximum number of virgin redwood trees and to damage or destroy the smallest number of virgin redwood trees. Of course, the Commission also accepts the Governor's admonition that if virgin redwood trees, or any other redwood trees for that matter, have to be taken from the mantle of protection given by the State Park System, there should be a replacement in kind where this is considered practical by the State Park people. It is our understanding on the Highway Commission that such a replacement-in-kind program could be worked out in the Prairie Creek Redwoods State Park area when and if redwood trees must be cut. . . .

"A final comment on the Prairie Creek State Park-highway problem would be this. The Highway Commission does not consider that northwest California must have *either* adequate transportation *or* protected virgin redwoods. It is the High-

way Commission's conviction that these two objectives are not mutually exclusive but can both be achieved. . . .

"It has been stated in some press media and by some members of the public in conversations, discussions, and speeches that the State Highway Commission in California has a practice of picking the shortest, cheapest route for any highway. This is unfair because it is untrue. I want to tell you that in the five and a half years I have been on the Highway Commission I can recall no such occasion. The highway users of California do not expect the shortest and cheapest route. They are willing to pay for the protection of values quite outside the value of the highway route itself. In a great number of cases the shortest, cheapest route would do great or slight damage in either an urban or rural area; and in terms of the scenic highway planners, we are trying to build for California what they call the "complete" highway, which includes values in addition to highway user benefits.

"Highway user benefits is one element always considered in the adoption of a highway route. But these benefits to the motorist are still not the paramount consideration in route adoption in a very great number of cases. It is unfair to say that highway user benefits is the controlling factor in adopting highway routes in California. . . ."

**Charles A. DeTurk**, *Director, Department of Parks and Recreation:*

"It is well established in law that the actions of one Legislature are not binding

(Continued on page 8)

*Coast Redwoods  
and Oxalis  
by Philip Hyde*





## Freeways Through Redwoods

A freeway through Jedediah Smith Redwoods State Park in Northern California has suddenly been assigned top priority by the District Highway Engineer of the State Division of Highways. A pilot road could be started at any time. The freeway would cut through the National Tribute Forest, a 5000-acre unit of redwoods purchased with contributions from all over the nation as a living memorial for the donors' relatives and friends killed in World War II. Under pressure, the State Division of Beaches and Parks acquiesced to this route last year; without an adequate study of alternatives, the State Highway Commission adopted the route in December. An alternative route with easier grades and less destruction to the Smith River is available outside the park.

### *Proposed Freeway Route*

### *Jedediah Smith Redwoods State Park*



A few miles to the south of Jedediah Smith Redwoods State Park, freeway construction has reached the northern boundary of Prairie Creek Redwoods State Park. While the debate goes on, highway engineers have aimed their approach road directly toward the Gold Bluffs beach, a routing strongly opposed by conservationists.

*It is urgent that citizens speak out strongly now in favor of a reappraisal of how to keep freeways out of the redwood parks. The need is crucial at Jedediah Smith. Letters and wires should be directed to Governor Brown, to state and national legislators, and to local newspaper editors stating your own beliefs about freeways versus redwoods and asking them to state theirs.*



*Freeway Construction North of Prairie Creek*



## Freeways versus Redwoods

(Continued from page 5)

on those that follow. Yet a score and two years later an almost entirely new California Legislature expressing new ideas, concepts, aspirations and intentions continues to insist that the values and integrity of the State Park System remain the responsibility of park personnel, and that these persons remain charged with a solemn responsibility—the preservation of that tiny portion of our scenic landscape retained as it is and was for us and those who will follow.

“It is apparent that the intent of the Legislature is clear.

“It is obvious that any attempt to violate the trusts placed with the State Park Commission and the Department of Parks is an expression of disdain for the actions of the Legislature. This becomes even more manifest when I state that there are now 20 areas in California where the Department feels it must invoke the ringing words of Verdun, ‘They Shall Not Pass. . . .’

“We ask that approval for any encroachment onto State Park lands be made mandatory and that the matter be determined by the State Park Commission. . . .

“I do not intend to take up your time with attempts to out-engineer the engineers. I will say that I do not feel they have any business telling us how to run a park, how to design a park . . . or what is a park. That is our business.

“And that is why I state that if a bridge and approach roads are constructed across Emerald Bay, that if the sacred groves of Prairie Creek are trespassed or if its adjoining Gold Beach is desecrated, or if specific portions of a score of other State Parks are violated, there no longer truly exists a park—in theory, by legislative definitions, or in fact!

“Californians and their friends from throughout the world visit the State Parks or the great Yosemite, the nation's first State Park, because of the grandeur, the splendor, the magnificence. When a rollicking, ill-conceived freeway is constructed through the hearts of parks, the whole purpose of the park is destroyed, as well as the reason for anyone visiting it. These can never be replaced.

“The grave disasters which threaten at Prairie Creek and Emerald Bay are responsibilities of the Division of Highways. The issues most surely will go into

the courts if the Division of Highways makes any effort to proceed with the beach route or enlarge the present route at Prairie Creek. It is not inconceivable that a law written in 1937 and yet to be tested in the courts insofar as State Parks are concerned will resolve in favor of parks.

“But in the meantime we ask that you initiate legislation to preclude further invasions . . . including those presently being discussed.”

**Edward F. Dolder, Chief of the Division of Beaches and Parks:**

“The declaration of purpose adopted for Prairie Creek Redwoods State Park clearly sets forth the objectives of the State Park System in this unit.

“The purpose of Prairie Creek Redwoods State Park is to make available to people forever, for their inspiration and enjoyment, in a condition of unimpaired ecological integrity, the great forests of the Prairie Creek basin and adjacent areas west to the sea, including the wild ocean beach; together with all related scenic, historic, scientific and recreational values and resources of the area.”

“The Division of Highways is to be commended for their decision not to develop the existing highway through the

Park to freeway standards. To do so, not only would destroy many priceless trees but would open up a wind tunnel through the heart of the Park. Such a wind tunnel would continue to damage the forest on both sides of the road for many years to come. Conversion of this route to freeway standards would necessitate the addition of frontage roads and parking areas along the route to provide access to this magnificent forest for public enjoyment, thus making the clearing even wider.

“Of the proposed routes under discussion and study, the route along the East Ridge is the only one acceptable to the Division of Beaches and Parks. The reason for this is found in the following facts:

“Prairie Creek Redwoods State Park is a great natural unit, embracing the basin or watershed of upper Prairie Creek and extending west to the sea. The whole area is either within the park or assigned a high priority for acquisition. Included within this natural unit are forests of Coast Redwood and associated species of the greatest magnificence; meadows or ‘prairies’ enclosed within the forest; and the gradual but unbroken transition through the short coastal drainages to the spruce forests of the immediate coast, culminating at Gold Bluffs which reach a height of 400 feet and spectacularly overlook the broad beach and the ocean

## Where Does Our Freeway Phase Lead?

The time is fast approaching for a new look at freeways.

The individual battles rage on and the real question, more often than not, escapes notice. Is the freeway the solution to the transportation problem it has been thought to be, or is the freeway now the problem. The freeway, the expressway, the throughway, the what next?

Consider some of the California freeway problems alone: Emerald Bay, the redwoods at Jedediah Smith and Prairie Creek and perhaps elsewhere before the plans are all drawn, the coast of Marin County north to Bolinas, the Panhandle of Golden Gate Park, the hearts of other cities, the great stretch of coast south of Monterey, the further bench cuts, the boldness of which has won highway builders a reputation as a geological force.

Everywhere you look, now or in your mind's eye a decade from now, you see the blasting at work, the earth movers, the

massive disruptions of natural beauty and civic beauty that might be acceptable if they really solved the problem. But they do not. They erode, instead, the financial feasibility of other transportation solutions that could really move people instead of just moving an ever-increasing number of vehicles.

One need not project the current rate of mutilation of pure air very far, or of city centers, or of open space, or even of the natural resources of fuel upon which the nation's strength and future rely heavily, or even project the mutilation rate of serenity to know that the freeway builders do not have the answer. They are obscuring it at worst and delaying it at best. More and more they are devising a society to serve themselves instead of themselves serving society. And the momentary convenience of a faster and safer drive at nonrush hours is not enough compensation. —D.B.



itself, traversed by streams forming beautiful canyons or lacy waterfalls.

"There is no area or zone within this natural unit where a freeway could be located without causing destructive intrusion and ruinous division. This kind of a man-made installation has disastrous effect on such a natural province—disastrous to the habitat of the plants and animals involved, and even more far-reaching in its effects on man's enjoyment of such a natural scene. . . .

"The acquisition of much of Prairie Creek Redwoods State Park was made possible by the donations of private citizens whose farsighted philanthropy is recognized by memorial groves of redwoods. Eighty-four memorial groves comprise 75 per cent of this Park. The east ridge route is the only proposed freeway route which bypasses all of the dedicated memorial groves. These groves were given to the State as living memorials to be held in their natural state for the enjoyment of all people for all time. The beach route freeway would cleave through the heart of the Blanche Hinman Garland Grove at the north end of the Park, within which a great cut 225 feet deep and 680 feet wide would be created where the freeway would pass through Ossagon Ridge. This would constitute an appalling breach of trust by the State of California toward the donor of this memorial grove, in addition to making a tremendous scar on the Park as a whole.

"The beach route freeway would cause further destruction of park values by occupying the beach itself, and thus preventing its enjoyment as a park resource by persons not actually using the freeway. Still further, it would make either impossible or not worthwhile the development of hundreds of badly needed campsite facilities, both at the north near Ossagon Creek and toward the south in the Wolf Creek basin.

"The alternative to this 'path of destruction' is the so-called East Ridge freeway route, which, except for one small corner, would bypass the entire park on the east side. In urging this route before the Division of Highways and the State Highway Commission, we are requesting a route admittedly less desirable from an engineering standpoint, but still well within the standards set by the Division of Highways; a route admittedly more costly in dollars than the beach route (although probably not as much more costly as the tabulated estimates indi-

*Smith River near  
Jedediah Smith Redwoods State  
Park by Philip Hyde*

cate), an additional cost in dollars which is set off against the conservation of park values which are priceless and irreplaceable.

"It is our fervent belief that the people of California cannot afford *not* to spend the additional costs in today's dollars of Highway funds in order to protect a priceless heritage from damage, depreciation, or destruction."

#### **Humboldt County Board of Supervisors:**

"The members of this Board of Supervisors consider it imperative that the Redwood Highway, the only all-weather access to Humboldt County and the entire northwestern region of the State, be constructed to freeway standards at the earliest possible date. . . .

"This Board is well aware that a significant part of Humboldt County's economy, and that of the entire north coast, is the ever-increasing number of visitors who are attracted to the area by the magnificent scenic wonders offered by the unique combination of redwood groves and rugged coastal views. Full and complete consideration was given to this great natural resource prior to the Board's action on this freeway routing.

"A freeway along Gold Bluff Beach will not only do no damage to existing or future park values, but will indeed enhance such values by offering the traveler an opportunity to see and appreciate the wonders of the Pacific Ocean after many miles of travel through the redwood forests. Miles of untouched beach to the south would remain for those who desire a more secluded atmosphere. . . ."

#### **W. F. Landis, Supervisor from the Fifth District, Humboldt County:**

"Parks are memorials to the past and to posterity. Advocating the construction of a freeway on the Prairie Creek Beach is to totally ignore the expert advice of foremost state and national park spe-

For background information on the problems of freeways and redwoods, see "The Powers of the Highway Commission" in the June 1964 *SCB* (reprints are available at 15c each); plus various articles, editorials, and news items in the June 1962, September 1963, and January, March-April, May, and June 1964 *SCB*'s.  
—Editors.



cialists. The destroying of this recreational resource is contrary to policies concerning the counties' role in developing state and national recreational programs. This role is clearly stated by the National Association of Counties of America, in *The County Officer*, April 1964. . . .

"Now that we still have a choice, I recommend that Prairie Creek Beach not be destroyed. The East Ridge Route should be selected. This is my recommendation as Humboldt County Supervisor of District 5, which includes the Prairie Creek Park area. This, in my opinion, is for the best interests of our County, State, Nation and posterity."

#### **J. E. Pickett, President of the North Coast Timber Association:**

"Highway 101 is the economic lifeline of the entire redwood region. Since there is no railroad between Humboldt Bay and Grants Pass, the economic survival of the forest industry—and indeed the entire area—is dependent upon safe and adequate highway transportation. A modern highway with a minimum of difficult grade is essential to the economical movement of foodstuffs and other essentials of life.

"We support the beach route for the following reasons:

(1) Fewer old-growth redwood trees will be cut on this route than any other location. The highway would go through cutover lands and alder for the most part. On the ridge route the highway would have to cut through a portion of park old-growth redwood timber, and would also take more than 1,500 acres of pri-

vate forest lands out of commercial timber production. The latter is additional acreage over other routes.

(2) Use of the beach route would avoid the great difficulty and added cost of highway construction on the ridge route."

**A. J. Gosselin**, member of the Statewide Highway Committee of the California State Chamber of Commerce:

"When considering all the arguments for and against the beach, bluff and ridge routes, the latter being approximately 800 feet higher in elevation with its resultant ice conditions in winter time, the additional cost of transporting products and merchandise on account of its higher elevation, the opening up of additional camping and recreational facilities and making the beach accessible to the public, and the fact that the construction cost of the ridge route would be approximately \$6,500,000 more than the beach route, not to mention the perpetual additional user cost, it is our belief the beach route would serve as the best and least expensive of the three routes."

**Mrs. Bonnie Benzonelli**, a resident of Eureka:

"Seriously, gentlemen, what does one say to impress upon you just how desperate we are up here? What words can 'lay people' like myself choose to reach you with the picture of things as they really are? We don't have the gift of gab that the Chamber of Commerce does. We don't have the college professors that the esthetically minded Sierra Club does. We don't have the wealth that the Save-the-Redwoods League, and all the other out-of-this-area organizations have behind them. We are just the coolies that make up the bulk of the taxpayers of this part of California who have the sense to realize that we are the second class citizens of this state of ours. . . .

"The magnificent photographs of our wondrous redwoods are a different matter when a flatlander has to drive through them.

"When our roads are enough to make the most experienced trucker and bus driver sweat a little and cuss a little more, what do you think they do to an out-of-the-area driver who is used to four-, six-, and even eight-lane freeways?

"Are we really inviting them into our area to enjoy what we have to offer, or are we actually trying to force them into going from fifteen to thirty-five miles an

hour so they will have to see the little we really have to offer them? Do we really have to throw in the ridge route too? . . .

"At our last public hearing on this particular strip of highway planning, a lady from San Francisco got up and extolled the wonders of Gold Bluff Beach. She said it was something she wanted to preserve for her four children. I would like to ask her just how many miles of beaches her four children need. Just on the west end of San Francisco, she has miles and miles of one of the most wonderful beaches in the world. Between San Francisco and Prairie Creek State Park, we have the beaches of Marin County, the beaches of Sonoma County, and the beach of Mendocino County. Here, in Humboldt, we have miles and miles of beaches already under the thumb of the gentlemen from 'Parks and Beaches.' To the south of San Francisco, the children of the lady have the beaches clear to the Mexican border. . . .

"I realize we have beauty for our souls but unfortunately, we up here can't eat beauty. . . ."

**Nathaniel A. Owings**, architect:

"... the eastern route is the only possible one under consideration which, in my opinion, can be so designed as to meet the requirements and standards of both the Division of Highways and the Department of Parks and Beaches. . . .

"(a) *The maximum differential in length*, according to the Highway Engineers, seems to be approximately 2.8 miles. In the over-all operations of the

### Beginnings of a new nationwide organization?

"Formation of a 'Los Angeles Gruesome' committee to hail outstanding accomplishments in uglifying the city was proposed yesterday by State Senator Thomas M. Rees (Dem-L.A.).

"'Los Angeles Gruesome will not give recognition to those heroic few who are beautifying our city, but to those who are outstanding in fouling it up,' he said. Competition for the blight awards 'would be fantastic.' Rees suggested a special category for public agencies 'for their irrational planning and singularly uninspired '1948' designs.'

"Freeways, he said, would win points based on 'how much of a community they rip up and how much natural beauty they obliterate.'"

—from *S. F. Chronicle* 9/16/64

Department of Highways, this differential in distance is not of sufficient consequence to determine the issue. Decisions by the Division are not uncommon that involve longer routes at greater expense where other factors favor and justify the longer route.

"(b) *The question of difficult terrain*. Flexibility is inherent in the very nature of a freeway. On the other hand, natural phenomena such as redwood stands, rivers, and canyons are fixed. Prairie Creek Redwood Park, made up of ancient coastal redwoods, can be compared to a great river or a deep, wide gorge. When highway engineers come up against an immovable object, they span it or skirt it; they don't destroy it. An outstanding example of their skill, flexibility, and artistry is illustrated in the May-June, 1964 issue of "California Highways" on Page 15, showing a photograph of the new Cold Springs Canyon Bridge. Obviously this bridge is far more expensive than an equivalent length of level road, but it was necessary to solve the problem and certainly justified.

"I recognize and agree that the eastern route will be more expensive and that it is a challenge, but, like a great bridge, it can be a credit to the Division of Highways and the area it serves, and can add one more great scenic value, as well as preserve a rare beach and an integrated park complex."

\* \* \* \* \*

Alfred J. Stern, chairman of the State Park Commission, concluded his statement at the Arcata hearing with suggestions with which conservationists heartily concur. If supplemental legislation is needed to preserve state park lands from the damaging intrusion of freeways, it should take the form, Mr. Stern believes, of one of the two following alternatives:

First, specific direction should be given to the State Highway Commission to give full consideration and weight to the park values that might be impaired if a freeway were to go into a park. In addition, property dedicated to state park purposes should be invaded only with the consent of the State Park Commission.

Or, alternatively, the resolution of the State Highway Commission, when state park lands are involved, should be divested of its "conclusive" connotation so that the issue of "the greatest public good" may be more readily considered by the courts.

# Tribute Grove Destruction Is Imminent

**F**REEWAY DESTRUCTION of the National Tribute Grove of Coast Redwoods, a lasting memorial to those who served our country in World War II, is imminent. Highway engineers have reportedly been given permission to proceed with construction of a pilot or test road on the projected freeway route. Freeway construction, originally said to be several years in the future, has now been given top priority by the State Division of Highways in Del Norte County. Centuries-old redwoods will be destroyed, and massive cuts and fills will replace them. Nothing short of an all-out public demand that the present freeway plans be halted will help assure the nation that this incredible destruction and breach of trust will not come to pass.

Prior to the adoption of this route last December through a mile of this 5,000-acre memorial, the Sierra Club and other conservation and civic groups and agencies had urged that available park-bypass alternatives be thoroughly studied and

presented for public discussion. The club now makes an urgent plea, before cutting of the park trees becomes an accomplished fact, that the entire issue be reappraised.

Among the Sierra Club's reasons for urging a moratorium on any road construction within the National Tribute Grove are the following:

(1) It has become clear during the past few months that the freeway threat to this state park is of national concern. Dozens of newspaper and magazine editorials and hundreds of letters from every part of the country have protested the planned breach of the trust, which thousands of donors to this unique living memorial have placed in the State of California. And they have protested the destruction of irreplaceable primeval redwoods, already presumed saved for posterity.

(2) Earlier this year, Governor Edmund G. Brown directed that further freeway construction through redwood

state parks would await the study of the State Park Master Plan, due later this year.

(3) The California Legislature is taking special interest in the problem of freeways versus Redwood parks, and is investigating the powers of the Highway Commission. The Assembly Committee on Natural Resources, Planning, and Public Works, though using the similar threat to Prairie Creek Redwoods State Park as a case study, is nevertheless equally concerned with the contemplated breach of trust and destruction of virgin trees at the National Tribute Grove.

(4) Under the present law, the Division of Beaches and Parks, although charged with the responsibility of protecting the state parks, is often forced by the highway authorities—with their power of eminent domain over park lands—to compromise; to settle for freeway routes it knows are wrong for the parks. At Jedediah Smith Park, the park agency was given only two alternatives, both of which threatened equal damage to the National Tribute Grove. And the highway authorities have themselves admitted that the Division of Highways did not consider it necessary to study bypass routes.

As the New York *Herald-Tribune* so well stated: "The sacrilege that California plans to perpetrate is so blatant—the freeway route is a plain violation of the trust of those who contributed to the Tribute Grove—that it is just possible the concrete tide will be averted from the great trees." In the words of *Life Magazine*, however, "Only an aroused citizenry can halt their destructiveness."

Citizens have a constitutional right to ask their state legislators and their Congressman and Senators in Washington what they can do to make certain California will keep faith with the nation. Letters should particularly be directed to Governor Brown, Assemblyman Edwin L. Z'berg and Senator Fred Farr, chairmen of the Natural Resources Committees in the State Assembly and Senate, to your state and national legislators, and to local newspaper editors. And letters of appreciation should be sent to President Lyndon Johnson for his interest and help in saving the redwoods.\*

\* See "President Johnson Orders Redwood Park Study" in the June SCB.

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## More Reservoirs than Water

**M**ORE THAN 1.8 million acre-feet of new water . . . would be made available [by the proposed Pacific Southwest Water Plan]," according to Assistant Secretary of the Interior Kenneth Holum. This astounding statistic has been found in letters received this summer by Sierra Club members who expressed their concern to the Department of the Interior about the effect of the plan. This monumental reclamation project is designed to redistribute the existing Colorado River water to various places in the Southwest at the expense of scenic resources in the Marble Gorge and Bridge Canyon segments of the Grand Canyon of the Colorado.

How anyone can imply that he has found another 1.8 million acre-feet of water in the already over-used and over-developed Colorado River is difficult to comprehend. Every drop of water that comes down from the Upper Basin states is already being caught behind Glen Canyon Dam, Hoover Dam, Davis Dam, Parker Dam, Imperial Dam, Laguna Dam, and Morales Dam. It is being caught and used to such an extent, in fact, that one of the principal topics of the late February talks between President Lyndon B. Johnson and President Adolfo Lopez Mateos of Mexico was the quality and quantity of water being left in the Colorado for residents of Mexicali Valley in Mexico.

The *Los Angeles Times*, in two major articles in late August, reported smoldering resentment by Mexican farmers down-stream from our multiple existing dams and diversion canals.

In 1944, the *Times* noted, the United States and Mexico signed a treaty that guaranteed to Mexico water from the Colorado for "municipal and domestic uses, agriculture and other beneficial purposes." But since 1961, the saline content of the river has risen alarmingly, making it worthless for irrigation and causing severe crop damage to 450,000 acres of land in the Mexicali Valley. Under the 1944 agreement, the United States guaranteed an annual delivery to Mexico of 1.5 million acre-feet of Colorado River water. Normally the Colo-

rado has a salt content of roughly 900 parts per million; this is high, but not high enough to damage the soil immediately. After 1961, however, Mexicali farmers found that the salt content had increased considerably—some said to 2,700 parts per million.

This came about, at least in part, because since 1952 Colorado River water has been diverted through a canal—the Gila Canal—to irrigate lands within the Wellton-Mohawk Valley, east of Yuma, Arizona. Some 585,000 acre-feet are so diverted. Later 285,000 acre-feet are returned to the river through the Wellton-Mohawk Canal. But the water returned is much saltier than that taken out of the river, for it is only partly Colorado River water and includes much water pumped from deep wells in the Wellton-Mohawk Valley. Mexicans have therefore argued that the United States is not complying with that part of the 1944 treaty by which the United States agreed to provide Mexico with water "for municipal and domestic uses, agriculture and other beneficial purposes." Mexico says polluted waters are worthless and hence cannot

be considered as fulfilling the annual quota guaranteed under the treaty. Likewise, Mexico believes that the saline, deep-well Wellton-Mohawk water cannot be considered "waters from the Colorado River."

On August 24, the *Los Angeles Times* reported that Mexico is demanding quick action and has threatened to take the matter to the World Court or to an Inter-American tribunal. Some believe this could seriously damage United States' prestige abroad. The Mexican government is considering new proposals submitted by the United States, proposals that suggest construction of a by-pass canal to divert saline water flowing from the Wellton-Mohawk Reclamation District and a far more extensive tile drainage system in the Wellton-Mohawk area.

**U**NDER these conditions of Mexican-American tension, any claim that "more water" can be found in the Colorado River through the development of the Southwest Water Plan seems highly misleading and inappropriate. It is difficult to

*The Cathedral of the Desert, in a side canyon of the Escalante, will soon be covered by waters of Glen Canyon Reservoir. Conservationists urge that some natural canyon country be saved from reclamation projects. Photograph by Richard Norgaard from the forthcoming Sierra Club book Time and the River Flowing: Grand Canyon by François Leydet.*



understand how such a claim can continue to be used in official statements by Bureau of Reclamation and Department of the Interior officials. Perhaps some inkling of the reasons for its use can be found in a statement made by Supreme Court Justice William O. Douglas at the Seventh Biennial Wilderness Conference. In introducing Secretary of the Interior Stewart L. Udall, Justice Douglas recounted his own 5-year experience in the Executive Branch where he "never had more than 1800 people under [him] and only five laws to administer" yet he still barely kept his "head above water."

"For everyone there are only 24 hours a day," Justice Douglas continued. "Six o'clock comes and the outgoing mail piles high. The letters are ready for signature, each prepared by somebody down in the hierarchy. There are people still in the anteroom. And one suddenly remembers that he has a 7:30 dinner, black tie. Are these letters to be signed without being read? If they are, the faceless bureaucracy is supreme."

Perhaps this also accounts for the statement in Interior correspondence that, although the proposed Bridge Canyon Dam would back water within the inner gorge of the canyon for 13 miles along a part of the Colorado River (which here forms the boundary for Grand Canyon National Park), "recreation values of a different type would be created, largely in the form of those associated with reservoir developments." While acknowledging that there would be "loss of some scenic values," Assistant Secretary Holum maintains that, "If Bridge Canyon and Marble Canyon dams and reservoirs were built as included in the [Pacific Southwest Water] plan, nearly 100 miles of natural river would remain within the Grand Canyon National Park" and that, "less than five per cent of the canyon wall now exposed to view between Lake Mead and Glen Canyon would be submerged by the two reservoirs." No mention is made of the fact that this is the living space along the river, both for wildlife and for river runners who visit the national park, national monument, and the rest of the Grand Canyon not yet protected by any dedicated status. Nor does there seem to be any sensing of what national parks are for, or of what wild rivers mean.

**I**N a letter to Senator Thomas H. Kuchel, P. T. Reilly of North Hollywood,

California, recently expressed strong convictions about the present plans being developed for the lower Colorado River. "It is alarming," said Mr. Reilly, "to see the only opposition to such pork barrel bills develop into a squabble between states while it is not even recognized that our national heritage is being frittered away on the altar of local greed. It is clear to many that the Bureau of Reclamation has over-engineered the Colorado River. Already there are more reservoirs than there is water to fill them."

Mr. Reilly, along with François Leydet, Philip Hyde, Sierra Club Board member Martin Litton, and zoologist Joseph G. Hall, spent many weeks in and around the Grand Canyon this spring and summer, gathering information essential to the compilation of the club's new book, *Time and the River Flowing: Grand Canyon*. Mr. Reilly's knowledge of the canyon country is extensive and perhaps unsurpassed. The rest of his letter to Senator Kuchel follows:

The summer of 1964 saw Lake Mead fall below the level of 1123 feet, the elevation needed for maximum power output at Hoover Dam. The reason for this decrease of the Lake Mead reservoir was to hold back the water behind Glen Canyon Dam in an effort to generate power on schedule at the latter project. Since the power at Hoover Dam had already been contracted to the large areas that were now depending on it, the Bureau of Reclamation proposed to *purchase power* to make up the deficiency at Hoover Dam. This is like taking money out of one pocket, putting it in another and counting it twice. One is led to ask—if power is so readily available to make up power deficiency at one hydro-electric project while another is being prepared to generate power, why did we need Glen Canyon Dam in the first place?

An article in the *Arizona Republic* on July 26, 1964, indicates gross mismanagement at the Glen Project. It is stated that certain work necessary to power transmission is 480 days behind schedule. The question naturally arises whether Secretary Udall's decision to build up the Powell reservoir at the expense of Lake Mead was not somewhat premature. We should also ask whether the purchase of power to make up for the deficiency at Hoover Dam is not an unnecessary expense.

The Central Arizona Project would build two more dams on the already over-engineered Colorado River. These would be at the Marble and Bridge Canyon sites. If the river does not furnish enough water to fill *two* reservoirs at the same time, how can we possibly keep *four* reservoirs full enough to generate power? Why can't the power needs

come from the same sources which were proposed for the power deficiency at Hoover Dam? Study of yearly flow records of the Colorado drainage basin indicates there are more low-water years than there are high-water years. Therefore, having two dry years in a row—which now hampers the filling of the two reservoirs—is more usual than unusual.

We cannot hide from the fact that Arizona desperately needs water. Arizona needs even more water than the C.A.P. bill provides. Since this Last Water Hole is not sufficient to fill the needs of Arizona and California, it is obvious that new sources must be developed. As you have recognized in your recent remarks on this bill, these states can achieve this goal better as partners than as antagonists.

Arizona can alleviate her present needs by taking whatever quantity of water is settled upon *from existing reservoirs* on the Colorado River. Since the proposed dams at the Marble and Bridge sites would only be used for hydro-electric power generation and not for community water utilization, I urge that they be removed from the Hayden-Goldwater bill and that the necessary number of steam plants be substituted as power sources needed to pump water 985 feet from Lake Havasu, the presently proposed source.

There is only one Grand Canyon. It was created by a certain combination of environmental conditions that Nature has not duplicated any place else in the world. This is a recognized fact, as people come from all over the world to see the Grand Canyon. If the dams at the Marble and Bridge Canyon sites were built, one of our last great wilderness areas would be destroyed and the environment that maintains Grand Canyon would cease to exist. The nation is surfeited with fishing and water skiing areas, visitors' accommodations and hot dog stands. These things would not enhance the environment that gave us Grand Canyon.

The bill that created Grand Canyon National Park was a poor compromise between conservationists and local interests, and only a small part of Grand Canyon was included in the Park. Even with the later addition of Grand Canyon National Monument, the total area as measured along the course of the Colorado River comes to less than one-half of Grand Canyon measured along the same course. The administration of the total Grand Canyon is now gerrymandered among the Park Service, Forest Service, Indian Service, Bureau of Land Management and private interests. Grand Canyon National Park should have included the entire canyon, from Lees Ferry, Arizona to the Grand Wash Cliffs, with a suitable set-back from both rims. It would be heart-warming to see the introduction of a bill doing just that, as well as consolidating the administration under one agency.

# Letters

## Goldwater and Conservation

Editors:

Now that Senator Barry Goldwater has been selected as Republican candidate for president, I feel strongly that we conservationists should demand precise and detailed statements on his policies regarding the development and preservation of our natural resources. I have carefully read the Senator's acceptance speech at the Cow Palace and can find no reference to this important subject except "subdue and make fruitful our natural environment." Although certainly vague, this, to me, has a sinister sound that promises little for nature preservation.

Senator Goldwater's statements here in Arizona during the past ten years regarding conservation are appalling and would be disastrous if implemented. He has repeatedly advocated turning over all federal lands, excepting the military, to the states. This definitely includes national forests and denotes close association with grazing interests. He has been less emphatic about national parks and monuments because of strong public sentiment in their favor. But he has cautiously indicated that he favors limited mining and grazing in them. Also the Senator is a strong backer of the Central Arizona Project, with its dams in Bridge and Marble canyons. However, here he tempers his anti-federalism by advocating that Arizona pay the staggering costs. Also his stand on the Wilderness Bill and other conservation matters should be clarified.

Conservation is not a partisan issue. Both Republicans and Democrats are equally concerned over wise and broad policies with regard to the use of our natural resources. But Senator Goldwater's views represent neither party, and seem to advocate a return to pioneer days when development and exploitation by private interests was the rule, with little restraint or control by the government. This, I'm afraid, is the "freedom" he desires.

Of course, now that Senator Goldwater seeks national office, he may have retreated somewhat from these extreme stands. However, I believe we conservationists have a right to know in which cases and how much.

WELDON F. HEALD  
Tuscon, Arizona

## June Bulletin

Editors:

I would like to obtain reprints of the excellent article on the "Powers of the Highway Commission" to send to my state senator, assemblyman, to the state League of Women Voters, and others for action on this matter. As long as there is no brake acting

on this commission, it will continue to flout the public good, and arrogantly bulldoze our priceless scenic heritage in the name of sound engineering.

NORMA M. LEWIS  
Vacaville, California

• Reprints are available at 15c each, \$3 for 25, \$12 per hundred.—Ed.

Editors:

This is just a note to compliment you and your staff on the beautiful June *Bulletin*.

I have always enjoyed the *Bulletins*, but although I am no literary critic, this seems to me to be one of the most beautifully covered, illustrated, and organized *Bulletins* ever.

The excellence of the subject matter was particularly noteworthy. From Dave's "The Uneasy Chair" through Justice Douglas' fine article, "Nature and the Value of Diversity," it was great! . . .

The article, "Can Regional Planning Save Our Deteriorating Environment?" was so challenging that I called my friend Garnet Jones about it immediately on reading it. Garnet . . . is Chief of the Zoning Division of our San Bernardino County Planning Department . . .

JOE R. MOMYER  
San Bernardino, California

## Magnificent Volumes

Editors:

I've been associated with the Graphic Arts Industry for nearly seventeen years and I thought that I had seen just about everything in graphic arts and that there was little that could really surprise me and less that could thrill me. However, when the two magnificent volumes published by your organization arrived ("*In Wildness . . .*" and *The Last Redwoods*), I found that as always—the more one knows, the more he realizes he knows nothing.

Truly these are magnificent volumes and I can understand the pride which you and your members must feel in their production. The title "*In Wildness Is the Preservation of the World*" excites anyone's imagination and might even touch the heart of some of our industrialists who seem bent on destroying our natural resources with abandon and dispatch. . . .

STEPHEN CLARKE  
Crane & Co. (papermakers)  
Dalton, Massachusetts

## Praise for Maintenance

To Robert Golden,  
Outings Manager:

The work in Margaret Lakes by the Sierra Club maintenance group has been completed.

My trail foreman supervised the activity and was very commendatory regarding the job they did for him. He said the girls were better workers than the boys. I covered the area at the end of their work and also feel that the Sierra Club group far more than repaid us for the effort we put out for them. After seeing the results, I have been sold on this program of the club as well worthy of our future cooperation. . . .

My estimate is that the group maintained three miles of trail and reconstructed a difficult half mile section. Steve Arnon was most agreeable and pleasant to work with.

Thanks again for a good job by these young people and I hope to cooperate again with you in a similar effort.

ARNE P. SNYDER, District Ranger  
High Sierra Ranger Station  
Mono Hot Springs, California

## A Final Greeting

Editors:

I have always had Christmas cards with religious emphasis but as this year's Christmas will be the last one I shall spend in this country—my second homeland—I wanted to emphasize the heritage the Lord has given the American people, begging them in my farewell greeting to treasure it, preserving its grandeur of scenic beauty and life's abundance.

I saw your fine appeal in the *Saturday Review* of June 6 and tore it out to write to you for a verse or poem that I might add to my greetings. Could you oblige me and help me? I should appreciate very much your help.

MISS J. M. SCHLEGTENDAL  
Cincinnati, Ohio

## Fire Island Seashore

Editors:

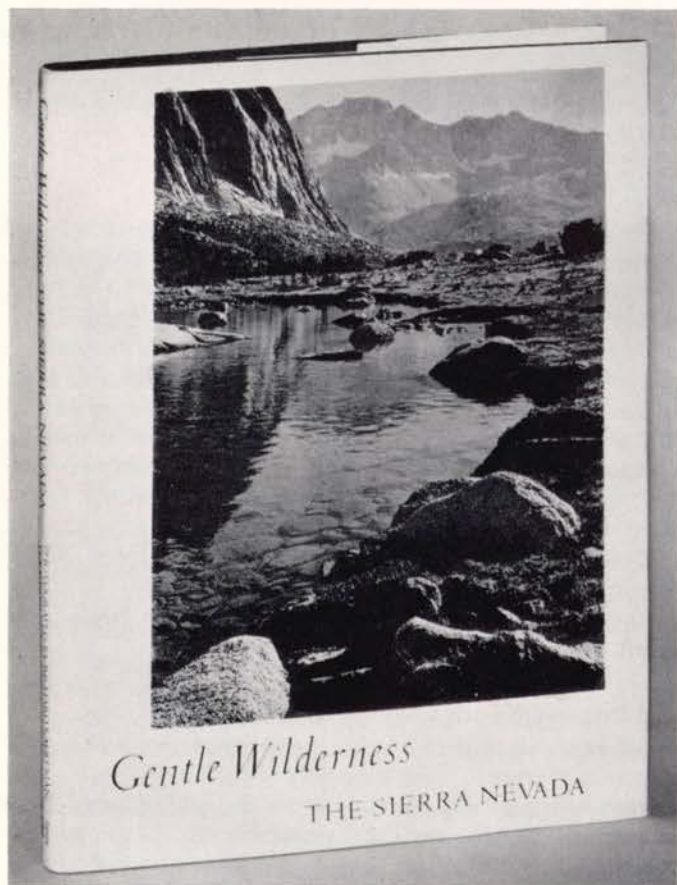
We wish to thank you for your support of the Fire Island National Seashore. As you know, the proposal has won congressional approval, and one of the last remaining unspoiled barrier beaches in this section of the country is to be preserved.

This certainly has turned out to be a banner year for conservation, what with the passage of the Wilderness Bill and the Land and Water Conservation Fund Act. We realize that the success of all of this legislation, including the Fire Island National Seashore, is due mainly to the untiring efforts of organizations such as yours. Many thanks again.

MAURICE BARBASH, Chairman,  
Citizens' Committee for  
a Fire Island National Seashore  
Babylon, New York

# *Gentle Wilderness:*

## THE SIERRA NEVADA



“And after ten years  
    spent in the heart of it,  
    rejoicing and wondering,  
bathing in its glorious floods of light,  
    seeing the sunbursts of morning  
    among the icy peaks,  
    the noonday radiance  
on the trees and rocks and snow,  
    the flush of alpenglow,  
and a thousand dashing waterfalls  
    with their marvelous abundance  
    of irised spray,  
    it still seems to me  
above all others the Range of Light”

*Photographs by* RICHARD KAUFFMAN

*Text by* JOHN MUIR

Many people have stumbled across John Muir's *My First Summer in the Sierra* and have begun to feel nostalgic about a place they did not know, in particular the approaches to Yosemite and the high country above it. Muir's own sense of discovery was so vivid as to instill a sense of already having been there.

Nearly a century after Muir's first summer, Richard Kauffman has come along with a camera instead of a notebook to recapture the feeling of discovery and the vividness in what Muir called the Range of Light. Here is the Sierra the way Muir saw it—the way it was then and is now. A cool Sierra wind blows through Mr. Kauffman's color photographs, a gentle wind. The light is that of the gentle hours, warm light on a friendly, inviting land.

The purpose of this book is to remind people that neither California nor the rest of America is rich enough to lose any more of the Gentle Wilderness, nor poor enough to need to.

Exhibit Format Series; 10¼ x 13½ inches;  
168 pages; 72 color plates; \$25.

Prepublication price until December 31, 1964; \$20.

# Washington Office Report

By William Zimmerman, Jr.

## Wilderness Bill

This bill, an improvement over the version that came out of the House Interior Committee, was passed by the House of Representatives by a vote of 373 to 1. The objectionable requirement that the Secretary of Agriculture set aside 3500 acres for the San Geronio Ski project was eliminated. Although the California delegation was divided—some Representatives urging that this provision be kept as a tribute to Representative Harry Sheppard (serving his last term in Congress from the area including San Geronio)—the opposition led by Representative John Saylor easily prevailed. Mr. Saylor's amendment to strike the language permitting the Secretary of Agriculture to declassify any Primitive Area was also adopted. Among California Representatives who gave effective support, mention should be made of Baldwin, Brown, Burton, Clausen, Cobelan, and Martin. Special credit goes to House Interior Committee Chairman Wayne Aspinall for bringing out a bill that ultimately had only a single vote against it.

The bill was then acted on by a joint conference committee consisting of Democratic Representatives Aspinall, Johnson of California, and White of Idaho; Republican Representatives Saylor and Morton of Maryland; Democratic Senators Jackson of Washington, Anderson of New Mexico, and Church of Idaho; and Republican Senators Kuchel of California and Allott of Colorado. The conferees agreed to the mining provisions of the House bill, but reduced from 25 to 19 years the duration of mineral exploration in wilderness (under certain specified conditions). The House and Senate then accepted the conference report and on August 20 sent the Wilderness Bill to the President for his signature.

## Land and Water Conservation Fund

This bill, the more controversial bill of the two major conservation measures sought by the Administration, was also approved by a conference committee in late August. As stated in the June *Bulletin*, the opposition was due not to objectives of the bill but to the establishment of a segregated fund and to the sources from which money for the fund would be obtained. Some state highway departments were fearful that the diversion of a small part of the Federal Highway Trust Fund would jeopardize their future projects; the Army Engineers did not want receipts from their recreation projects to go into the Conservation Fund; several groups, including local officials, opposed the use of proceeds from the sale of surplus property to buy other land that would be removed from the tax rolls; and other groups fought the plan to charge user fees even though federal funds had been used specifically to provide recreation facilities. All of these sources of opposition had their spokesmen, both in the House and in the Senate. Nonetheless, a month after it passed the House, the bill was approved in the Senate by a vote of 92 to 1, thus in a sense paralleling the House vote on the Wilderness Bill.

## Water Research Centers

The June *Bulletin* prediction that the President would sign S.2, the bill to establish water research centers at land-grant and other colleges throughout the country, became a fact on July 17. Although the brain child of Senator Anderson and

the Senate Interior Committee staff, this bill also had Administration support.

## Ozark National Scenic Riverways

Supported by the Interior and Agriculture departments and by the State of Missouri through a resolution of its legislature, this bill (S.16, H.R.1803, and H.R.2884) is one of the first of the "wild river" bills to pass both houses of Congress. It seems to be different from many other measures designed to set aside special areas. First of all, the people in the area seem determined to keep it as it is and are not eager to be flooded by tourists and sportsmen; secondly, the area will be open to fishing and hunting and will require a new recreation area category; and thirdly, it encompasses a strip of land about 140 miles long, which varies from a few yards to a mile or so in width and includes two towns. As sent to the President, the bill includes a House amendment limiting to \$7,000,000 the appropriations for land purchase, but it also includes language to permit federal acquisition of scenic easements.

## Anti-Poverty Youth Corps

Although this bill (S.2642) "to mobilize the human and financial resources to combat poverty in the United States" has received wide publicity throughout the nation, the one part of the measure that has generally escaped notice in the press is Title I, "Youth Programs." So long ago that few readers may remember it, Senator Hubert Humphrey of Minnesota and others sponsored a bill to establish a Youth Conservation Corps. This bill was side-tracked and then lost in the supposedly broader fight against poverty. Conservationists had an up-hill fight in the House to defeat efforts to eliminate the "youth corps" from the larger program, but they were successful and the bill containing the corps passed the Senate on July 23. On August 8, the House passed a substitute bill that the President will probably sign. It includes language to authorize, "the establishment and operation, in rural and urban areas, of conservation camps and training centers and for the provision of such facilities and services as . . . are needed to carry out the purposes of this part, including but not limited to agreements with agencies charged with the responsibility of conserving, developing, and managing the public natural resources of the Nation and of developing, managing, and protecting public recreational areas . . ." Enrollment in the Youth Corps is limited to young men and women between the ages of 16 and 22 (not including 22).

## Canyonlands National Park

Senator Frank Moss's bill (S.27) to establish this park in his home state, was passed by the Senate in August, 1963, but since then has languished in the House Interior Committee. The Departments of Agriculture and Interior were slow in making their reports and did not send them to the committee until this May. The House Committee has now reported favorably on the bill already passed by the Senate. It will include the major part of the area originally sought by the National Park Service, but will leave out some choice spots. Nevertheless, the Interior Department has reported that the diminished



area is of such quality that it merits park status. The Senate bill would permit mining and grazing in the park. The House bill would forbid both. If this difference can be resolved, the park will probably be established.

### Internal Revenue Ruling

According to a recently published ruling of the United States Internal Revenue Service, a scenic easement is deductible as a charitable contribution. By granting the federal, state, or local government a scenic easement, a property owner waives forever the right to build homes, billboards, or other commercial developments on that property or to change its physical appearance in any way. All other rights remain with the owner, who also continues to maintain the land. The land, however, is not taken from the tax base.

### Colorado River

Congress has passed the bill to instruct the Federal Power Commission to issue no license or permit for dam construction on the Lower Colorado River (H.R.9752, S.502) until after December 31, 1966. The purpose of this bill is to give Congress time to consider whether or not Bridge Canyon and Marble Gorge dams should be built—and if so, by whom—as well as to examine in greater detail all the facets of Secretary of the Interior Udall's Southwest Water Plan.

Meanwhile, the Senate Interior Committee has already reported S.1658, which was introduced by Senators Hayden and Goldwater of Arizona to authorize the Central Arizona Project. As reported, this bill would direct the Secretary of the Interior to build both Bridge Canyon and Marble Gorge dams. Although it is still possible that the bill might pass the Senate at this session, certainly no action will be taken in the House. I call attention to 17 bills introduced on August 11 by members of the House from California, each entitled, "to authorize investigations and reports on the water resources and requirements of the Colorado River basin, and to protect existing economies in the course of development of such resources."

### Other Legislation

New York Representative Otis Pike's bill (H.R.7107) to establish a Fire Island National Seashore passed the House as did a similar bill (S.1365) in the Senate. It had the support of all segments of the local Fire Island community, the only disagreement being about the boundaries.

California Representative John Baldwin's bill to establish the John Muir National Historic Site had passed the House but lay dormant in the Senate until a few days ago. At that time it was reported by the sub-committee and then by the full committee, and finally, without argument, was passed by the Senate. Senator Kuchel was helpful in getting action by the Senate Committee.

After much argument about the wording, the Tule Lake-Klamath wildlife refuge bill (S.793) is ready for passage. The argument had been over whether the law should specify that the water-users or the wildlife should have priority in the event of water shortage. The House Committee report seemed to give preference to the water-users. The bill, as revised by the conferees, permitted revision of the report to make clear that this preference was not intended.

### Administrative Matters

In connection with the study being made of the Superior National Forest in Minnesota and the adjacent state, federal, and private holdings, National Park Service Director Hartzog announced that hereafter public hearings will be held in any area considered for national park status *before* the director's recommendation is made to the Secretary of the Interior. Although this announced procedural change is significant, a much more important statement was made by Secretary of the Interior Udall on August 3.

That August release and the July 10 memorandum to the Director of the National Park Service are apparently intended as an attempt to reconcile increased use of the parks for recreation with the stated policy of maintaining the parks in "absolutely unimpaired form." The secretary says that each category—natural, recreational, and historical—in the national park system, "requires a separate management concept and a separate set of management principles coordinated to form one organic management plan for the entire system."

The secretary then approved six long-range objectives, the first two of which are sufficient to reveal the problem. "(1) To provide for the highest quality of use and enjoyment of the National Park System by increased millions of visitors in years to come; (2) To conserve and manage for their highest purpose the natural, historical and recreational resources of the National Park System."

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## Rachel Carson Bequest

In *Silent Spring*, as in her other earlier works, Rachel Carson made a poetic and scientific plea for the unity of life and for preservation of the delicate ecological processes that sustain that unity. Although she was attacked from many quarters for her views, her critics could not challenge the depth of her concern, her motives for taking the stand she took, nor her willingness to openly debate her facts or her conclusions.

An enduring measure of Miss Carson's commitment to the values she advocated was disclosed late in May when the Sierra Club was informed that it was a beneficiary in Miss Carson's will. According to Miss Carson's attorneys, the will establishes two trusts, each amounting to approximately one-half of her estate. The first trust is for her family obligations. The second trust named the Sierra Club and The Nature Conservancy as the two conservation organizations Miss Carson chose to receive what remained of her estate after the obligations of the first trust had been fulfilled.

Aside from the publicity the two conservation organizations will enjoy because of this bequest, the will itself specifies that The Nature Conservancy is to use its share for the purchase of New England coastal areas, and the Sierra Club is to use its share for the general purposes of the organization. Thus, through this bequest Miss Carson fulfills her own dream to be able to help both these organizations and the conservation work to which she, with them, was so dedicated.

According to Executive Director David Brower, Miss Carson first became acquainted with the club through its publications. She was invited to participate in the Seventh Wilderness Conference, held in San Francisco in 1963, but was unable to attend because of failing health.

## Notable Quotes

*From an editorial broadcast on KCBS Radio, San Francisco, July 28, 1964.*

"KCBS congratulates Governor Brown on his appointment of Alfred Heller to the State Highway Commission.

"Mr. Heller is the young publisher of the *Nevada County Nugget*. As president of California Tomorrow, an organization

dedicated to preserving California from blight from whatever source, he co-authored two studies of problems facing the state: *California, Going, Going . . .* and *The Phantom Cities of California*. Both publications harshly criticized the lack of proper planning in developing suburbs, freeways and commercial construction. . . .

"KCBS can only hope that Mr. Heller will be influential in turning the commis-

sion in a direction of new priorities: local community values, the wishes of the people directly affected by freeway construction, and the concern of all of us in protecting California's priceless natural resources for future generations.

"To accomplish these ends, Mr. Heller must be able to liberalize the commission's narrowly legalistic view that the only yardstick of a freeway route is its value to highway users. If he cannot help to bring California's road-building program into line with civilized standards it is time for the state legislature to reconsider some of the unrestricted power that has been vested in the highway builders."

*From President Johnson's commencement address to the graduating class at the University of Michigan in May.*

"The water we drink, the food we eat, the very air we breathe, are threatened with pollution. Our parks are overcrowded, and our seashores overburdened. Green fields and dense forests are disappearing. A few years ago we were concerned about the 'Ugly American.' Today we must act to prevent an Ugly America."

## Award to Dr. Wayburn

In May of this year, Dr. Edgar Wayburn, currently vice-president of the Sierra Club, was given an American Motors Corporation Conservation Award for 1963. Dr. Wayburn was one of ten non-professional conservationists to be so honored.

The presentation, which took place at a special program in Washington, D.C., was made in recognition of Dr. Wayburn's service as president of the Sierra Club (1961-1964), as chairman of the club's Conservation Committee (1955-1961), and as one of the leaders of the club-sponsored Biennial Wilderness Conferences in 1961 and 1963.

One of the major objectives of the

award, in the words of American Motors President Roy Abernathy, is to give recognition to "the dedicated people whose



*Dr. Edgar Wayburn*

work is not ordinarily in the public eye, but who typify the finest traditions of those who work in the front lines of the conservation movement . . ."



## The Sierra Club in the Andes—1965

The Inca ruins of Machu Picchu, the high Andes near Santiago, and the small towns and wilderness area of a lake region in the southern Andes that is known throughout the world for its charm and quiet beauty—these are just some of the wilderness and historic areas listed on the itinerary of the Sierra Club's 1965 South American Outing. Plans for the trip, which will last a total of four weeks, are now being made by the Outing Committee and should be completed soon.

At this writing, the trip is scheduled to begin on January 23 in Panama and will end in Santiago, Chile, on February 20. The outing cost for the entire four-week stay in South America, excluding air fare, will be about \$475.

Look for more information and reservation procedures in the October *Bulletin*. Specific questions should be addressed to the trip's leader, Alfred Schmitz, in care of the Sierra Club.

# Mountain Talk

**T**HIS IS THE YEAR in which it was finally decided to establish a National Wilderness Preservation System for the permanent good of the whole people, and for other purposes.

It is also the year in which other decisions have been made, or are being made. In midsummer it seemed that the most important historic landmark of 1964 would be the passage of the Civil Rights Act. Whether November would provide climax or anticlimax was not clear. But since long-range perspectives on history are just not available to us as participants, it could be that something less immediately striking is destined to impress historians. The appointment to a highway commission of a strong critic of freeways and slurbs might preserve as much scenery in one state as the Wilderness Act. Events in Mississippi or in some Northern slum might affect civil rights more than all the reforms of that other landmark legislation.

Until November, a prudent commentator on this year of decision ought to reserve judgment.

You and I, however, talking in the privacy of this page, may at least safely consider some pros and cons of what we have gained through the valiant efforts of Mr. Zahniser, Mr. Saylor and other friends of wilderness.

**I** HAVE NOT BEEN TO WASHINGTON, but I have been in areas where the earth and its community of life are untrammelled by man, where man himself is a visitor who does not remain. I know places which appear to have been affected primarily by the forces of nature, with the imprint of man's work substantially unnoticeable, and which have outstanding opportunities for solitude or a primitive and unconfined type of recreation.

That eloquent definition of wilderness, in the words of the new Act, recognizes something that has always been a vital part of American experience. The booming frontier exerted itself in tension against the surrounding wilds. Until the frontier splashed into the Western ocean and was washed back to assume new shapes, both environments contributed to the creation of our unique energy.

Only fragments of the frontier and the wilds remain. We found them last year in Idaho, specifically in the Salmon River Mountains that were bypassed by Lewis and Clark and most of their successors. Rafting and hiking on the Middle Fork, along Big Creek and in the isolation of the ridges and peaks, we discovered opportunities for solitude and for primitive and unconfined recreation. But airborne frontiersmen and even subdividers were moving in.

**T**HE WILDERNESS ACT doesn't protect that big-sky country yet. It merely says that within ten years the Idaho Primitive Area must be reviewed and recommendations be made to the Congress with respect to its classification as wilderness or otherwise.

Some of my favorite wild places are in national parks, including the high country of Yosemite, Kings Canyon and Sequoia. They are not within the immediate scope of the Act either, but will be the subject of recommendations to the Congress within ten years. Recent encounters with helicopters, and tales of encroachment by trail vehicles cause me to wonder whether the "roadless" concept will afford lasting protection of solitude and an untrammelled community of life.

What the law does is establish the policy "to secure for the American people of present and future generations the benefits of an enduring resource of wilderness." It makes it necessary to go to the Congress in order to take an area out of wilderness status, or to put one in. Existing national forest Wilderness Areas or Wild Areas are the only ones initially included in the system.

I know some of those areas intimately and cherish them. I think of the eroded sandstone caves and outcroppings overlooking Pine Valley in the Santa Lucias, and the ferny coolness of the trail in the redwoods on the Big Sur River a few miles away. I think of vast granite basins open to the sky in the High Sierra, and of endless slopes and canyons furrowing the Trinities, with their magnificent trees and murderous chaparral. I think of camps improvised on the rims

of mountain lakes in the Wallawas, on the banks of clamorous or deep-pooled streams in the Siskiyou, or near snow or a cienega under a high peak in Southern California.

My adventures in those remote places have been limited. One thing the Wilderness Act does for me is to make it a bit more certain that the places I haven't seen will remain unspoiled a while longer. They dot the map of the West, and I'll get to them some day. Meanwhile it is good to know that they are there.

They are there for everybody, of course, although not everybody at once. While we look aghast at the troubles we see, and face up to the cosmic consequences of some of the games we are playing, we may yet console ourselves. This is the year in which we took two giant strides toward a social ethic and a land ethic.

FRED GUNSKY

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On the front and back covers of this *Bulletin* are photographs by Richard Kauffman from the forthcoming Sierra Club book, *Gentle Wilderness: The Sierra Nevada*. Mr. Kauffman, a club member for 25 years, has contributed all the book's 72 photographs, recapturing with his camera the feeling of discovery and the vividness in what John Muir called the Range of Light. The text is mainly from Muir's *My First Summer in the Sierra*.

This book will be the ninth in the club's Exhibit Format Series, which has been winning national and international awards. Containing 160 pages, the book will sell at \$25, with a special gift season price of \$20 until December 31—\$16 to members or applicants who place prepaid orders by October 1. Books will be ready in October.

*"And after ten years spent in the heart of it,  
rejoicing and wondering, bathing in its glorious floods of light,  
seeing the sunbursts of morning among the icy peaks,  
the noonday radiance on the trees and rocks and snow,  
the flush of alpenglow, and a thousand dashing waterfalls  
with their marvelous abundance of irised spray,  
it still seems to me above all others the Range of Light . . ."*

JOHN MUIR

*Tuolumne River near Glen Aulin, by Richard Kauffman*

