

Ausable Lake and Indian Face Mountain, in the Adirondacks

Sierra Club Bulletin

MARCH 1966

New York's Forest Preserve:
will constitutional protection
of its "Forever Wild" status
be retained? See page 15.

Senate Interior Committee hears 66 witnesses defend Olympic National Park and only 12 support the proposal to dismember it

The irregular proposal by a one-man committee that Olympic National Park be shorn of 59,000 acres for the benefit of private economic interests (February *Bulletin*, pages 6 & 33) ran into heavy going at hearings before the Senate Interior Committee in Seattle, February 11-12. Only 12 witnesses testified in favor of the land-grab and 66 testified against it (including Sierra Club Conservation Director J. Michael McCloskey). An unexplained mystery remains: why did Secretary of the Interior Udall appoint a one-man committee consisting of a man—Fred J. Overly—who was on record as favoring a giveaway of Olympic National Park lands?

Lone Star Chapter studying reclassification of areas within Big Bend National Park under the Wilderness Act

With a view to formulating recommendations for the reclassification of areas within Big Bend National Park under the Wilderness Act, the club's new Lone Star Chapter will send a field trip into the region on April 4. Chapter Chairman L. B. Rothfeld (610 Shoreacres Boulevard, La Porte, Texas 77571) hopes that members inside or outside the state who are familiar with the Big Bend country will send suggestions concerning areas they consider suitable for wilderness classification.

"There are no snakes in Ireland" note

Informed about Sierra Club aims and activities, the newly formed Irish Ramblers Club (headquarters, Dublin) adopted the slogan "To Explore, Enjoy and Protect our Beautiful Countryside." A gracious acknowledgment of the older club's assistance in *The Rambler* ended with this editor's note: "Sierra Club members when hiking have to worry about snakes!"

Another protest group on the Berkeley campus—thank goodness

Another activist student group might not seem to be what the Berkeley campus of the University of California needs most. But ACT (Active Conservation Tactics) is a student group whose members have attracted favorable attention by (1) cleaning 200 cubic feet of rubbish off a Berkeley hillside, (2) removing about 250 discarded auto tires from the muck of tidal flats near Albany, and (3) picketing in orderly protest against a bay-fill project at Emeryville. A sympathetic judge imposed the minimum fine on eight pickets who violated the law against pedestrians on a freeway right of way.

Is nuclear power removing the last justification for power dams in scenic areas?

Consolidated Edison justifies the proposed pumped storage hydroelectric plant at Storm King on the basis of the need for "peaking power," that is, extra power needed at periods of peak demand. And the Bureau of Reclamation relies heavily on peaking power as the justification for building dams in the Grand Canyon. But Babcock & Wilcox, which engineered Con Ed's nuclear powerplant at Indian Point, a few miles from Storm King, said this of the atomic plant in a recent advertisement: "The remarkable thing about Indian Point's operation has been its ability to meet large load changes quickly and accurately. This points to the day when population centers, with their fluctuating peak loads, are served by nuclear power." Many people, not a few conservationists among them, are not yet satisfied that nuclear power is an acceptable substitute because of safety and waste disposal problems. But if it can be demonstrated that these problems have in fact been solved, it would seem that peaking power can no longer be used to justify the desecration of scenic sites by hydroelectric dams.

**A vision of the future,
complete with breathable air
and drinkable water,
but without an out of doors**

Scientist Eugene B. Konecci told a Smithsonian symposium on "Ecological Technology" that because of mounting pollution problems, we may be forced to live under giant astrodomes with the kind of environmental controls developed for space exploration. Which brings to mind a quote from the last speech of Adlai Stevenson: "We travel together, passengers on a little space ship, dependent on its vulnerable supplies of air and soil . . . preserved from annihilation only by the care, the work, and I will say the love, we give our fragile craft."

Woodsmen, spare those trees!

The Associated Press reports that trees along freeways in southern California are being cut down at night by mysterious woodsmen armed with power saws. In four cases out of five, says the district engineer of the Division of Highways, "the obvious beneficiary was a billboard company" whose signs were rendered more visible. Spokesmen for the billboard interests have a novel explanation: the whole thing is a sinister plot to discredit their industry, masterminded by highway beautification fanatics.

**Entrance permits a bargain
—and they help sustain
the Land and Water
Conservation Fund**

The Land and Water Conservation Fund—which feeds the acquisition funds of the National Park Service and the Forest Service, and helps the states finance outdoor recreation facilities—is financed in part by the sale of entrance permits good throughout the year for admission to any of 7,000 federal recreation areas. At \$7, the wallet cards going on sale March 1 (replacing stickers used last year) are an obvious bargain for anyone who visits national parks, forests, and other recreation areas even moderately often. They will be sold at the entrance points of most federal recreation areas and at many offices of the American Automobile Association.

**Climbers beware!
Research indicates that
nylon climbing rope
retains its strength for
only 100 days of use**

A technical report entitled "A Survey of the Deterioration of Nylon Mountain Climbing Rope," issued by the U.S. Army laboratory at Natick, Mass., warns that usage, rather than age, causes weakening. The report recommends that climbers keep a record of the number of days a nylon climbing rope has been used, and that any nylon rope that has been in use 100 days or more be retired.

**Straight talk
from one engineer
to other engineers**

Former Undersecretary of the Interior James K. Carr, now San Francisco's Manager of Utilities, laid it on the line in an address to the Consulting Engineers Association of California recently. The ugliness of metropolitan areas, he said, is largely the result of engineering projects. "Too often," he continued, "engineers have been the hirelings of men concentrating on profit alone, who are indifferent to their environment, indifferent to people's needs, men who are the real architects of ugliness, despoilers of communities and actually destroyers of values." Too bad the "real architects of ugliness"—some of the businessmen and government officials who hire engineers—were not in Carr's audience with ears and minds open.

**John Fischer of *Harper's*
extolls club's books
and their editor**

Under the heading "A special holiday greeting to the following people who have done something during the past year to earn the regard (or at least the bemused attention) of their fellow countrymen," editor John Fischer of *Harper's Magazine* wrote: "To the Sierra Club of San Francisco and David Brower, its executive director, for one of the most daring publishing ventures since Caxton's 'Historyes of Troye' . . . a series of books almost too good to be true . . . to my eye, at least, [*Not Man Apart*] surpasses in fidelity of color and registration the output of any press I know of, here or abroad. . . ."



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

Fighting a War on Three Fronts

This doesn't promise to be a relaxing year. Three crucial conservation issues are all coming to a boil simultaneously: the now-or-never battle for a redwood national park worthy of the name, the long overdue climax of the campaign for a national park in the North Cascades, and the fight to prevent the Grand Canyon from being emasculated by the construction of utterly unnecessary power dams at Bridge Canyon and Marble Gorge, on the mainstem of the Colorado River in the inner gorge of the Canyon.

No general in his right mind would commit his forces to combat on three fronts if he could possibly help it, but conservation leaders have no choice. None of these battles can be postponed; each one cries for all the force the conservation movement can muster. If there was ever a time to extend ourselves to the limit, this is it. If we fail, all future generations of man will share our defeat. ■

A Clarification of Outing Policy

We said in this space last month that outing leaders are reimbursed for out-of-pocket expenses but not for their time. Outing Manager Betty Osborn points out that this is not accurate. The pertinent section of the Outing Committee Policy and Procedure Guide reads as follows: "The Outing Committee serves entirely on a volunteer basis. Moderate salaries are paid for leading and planning some trips and to members of some trip crews to assure, for the program, a continuity of adequate leadership and safety, and in a small way to reimburse for a job which exceeds what could be expected of a purely volunteer service. The salaries are not of such magnitude as to create professionalism. The salaries are determined by the Finance Subcommittee, and no recipient of an outing salary is eligible to vote on his outing salary. A leader may bring his spouse and children on his trip for half the usual trip fee, plus customary registration fee."

The point we were trying to make stands, however: the outing program operates on an essentially break-even basis. The objective is not to make money, but to make wilderness experience available at minimum cost and swell the ranks of wilderness defenders. ■

It's Election Eve

During March, members of the club will receive a letter containing a ballot, with names of candidates for the Board of Directors, and a leaflet outlining each candidate's qualifications. The Nominating Committee worked long and hard to pick a superior slate and prepare the leaflet; the rest is up to the electorate.

As noted in a previous *Bulletin*, Carl W. Buchheister was compelled by illness and other circumstances to withdraw his name from consideration. Unfortunately, ballots had already been printed. To avoid possible confusion and misunderstanding, it seemed advisable to block out Mr. Buchheister's name. The job could not be done both cheaply and neatly, so don't be dismayed if it looks as though someone with Vibram lugs on his hiking boots tramped on your ballot. The ballot is valid, and there are still nine good names on it. ■

COVER: Ausable Lake and Indian Face Mountain in New York's Adirondack Forest Preserve. Photo courtesy of the New York State Department of Commerce. For news of the threat to the Forest Preserve, see story beginning on page 15.

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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.

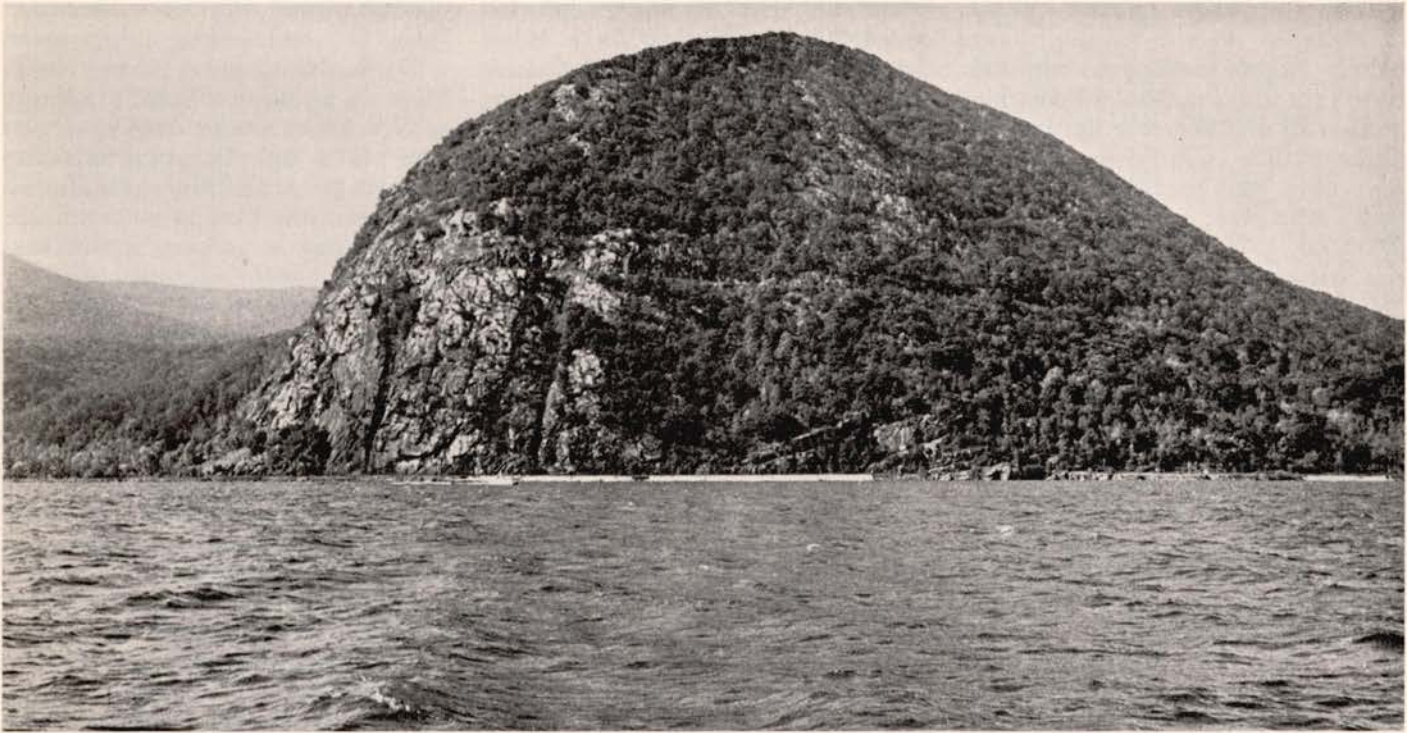
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Rising from river level to 1,340 feet, Storm King is more imposing than its statistics. Although a railroad skirts the shore and a highway creases its face, Storm King offers good hiking

and magnificent views. Consolidated Edison's proposed power-plant, 800 feet long, would be on the mountain's northeast flank, at the extreme right of this picture.

Precedent on the Hudson

By Maxwell C. Wheat, Jr.

Maxwell Wheat, a resident of Freeport, Long Island, teaches English in a junior high school. Once an editor of Motor Boating, he has written on conservation for Nature and other magazines. He is Conservation Chairman of the Federation of New York State Bird Clubs and is active in the newly formed Constitutional Council for the Forest Preserve, news of which will be found elsewhere in this issue.

WHEN I FIRST SAW Storm King Mountain ascending 1,340 feet above the Hudson—the *Grande Riviere* to its discoverer, Giovanni da Verrazzano—the stars above the steep Highlands backdrop were sparkling sharply in the clear black sky on a night that was frigidly windy. From where I stood shivering on the deserted east bank at Cold Spring, the riled waters of the river appeared strangely narrower than their three quarters of a mile width because of the almost disproportionately huge, dark hump of a mountain looming up towards the heavens like some ancient Leviathan heaved out of its watery

depths. This was Storm King—"solemn and wild," as a Revolutionary War chaplain reported—overshadowing the village, the river, and the very night itself.

Cupping an ear I strained to hear, between chill blasts, a faint echo of the thunderous peals rolling off the Highlands that for generations of Hudson folklore have heralded the ghostly charge of some redcoat or continental regiment. Or to hear Henry Hudson's crew—his Half Moon was harbored 300 years ago near Storm King's flanks—again playing ninepins among the mountain tops as Rip Van Winkle heard them.

"Inside us," said New York State's folklorist-historian Carl Carmer about the Hudson recently, "there is a conviction that everything that happens in a place lingers in some form or other."

I wonder if I could have been so haunted that night by the Hudson's beauty and past—by high pooped Dutch sailing ships plying the waters, by pirates lurking in wait for unlucky sailors, by Ichabod Crane and his headless pursuer—if parts of that mountain had been efficiently illuminated by a \$162,000,000 pumped storage hydroelectric plant. The Consolidated Edison Company plans to build the biggest pumped storage plant in the world here, blasting a site for it out of the side of Storm King. The plant would be capable of sucking more than one million cubic feet of water per minute from the river and pumping it more than 1,000 feet up the mountain through a tunnel 40 feet in

diameter to a 240-acre reservoir—all this to create, in effect, a massive storage battery. At peak demand periods, when New York City's millions are switching on their air conditioners or lighting their Christmas trees, Con Ed would unleash the pent-up water to cascade unnaturally back down the mountain and send 2,000,000 kilowatts surging through transmission lines strung from 100- to 150-foot towers through 25 miles of town and country.

No wonder Carl Carmer demanded "that the time for opposing those selfish interests that would defile the Hudson is now." For this river is deep in myth and tradition, resources necessary to the feeling for one's native land. Who can imagine the picturesque frigates of old navigating up and down the river past a "scenic" view dominated by a powerhouse 800 feet long?

The scenic and historic values of Storm King Mountain and the Hudson River were recognized by the U.S. Court of Appeals in an epoch-making decision handed down December 29, 1965. Setting aside Federal Power Commission orders granting Con Ed a license to construct a powerplant at Storm King, the Court ruled that the FPC had fallen short in failing to concern itself with the fact that the plant was "to be located in an area of unique beauty and major historical significance."

This wasn't all. The Court declared that the FPC had failed to adequately consider the disruption of local planning (transmission lines would march through the site of a proposed junior high school in Yorktown), the inundation of trails maintained by the New York-New Jersey Trail Conference in the proposed reservoir area, and the consequences of locating the hydroelectric plant amidst the spawning grounds of perhaps 88 percent of the river's striped bass.

"Who would have thought that fish would become so important to us in this fight?" asked one impressed conservationist. He was commenting on the varied and sometimes far-away interests—esthetes, sportsmen, historians, garden clubbers—who had joined together to fight the powerplant at Storm King. A small sportsmen's club far up-river voted to donate its entire \$47 treasury to the Scenic Hudson Preservation Conference (which, with the towns of Cortlandt, Putnam Valley, and Yorktown, took the matter to court), and a bar-

tender member of the sportsmen's club added \$15 from his own pocket. Long Island fishermen who may never have seen Storm King, but who enjoy reeling in fighting 20-pound stripers spawned in the Hudson, passed resolutions of protest and donated funds. They feared that the minute, fragile bass eggs and larvae floating in the tidal river waters would be sucked up and destroyed in the billions of gallons of water drawn in daily at Con Ed's intake.

Ironically, the Court simply told the FPC to do what the Commission itself had stated it was to do under the Federal Power Law of 1920: to decide "whether the project's effect on the scenic, historical, and recreational values of the area are such that we should deny the application." This was the FPC's legal responsibility to the public.

"In this case, as in many others," the Court said, "the Commission has claimed to be the representative of the public interest. This role does not permit it to act as an umpire blandly calling balls and strikes for adversaries appearing before it; the right of the public must receive active and affirmative protection at the hands of the Commission."

The FPC "umpire" called three strikes against fishermen when it rejected as "untimely" warnings by fishery experts of striped bass losses. The Commission affirmed confidently that "the project will not adversely affect the fish resources of the Hudson provided adequate protective facilities are installed." But James McBroom of the Department of the Interior testified before a congressional committee that although screening devices might protect young fish, "practical means of protection of eggs and larvae stages have yet to be devised." This is only one example of the way the FPC disregarded the interests and dismissed the objections of hikers, naturalists, residents, historians and others.

"What's good for Con Ed is good for the country" seems to have been the attitude of the FPC. Unfortunately, there is a pronounced tendency for regulatory agencies to feel more of an identity of interest with the industries they are supposed to regulate than with the public they are supposed to serve. This stems from an obsession with so-called growth and development, which has often transformed the useful concept of "progress" into the horns of a moral

dilemma. Armed with the argument that "you can't stop progress," a powerful utility is able to assert intimidatingly: "You are not going to stand in the way of New York's getting more power, *are you?*" With that the person who likes to watch the sun set behind the Hudson Highlands, who likes to wade into the water casting for stripers, or who likes to explore woods that appear much as General Washington might have seen them, is supposed to mutter "I'm sorry" and slink to a seat in the back row.

The Court of Appeals ruled that people who like to hike, watch sunsets, fish, birdwatch, absorb history, or live in scenic surroundings, belong in the front row at hearings alongside the professional experts and public relations personnel of big corporate entities. This court decision affirming the right of all such interests to equal and full consideration is a precedent that will be noted by other courts ruling on conservation controversies involving highway departments or federal agencies such as the Corps of Engineers and the Bureau of Reclamation.

Engineers of highway departments or utilities usually claim that theirs is the only solution, but there are generally alternatives. The Storm King controversy is not a question of whether New York needs and will get more power or not; in contradiction to Con Ed's intransigence about Storm King, alternatives have been urged. A former chief engineer of New York City's Bureau of Gas and Electricity, Alexander Lurkis, has advocated natural gas fueled jet turbines that could be built as needed in the city itself without increasing air pollution. (Such a turbine made Holyoke, Massachusetts, an island of light in the midst of last fall's power blackout in the northeast.) The court's opinion states: "Especially in a case of this type, where public interest and concern is so great, the Commission's refusal to receive the Lurkis testimony, as well as proffered information on fish protection devices and underground transmission facilities, exhibits a disregard of the statute and of judicial mandates instructing the Commission to probe all feasible alternatives."

Con Ed's attempt to harness the Hudson at Storm King may prove a blessing in disguise. It has called widespread attention to the ominous power of agencies such as the FPC to determine the fate

of scenic areas. (The FPC and at least four other federal agencies are empowered to condemn land for projects regardless of local zoning.) In an encouraging reaction against arbitrary decisions adversely affecting scenic areas, Congressman Richard L. Ottinger of Yonkers, N. Y., introduced a bill that would authorize the Secretary of the Interior to veto projects that federal agencies propose to build on scenic sites. In effect, it is a bill to protect the federal government from itself. The bill, which also would enable the Secretary to negotiate scenic easements, sets a precedent that might well be followed elsewhere.

Court cases and protective legislation don't just happen. They are the result of aroused people demanding and financing action. At Con Ed's threat to Storm King, many organizations for the defense of the Hudson sprang up. Instead of casting about in all directions and dissipating their energies, these organizations affiliated themselves with or coordinated their work with that of the Scenic Hudson Preservation Conference, which is headed by a 75 year old attorney, L. O. Rothschild. Scenic Hudson's offices (Suite 1625, 500 Fifth Avenue, New York, N. Y. 10036) are so crowded with documents, clippings, letters, research publications and files about Storm King that they tend to produce claustrophobia. The organization has an energetic executive director, Rod Vandivert, who contacts lawmakers and agency officials, testifies at hearings, and does crucial legwork in Washington, Albany, and elsewhere. All of this, of course, requires money. Scenic Hudson depends solely on contributions by individuals and organizations. In a virtuoso performance, it has raised and spent a quarter of a million dollars so far. More will be needed, much more.

The Court's stinging rebuke to the FPC does not end the matter. Con Ed might have appealed the Court's decision, but preferred instead to rest its hopes on renewed hearings before the FPC, which are scheduled to open in late March. As adamant as ever, Con Ed even claims that its 800 foot powerplant would be a scenic adornment. Although the FPC will certainly be wary of inviting another reversal by the courts, it is likely to do everything it can to justify its earlier action and grant Con Ed another license to build a plant at Storm King. The Scenic Hudson Preservation

Conference must redouble its efforts to mobilize marine biologists, hydrologists, electrical engineers, lawyers, and others who can speak with authority in defense of Storm King and the Hudson.

Defenders have their work cut out for them, but they can take heart from a significant aboutface that occurred in early February. New York's Governor Nelson Rockefeller, who had earlier endorsed Con Ed's proposal, announced his hope that an alternate power source could be found and that Storm King could perhaps be purchased as a state park. This is in line with recommendations of the state's Hudson River Valley Commission, of which the Governor's brother Laurance is Chairman, calling for pollution control, a network of roads linking the valley's historic landmarks, and the narrowest park in the world—a footpath 32 miles long and 66 feet wide along the Hudson's shore.

All the money and all the effort expended by the Scenic Hudson Preservation Conference will be well spent to save this stretch of river. Asked while scanning the great river valley from a mountaintop what it looked like to him, James Fenimore Cooper's character Natty Bumppo found a word for it.

"Creation!" Natty exulted. "All creation, lad." ■

[Many Sierra Club members have been active in the Scenic Hudson Preservation Conference, with which the club's Atlantic Chapter is affiliated.]

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Kern Plateau Saddle-Light Trip On Outing Schedule

This year the Outing Committee is restoring a horseback trip to the program of club outings, and we've picked an attractive itinerary for those who would just as soon wear holes in their levis as in their boot soles.

As now planned, the trip will be a strictly coöperative affair assisted by a small crew of commissary personnel and wranglers. Each person will perform his share of camp chores, as do participants on high-light trips, but in addition he will share the entire experience with a saddle horse. If you've never ridden a horse over trail country before, think twice before signing up; but if you have ridden, and enjoyed the experience, don't miss your chance to go.

Itinerary

We'll assemble at Sage Flat near Olancho, California, on Saturday, June 25, for orientation and introduction to our saddle animals, to the management, and to each other. On Sunday, we'll ride across Olancho Pass (9,200 feet) to our first campsite in Templeton Meadow. We'll spend a layover day at each campsite except the last and will camp successively at Little Whitney Meadow, Rocky Basin Lakes, and Cottonwood Lakes, ending the trip at the Cottonwood Creek roadend on Sunday, July 3.

You'll see huge stands of Foxtail Pine, the native waters of the Golden Trout, and the Kern River at a point where it carves a 1,500-foot canyon through the plateau.

For nearly 30 years the Sierra Club has been vitally concerned about management of forest and scenic resources of the Kern Plateau. You'll have a chance to see the area first hand, and to discuss its problems with Forest Service personnel who have promised to meet us midway in the trip.

The trip management includes Bob Golden, Ike Livermore, and Tom Jefferson.

If you plan to go please include a note with your reservation indicating your weight, height, and relative horseback riding experience so that the appropriate combination of horse and saddle can be selected for you.—Bob Golden.



George Alderson, a native of the northwest, studied range management at Utah State University and has been a seasonal employee of the National Park Service. A viola player in the U.S. Air Force Symphony at present, he is also serving as Conservation Chairman of the Atlantic Chapter's D.C.-Maryland Group.

LITTLE WILDERNESS is to be found near the heavily populated eastern cities, in a region where the importance of wild places is seldom questioned. The Outdoor Recreation Resources Review Commission wilderness study report, published in 1960, identifies only five tracts along the eastern seaboard that in-

ilar failures in other parts of the country.

It may be significant that among the first national parks scheduled for review under the provisions of the Wilderness Act—test cases, in effect—are Great Smoky Mountains in North Carolina and Tennessee, Shenandoah in Virginia, and Mammoth Cave in Kentucky. Ob-

the latest product of an old agreement to replace a Swain County (N. C.) road that was flooded by the TVA's Fontana Dam. In 1943, when the TVA transferred to the Park Service a large tract on the north shore of Fontana Lake, this obligation went along with the land. Early plans called for a road from Bryson City to Fontana Village along the north lakeshore. As construction progressed on the eastern portion, mountain slopes were scarred by huge cuts and fills visible from many miles away,

A Park Service Plan to Bisect Wilderness in the Great Smokies

clude more than 100,000 acres and qualify as wilderness. A few smaller places are left, some protected but mostly not. Eastern conservationists will work in coming years to seek protection for these remnants, which have special value in their nearness to population centers. Failure to keep these eastern wilderness areas unimpaired might well lead to sim-

ilar failures in other parts of the country. servers were surprised to learn that the National Park Service proposes to slash a new transmountain road across one of two wilderness tracts in Great Smoky Mountains National Park. This tract contains 214,850 acres—a respectable size even in comparison with western wilderness areas.

The transmountain road proposal is

by George Alderson

showing that conservationists were justified in opposing that plan.

The new transmountain road proposed by the National Park Service would take off from the spur already under construction at the east end of the lake,

View along Appalachian Trail looking westward from a point near Clingmans Dome. Silers Bald is at left, Miry Ridge in center. Proposed transmountain road would cut through this area of de facto wilderness in Great Smoky Mountain National Park. Photo by George Alderson.

climb up to the crest within a few miles of Silers Bald, and emerge near Townsend, Tenn.

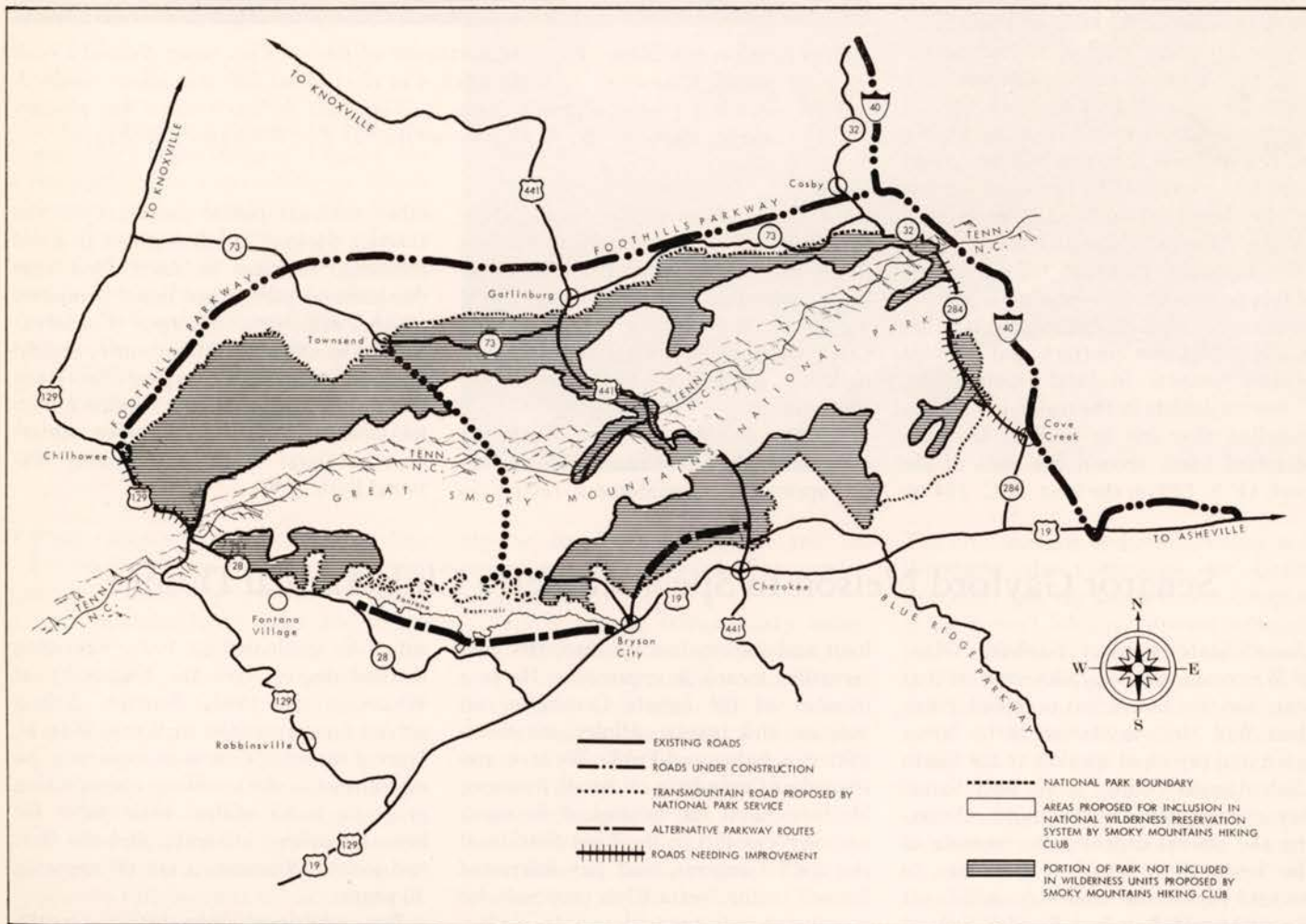
In order to evaluate the new proposal and enjoy a few days' vacation, I recently spent four days walking the trails in the area of the park that would be affected by the road. Before starting, I

went to Knoxville to see Harvey and Anne Broome and Ernest M. Dickerman, all old hands in the Smokies, to ask their advice. They explained that wilderness in the Smoky Mountains has been given long and careful study by local conservationists. Last July, the Smoky Mountains Hiking Club published its recommendations for two wilderness areas in the park, separated by a corridor through which the Newfound Gap road crosses the mountains. These recommendations were subsequently endorsed by national conservation organizations, including the Sierra Club. The new transmountain road, I was told, would cut the heart out of one of these wilderness areas.

Starting at Clingmans Dome, I walked the Appalachian Trail as far as Buckeye Gap, took a two-day side trip along Welch Ridge to the south, and came down to the roadhead above the Tremont Ranger Station on the north side.

There was time to "get the feel" of the place and to notice objective features as well.

It was hard to avoid the feeling that this was familiar ground, though I had never been there before. Having lived in the west until this year, I found that most of what I could see and hear was new to me. There were the thick forests of unfamiliar trees bare to the winter wind, the green slopes of laurel slicks, the voices of new birds, and the haunting views of ridge on ridge marching away into the hazy south. The familiarity was in the wildness of the place. It evoked the same feeling one gets in the wilderness of Olympic National Park, back in Enchanted Valley or on the High Divide, or up in Lyell Canyon at Yosemite. This part of the Great Smokies, despite the busy communities nearby, is a true wilderness free from the sights and sounds of civilization, a place where the influ-



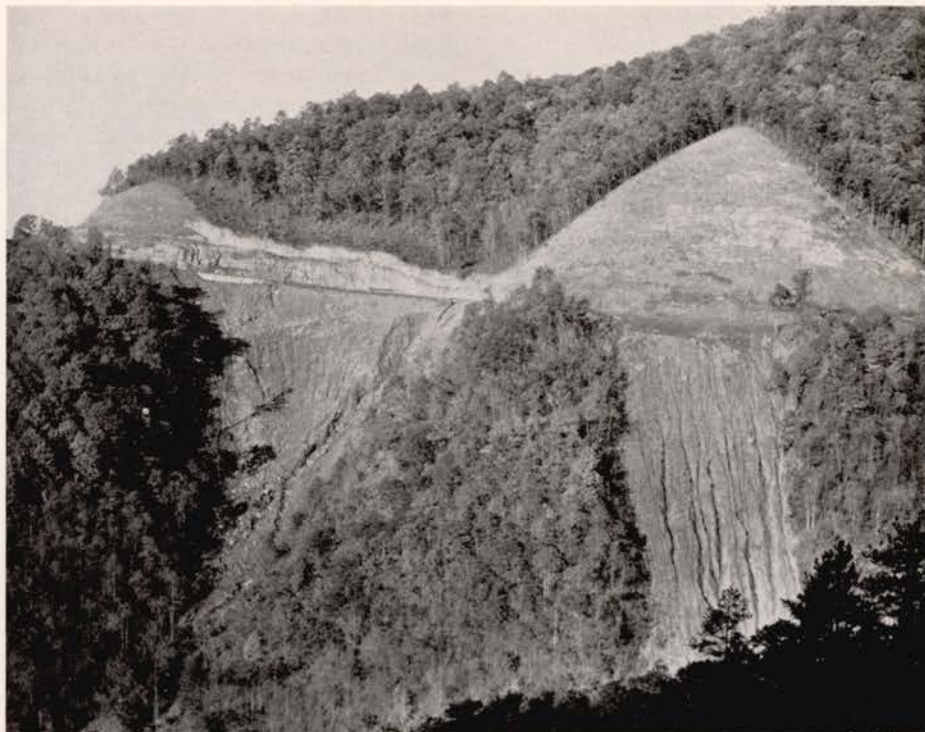
Shading indicates areas of Great Smoky Mountains National Park not recommended for wilderness classification by conservation groups. Corridor along US 441, passing through

Newfound Gap, divides wilderness areas to the east and west. Route of proposed new transmountain road is indicated by heavy dotted line bisecting the western wilderness area.

ence of man is seldom evident. Great transverse ridges isolate the deep, broad valleys from adjacent developed areas, providing a rare wilderness environment in a settled section of the country.

The National Park Service's claim that this area does not qualify as wilderness is hard to understand. The forest was logged 25 to 50 years ago, but I saw only one place, near the roadhead on the north side, where the logging era had left any obvious signs. The forest has come back naturally, just as it must have recovered many times before following natural forest fires. Will the Park Service declare old burns unsuitable for wilderness status if they resulted from man-caused fires but suitable if they resulted from lightning-caused fires? If such a criterion were to be applied to all the national park wilderness, it would prove difficult to put any sizable areas into the National Wilderness Preservation System. Most wilderness portions of the western national parks have histories of grazing, mining, logging, or homesteading, and signs of these activities are often far more obvious than are signs of logging in the Great Smoky Mountains.

It is curious that the transmountain road project should be proposed in view of the defeat of similar proposals such as the Olympic National Park ocean strip highway. It would be sad indeed if this project were to succeed, especially because sensible alternatives exist that would fulfill the contract and provide greater benefits to local communities. Conservationists in the region are recommending that one or both of the substandard roads around the ends of the park (U.S. 129 on the west, N.C. 284 on



Recent construction along spur road northwest of Bryson City, near Noland Creek in Great Smoky Mountains National Park. Cut rises about 200 feet above roadbed, and fill extends a greater distance below it. Note that serious erosion has already occurred. Photo by M. R. Cutler courtesy of The Wilderness Society.

the east) be improved to provide scenic mountain drives without destroying wilderness values. Other possibilities involve extending the Blue Ridge Parkway to Bryson City, or linking Bryson City and Fontana Village with a scenic parkway parallel to the lake on the south shore.

Because this is a test case, the precedent established here can lead to a similar approach to wilderness review in

other national parks. Secretary of the Interior Stewart Udall testified in Congressional hearings in April 1964 that the national parks "are based primarily on the wilderness concept." Conservationists in all parts of the country should applaud this view, urging Secretary Udall and National Park Service Director George Hartzog to preserve wilderness in Great Smoky Mountains National Park. ■

Senator Gaylord Nelson to Speak at Sierra Club Annual Dinner

United States Senator Gaylord Nelson of Wisconsin, formerly Governor of that state for two terms, has accepted President Will Siri's invitation to be honor guest and principal speaker at the Sierra Club Annual Dinner to be held Saturday evening, May 7. The dinner, climaxing the annual organization meeting of the Sierra Club Board of Directors, to be held earlier the same day, will be at Goodman's Hall in Jack London Square, Oakland, California.

Senator Nelson, a member of the Sierra Club, has a reputation as a bril-

liant and informative speaker. His conservation record is impressive. He is a member of the Senate Committee on Interior and Insular Affairs, the Committee on Labor and Public Welfare, and the Select Committee on Small Business. He introduced the Ecological Research and Surveys Bill in the First Session of the 89th Congress, and has interested himself in the Sierra Club proposals for a redwood national park.

The former Governor is a native of Clear Lake, Wisconsin. He attended San Jose State College in California, from

which he graduated in 1939. Receiving his law degree from the University of Wisconsin in 1942, Senator Nelson served for 46 months in World War II. During his second term as Governor, he established a \$50 million conservation program, a \$5 million state fund for loans to college students, and the first revision of Wisconsin's tax structure in 50 years.

For additional information on the Annual Dinner, address inquiries to the 1966 Chairman, Luella Sawyer, Sierra Club, 1050 Mills Tower, San Francisco.

*Skyline Boulevard hugs contours
of the Santa Cruz Mountains
west of San Francisco Bay.
Photo by the author.*

Scenic Highways, Skyline Boulevard, and the Sierra Club

By Donald W. Aitken

Donald Aitken is a member of Stanford University's Department of Physics, the President of the Committee for Green Foothills, and a member of the Sierra Club. He was a delegate at the Governor's Conference on California Beauty, and was recently appointed to the Governor's National Redwood Road Committee. Dr. Aitken won the San Francisco Chronicle's "Beauty and Blight" photographic contest in 1965, and two of his winning photographs illustrate this article.



THE GENTLE CURVES of the Skyline Boulevard, as it wends its way gracefully along the crest of the Santa Cruz Mountains lying above and to the west of San Francisco Bay, lull the traveler into appreciative meditation. But the outward peacefulness belies the desperate struggle raging to preserve his right to enjoy this tranquility only minutes away from one of the fastest growing urban areas in the country.

Skyline Boulevard is dying. As the motorist travels northward towards San Francisco this becomes all too apparent. The green fields and forests are engulfed by a sprawling, geometric horror of cuts, fills, gaping garages and aluminum siding. The northernmost portion of the

Skyline has been obliterated and the cancer spreads southward at an accelerating pace.

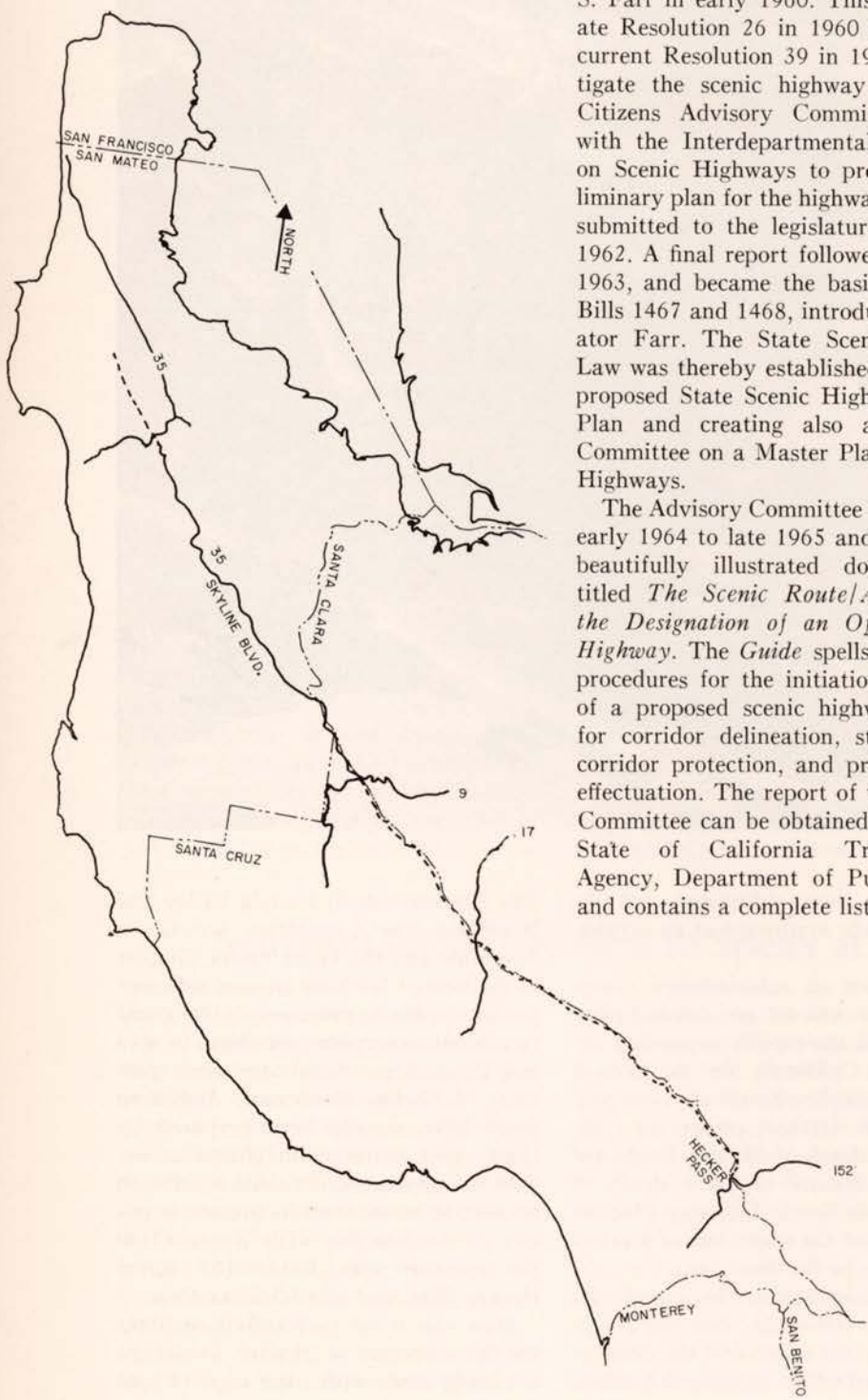
This is not an extraordinary condition. Similar visions are commonplace near most of the rapidly expanding urban areas in California. But the roots of the regional Skyline Boulevard issue penetrate to the farthest corners of California. The death of Skyline Boulevard might well initiate the slow death of the California Scenic Highway Plan, to say nothing of the tragic loss of a priceless heritage in the Bay Area.

The Skyline cannot be cured. Its losses are irretrievable. But the creeping death can be halted and the desecration contained within its present borders.

The city councils of Portola Valley and Woodside, the Committee for Green Foothills, and the Loma Prieta Chapter of the Sierra Club have aroused sufficient public opinion to cause responsive county officials to prepare procedures to save and improve the remaining scenic portions of Skyline Boulevard. Ambitious plans have already been prepared by these same conservation groups to extend the Skyline scenic route southward another 30 miles, from its present terminus at the junction with Route 17 to the junction with Route 152 across Hecker Pass, due east of Santa Cruz.

How can it be that ambitious plans for the extension of Skyline Boulevard are being made with some hope of suc-

Map relates Skyline Boulevard to San Francisco Bay, the coast, and nearby counties. Solid line indicates portion of Boulevard included in the State Scenic Highway Master Plan. Dotted line to the south is extension proposed by the Loma Prieta Chapter. Dotted line to the north is another extension now being considered. Map was prepared by Norm Bettini.



cess while the Skyline is fighting for its very life? It results from a triumph of public responsibility and initiative in conservation, and the progressive conservation methods and lessons learned here may well serve as the basis for similar scenic highway protective and creative measures throughout the state.

The idea of a state scenic highway system germinated in the minds of Nicholas Roosevelt and State Senator Fred S. Farr in early 1960. This led to Senate Resolution 26 in 1960 and to Concurrent Resolution 39 in 1961 to investigate the scenic highway concept. A Citizens Advisory Committee worked with the Interdepartmental Committee on Scenic Highways to prepare a preliminary plan for the highways. This was submitted to the legislature in March, 1962. A final report followed in March, 1963, and became the basis for Senate Bills 1467 and 1468, introduced by Senator Farr. The State Scenic Highway Law was thereby established, creating a proposed State Scenic Highway Master Plan and creating also an Advisory Committee on a Master Plan for Scenic Highways.

The Advisory Committee worked from early 1964 to late 1965 and produced a beautifully illustrated document entitled *The Scenic Route/A Guide for the Designation of an Official Scenic Highway*. The *Guide* spells out general procedures for the initiation and study of a proposed scenic highway, criteria for corridor delineation, standards for corridor protection, and procedures for effectuation. The report of the Advisory Committee can be obtained through the State of California Transportation Agency, Department of Public Works, and contains a complete list and map of

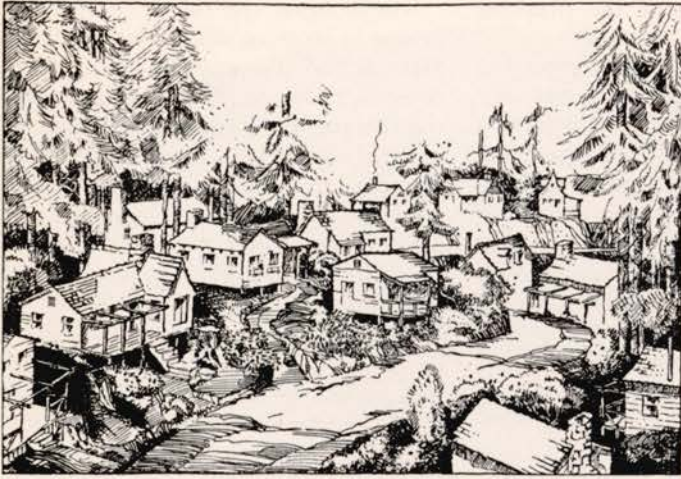
recommended scenic highways adopted in the original Master Plan.

A key element in the Scenic Highway Master Plan is that the responsibility for initiation of studies leading to the designation of an official scenic highway lies with the local jurisdiction. In the event that the local jurisdiction fails to initiate such action, however, the state can order the initiation of the study itself. Once the study is complete, the enactment of regulations sufficiently broad in scope to preserve the required scenic standards within the corridor must be undertaken by the local jurisdictions. Finally, after designation as an official scenic highway has been awarded by the Director of Public Works, acting on the advice of the Scenic Highway Advisory Committee, the local jurisdictions must maintain the region in accordance with the required scenic criteria. This permits the highway to be designated as a scenic attraction on official state and county maps and in official documents. If required scenic standards are not upheld over the years, the state can revoke the scenic highway designation at any time.

The responsibility of local conservation groups becomes clear: they should take the initiative to remind local jurisdictions of their right to make studies of proposed scenic highways in their areas. If local jurisdictions fail to comply, conservation groups can request the state to initiate studies. Considerable time can be saved if conservation groups also take the initiative in preparing preliminary plans and studies. It is explicitly stated in the *Guide* that "dominating the spectrum of measures to implement the scenic highway program, the awareness and contribution of the public is the main key to success. . . . Full use shall be made by the state of all studies of highway routes and designs, and of the corridor, done by the local . . . citizens groups."

Once the necessary protective measures have been enacted and the highway has received official designation as a State Scenic Highway, it then becomes the responsibility of militant local conservation organizations to insure the continued enforcement of these protective standards.

State highways of particular scenic potential that have not been included in the Master Plan may be added by the legislature, as outlined in the *Guide*. Conservation organizations are most



Drawing reproduced from 1932 Subdivision Report of San Mateo County Planning Commission prophetically illustrated effect of small lot zoning in the hills region.

Proof, 32 years later, of the danger forecast in the drawing at left. Daly City stretches monotonously southward from San Francisco, carving its own path. Photo by the author.

familiar with characteristics of state routes in their areas; it will probably require initiative by conservation organizations to propose additional routes and to see to it that necessary steps are taken by local jurisdictions to bring proposed routes before the legislature and into the Master Plan.

The first highway to receive official designation as a State Scenic Highway was Route 1 in Monterey County. This was largely a testimonial to the vision and tireless efforts of such dedicated people as Senator Fred Farr, Nathaniel and Margaret Owings, and Sam Morse. The Skyline Boulevard, if it does not die first, may become State Scenic Highway number two. This is the goal of the local conservation-minded citizenry.

Skyline Boulevard was originally conceived to "serve the double purpose of providing an additional highway to and from San Francisco, and of bringing into easy reach of the motorist one of the most scenic districts in the vicinity." So wrote M. M. O'Shaughnessy, the City Engineer of San Francisco, in a 1917 issue of *The California Motorist*. "The Skyline Boulevard . . . will open up for its entire length a panorama of bay, ocean, valley and forest, a counterpart of which probably does not exist anywhere else in the world," added Senator M. B. Johnson in a 1919 issue of *Motorland*. Skyline Boulevard was therefore conceived from the beginning as a scenic highway, to make the area and the views accessible to the public. But looming, even at that time, was the presence of small lot sub-divisions along the Skyline,

speculatively built for summer cabins in 1908 but later exploited for permanent dwellings.

Scenic zoning of a sort was enacted by San Mateo County in 1934 within a strip 1,000 feet wide on either side of the Skyline. Single family residential use with a minimum lot size of one acre was the standard. Santa Clara County followed suit many years later with a Scenic Highway Zoning Ordinance. This ordinance also called for a minimum of one acre per single family residence, with 100-foot setbacks from the highway right of way, and requiring architectural site approval.

It has become all too clear in recent years that these minimal standards fall far short of providing scenic protection in the corridor adjacent to the Skyline. At least five acre zoning in the corridor and the creation of scenic easements, the latter prohibiting all development within the easement district, are being suggested as possible new minimum standards. These more progressive criteria are being violently opposed by many landowners as "confiscatory." Lessons learned in Monterey County scenic zoning districts along Route 1 go unheeded. The irony is that scenic zoning is proving to be enormously beneficial financially to subdividers.

With reference to Monterey's scenic districts, the well known architect Nathaniel Owings told the recent Governor's Conference on California Beauty that: "The experience today on this practical pilot study has indicated that the price per acre of land in the area

has skyrocketed in spite of the prediction on the part of opponents to the plan that the large acreage requirement would force a lower price per acre." (This in a district of five- and ten-acre residential zoning.) Mr. Owings further pointed to the development of community pride in these regions "favoring the plan and defending it against all comers."

In the 1950's the bulldozer intensified its relentless march southward from San Francisco along Route 1 and the northern extension of Skyline Boulevard, carving the rolling hills into tediously uniform benches, reducing the grasslands to fields of dust or seas of mud, creating dangerous slide conditions in steeper areas and leading ultimately to the construction of uniform row upon uniform row of indistinguishable, hollow-eyed boxes. Simultaneously, along the southern section of Skyline Boulevard, an easement was being acquired for the construction of high voltage powerlines. This easement was more than doubled in size in the 1960's as the powerline voltage was also doubled. A series of transmission towers ranging from 120 to 180 feet high now stands in the hills, paralleling the Skyline for eight and one half miles and crossing it twice.

Finally, subdivision proposals are being presented at a great rate to the County of San Mateo for development along the Skyline. Included among them is a "cluster development" that would cluster approximately 500 houses on quarter-acre lots adjacent to the Skyline along a one-mile stretch, while the builder magnanimously leaves the invis-



One of two Sierra Club supported roadside rests ("parklets") near Skyline Boulevard. Four more are currently being planned. Photo is by the author.

ible and steep hillside beyond the roadway free of development "in the public interest."

Planners with vision foresaw in the early 1930's that land acquisition was the only sure way to protect the future scenic or recreational value of an area or a route. In 1934, San Mateo County was granted the right under its charter to make annual appropriations to a land acquisition fund. As reported in the 1938-1940 Biennial Report of the San Mateo Planning Commission, "This fund provides for the regular and orderly acquisition of recreational lands in accordance with the recommendations of the Master Recreation Plan and well in advance of the time when the pressure of population growth makes their purchase imperative." [Emphasis added.] In 1944, Monterey County followed suit, recommending in its Park and Recreation Plan the establishment of an annual land acquisition fund for that county with a portion of the funds to be used for purchase of "scenic easements over land adjacent to the scenic and recreational highways." Similarly, in the 1942 Biennial Report of its Planning Commission, Santa Clara County urged the establishment of a scenic easement along Skyline Boulevard.

Sadly, no scenic easements were purchased in San Mateo or Santa Clara counties. The need for such acquisition along the Skyline in San Mateo County was reiterated in the Master Plan Study of 1958, but still no funds were allocated for this purpose. Today we are paying the price for failure to imple-

ment the suggestions of the planning commissions.

The two major conservation groups in the San Mateo-Santa Clara County area—the Committee for Green Foothills and the Loma Prieta Chapter of the Sierra Club—have undertaken a program of "progressive conservation" for a Skyline Scenic Highway. The Committee for Green Foothills prepared a comprehensive scenic plan, superimposed on a large scale topographical strip map about 18 feet long, delineating proposed easement and corridor boundaries and locating possible park and scenic turnout sites. This was accompanied by a detailed description of the road and the vistas as they unfold to the traveler, and a comprehensive collection of aerial and ground photographs. This exhibit was presented to San Mateo County, Santa Clara County, and the towns of Portola Valley and Woodside. The information was subsequently used by these jurisdictions to initiate the Skyline Boulevard Scenic Highway study by the state.

The Sierra Club's Loma Prieta Chapter proposed extension of the route another 50 miles to the south, along Skyline Boulevard to Route 17 and then along Summit Road to Hecker Pass. A similar exhibit was assembled from this study. This plan is included in preliminary consideration of the route of a National Redwood Road and Scenic Trails System, as proposed recently by Governor Brown with the support of the Department of the Interior.

Both the Committee for Green Foothills and the Loma Prieta Chapter are industriously creating the first chain of voluntary roadside parks in the area and probably in the country. Attorney Paul N. McCloskey, Jr., suggested that public facilities should be available now to encourage recreational use of the highway. A unique partnership between landowner, conservation group and county has been formed whereby the landowner donates the use of a few acres at no fee, the Committee for Green Foothills negotiates the lease, stockpiles materials, and builds fences and waste facilities, the Sierra Club provides money and manpower, and the county provides picnic tables, signs, and continuing maintenance. Two such "parklets" have been constructed and four more have been negotiated. The cost per park was about \$400; the cost to county or state would be about 100 times as much.

The indispensable role of conservation groups in securing official designation of State Scenic Highways has been amply covered. It should also be apparent that considerable time and research might be saved if efforts were conducted by local Sierra Club chapters and coordinated somehow. Senator Farr therefore proposed recently that a "Scenic Highway Division" of the Sierra Club be created that would assume responsibility for this project. A second possibility would be simply to assemble a kit of materials that would include the *Guide of the Scenic Highway Advisory Committee, Sierra Club Policy and Standards for National Park and Other Scenic Roads*, information about land values and standards in areas already included within scenic easement districts, the present article, perhaps, and a step by step list of procedures that must be followed to get a road officially designated as a Scenic Highway. The kit could be mailed to each chapter conservation chairman and be available on request to others. A kit could probably be prepared and distributed without creating a "Scenic Highway Division" of the club, but *somebody* would have to undertake the work and keep track of progress. Senator Farr's idea of a "Scenic Highway Division" of the club might be the best way to mobilize and motivate manpower for the task. I hope that his proposal will be considered seriously. ■



The potential of State Scenic Highway corridors for hiking and riding trails must be vigorously explored. Photo is by James Wheeler.



*McIntyre Range and Heart Lake,
viewed from Mount Jo
in the Adirondack Forest Preserve*

Is New York's Forest Preserve to be kept Forever Wild?

FARSIGHTED NEW YORKERS long ago set aside wild forest lands in the Adirondacks and Catskills as a Forest Preserve. And with still greater foresight, they assured its maintenance in a wild state by including a "Forever Wild" provision in the New York State Constitution. Some knowledgeable conservationists consider this the most reliable protection the Forest Preserve could enjoy. Associate Justice William O. Douglas of the U.S. Supreme Court has written that "this is far better protection than either an agency's regulations or a statute. . . . Conservationists the country over should visit the Adirondacks to learn from the men and women who guard this wonderland how they can bring their own wilderness areas under constitutional protection." Sierra Club

Board member George Marshall, who knows the Adirondacks well and whose father, Lewis, helped insure constitutional protection of the Forest Preserve, says "I do not believe that as good protection can be given to these unique wilderness areas in New York State by means of a national park or a national forest wilderness area. . . . What the New York State Forest Preserve has that no other area of wilderness has is the constitutional protection which requires action by two legislatures and a referendum for change."

Existence of the "Forever Wild" provision of the constitution (Article XIV, Section 1) has not meant that conservationists could breathe easy. The constitution can be amended by the voters, and proposed amendments have threatened

the integrity of the Forest Preserve before. During a 1938 Constitutional Convention, no less than 14 proposals were advanced that would have compromised the "Forever Wild" concept. Thanks to the efforts of 58 conservation-minded organizations, each of the 14 proposals was either defeated or withdrawn. Broad-scale frontal attacks have not succeeded, yet, but nibble-to-death tactics by special interests have been a constant menace—proposed amendments to permit a superhighway, an airstrip, a town dump, or a ski facility on Forest Preserve land. Most of these special-interest attacks have been beaten off; New York voters seem to like their Forest Preserve the way it is.

Despite the voters' devotion to the Forest Preserve as-is—of its 2.6 million acres about 30 percent is wilderness according to the administering agency, the state Conservation Department—New York conservationists are mobilizing for what they fear will be a life-or-death struggle to save it. The danger is perhaps greater because no one is launching a frontal attack on the Forest Preserve or the "Forever Wild" concept; if someone were, conservationists could count on strong public support. A constitutional convention has been called not to undermine the Forest Preserve but to modernize a constitution that has become obsolete in other ways. If the Forest Preserve's constitutional protection is destroyed, it will be as an incidental (and for the most part, unintended) result of the convention being called. Interests with something to gain are almost certain to advance damaging proposals, which, in the confusion produced by the redrafting of the state's basic law, will escape much of the public attention that would otherwise be focused on them.

Present-day New York conservationists, with the kind of forethought that produced the Forest Preserve in the first place, recognized the danger early and met it head on. Thirty-seven people representing more than a dozen hiking and conservation organizations, including the Sierra Club, met at Rhinebeck on December 4, 1965, to organize the defense of the Forest Preserve. Out of this and later

meetings was formed the Constitutional Council for the Forest Preserve, which will coordinate the work of participating organizations and individuals such as the Scenic Hudson Preservation Conference has coordinated efforts in defense of Storm King (see story on page 5).

It might seem that organization of the Constitutional Council is premature. The constitutional convention will not convene until the spring of 1967. But delegates will be elected in November of this year—and will be nominated by their political parties on primary election day, June 20. As David Sive, Chairman of the Atlantic Chapter's New York Group, reminded the organizational meeting, political realities indicate that party choices will be determined earlier in many informal political meetings and discussions. The process of choosing convention delegates has already begun. If conservationists are to influence the selection and the thinking of delegates, formation of the Constitutional Council was not premature in the least.

Unlike so many issues where conservationists awoke to the danger only in time to make a last-ditch stand, protectors of the Forest Preserve have several secondary lines of defense. First, they will try to influence the selection of delegates to the constitutional convention and assure that as many as possible are committed to the "Forever Wild" provision. Next, they will do their utmost to influence the thinking of the delegates elected (and of an already-ap-

pointed temporary commission charged with making studies and issuing reports). And they will do what they can to see that the best possible presentation of their case is made at the convention itself. Hopefully, the convention will retain the "Forever Wild" constitutional protection and the immediate threat will be ended.

If the convention abolishes or compromises constitutional protection of the Forest Preserve, however, conservationists will have to decide whether they can or should fight against ratification of the new constitution by the electorate. If the new constitution is clearly superior to the existing one except for provisions affecting the Forest Preserve, it will pose a terrible dilemma for conservationists. Let us hope that the Constitutional Council for the Forest Preserve will gain enough support and strength, financial and otherwise, to settle the matter satisfactorily at an earlier stage.

Final organization of the Constitutional Council will take place in March. Temporary officers are David Newhouse, Chairman (Adirondack Mountain Club); David Sive, Vice Chairman (Sierra Club); Rod Vandivert, Secretary (Scenic Hudson Preservation Conference); Maxwell Wheat, Treasurer (author of the story on Storm King in this issue). Mail may be addressed to Constitutional Council for the Forest Preserve, Suite 1625, 500 Fifth Avenue, New York, N.Y. 10036. The phone number is 212 OXford 5-6204. ■

I & E Conference to Meet March 26-27 at the Kona Kai Club in San Diego

An Arrangements Committee headed by Aubrey Wendling and Alan VanNorman has announced details of the Sixth Biennial Information and Education Conference. It will be held Saturday and Sunday, March 26-27, at the Kona Kai Club on Shelter Island, San Diego. Saturday, 9 to 5; Sunday, 9 to noon.

Stewart Brandborg, Executive Director of The Wilderness Society, and Dr. Will Siri, Sierra Club President, will speak at the Saturday night banquet. The balance of the conference will consist of panel discussions of internal club matters such as publications problems, conservation work, outing scheduling, the roles of Groups, Chapters, and the national office, and proposals for the fu-

ture. As indicated by Program Chairman Robert Marshall in the January *Bulletin*, the hope is that conferees will not merely listen but participate actively in the discussions.

The registration fee is \$2; luncheon Saturday, \$3.50; Saturday banquet, \$5.50. (Package price of \$10 good until March 21.) Send advance registrations to Mrs. June Weller, 314 "G" Avenue, San Diego, California 92118. Apply to Mrs. Weller also for overnight hospitality in the home of a Sierra Club family. Or for reservations at the Kona Kai Club or adjacent Kona Inn, write to Mr. Kinsey, I & E Conference, Kona Kai Club, 450 Yacht Harbor Drive, San Diego, California 92106. ■

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Support Grows for a North Cascades National Park

THE SENATE COMMITTEE on Interior and Insular Affairs held hearings in Seattle February 11-12 on the report of the North Cascades Study Team (see February *Bulletin*, pages 3-6), which recommended the establishment of a national park in the North Cascades of Washington State. Of 153 people testifying during the two-day hearings, 95 (or 62 percent) backed a national park; 58 advocated continued administration of the area by the Forest Service.

One of the witnesses heard by the committee was Sierra Club Conservation Director J. Michael McCloskey. Excerpts from his testimony follow.

"The Sierra Club has had a long association with the North Cascades. We have been running trips in the area for many years, and our Pacific Northwest Chapter knows the area intimately. It was this knowledge that produced our conclusion that the area's scenic quality was not sufficiently protected. Joining with our friends in local outing organizations, we have worked now for almost a decade to secure a comprehensive federal study of how this area might best be protected.

"At hearings held by the Study Team a little over two years ago, the Sierra Club presented its recommendations for a North Cascades national park and for a North Cascade wilderness, an Alpine Lakes wilderness, and a Cougar Lake wilderness. It joined with the North Cascades Conservation Council and other local conservation groups in making these recommendations. They still represent our view of the optimum plan for administering these key units in the area studied by the Team. The Study Team's report, while differing in many of the specifics of its recommendations, did, nevertheless, include much of the substance of our recommendations. We are anxious to see this much of the substance move forward toward realization as soon as possible. The Team's recommendations are the basis for a truly significant beginning.

"Thus, the Sierra Club supports the establishment of a North Cascades national park centered on the Eldorado Peaks-Stehekin region and on the region around the Picket Range. This area of exceptional quality needs the recognition and protection that national park

status can provide. However, an indispensable addition to a national park of this configuration is the Mt. Baker Recreation Area. The presently developed Mt. Baker area is a logical western entry into the northern part of the park and has the capacity to absorb heavy recreational pressures. With the addition of this unit to the park, there would be no reason to intrude upon the wilderness of the Picket Range. We strongly oppose any compromise of the integrity of the wilderness of the present North Cascade Primitive Area. There is no place for roads, tramways, or helicopters in this wilderness. The place for heavy recreational development is in the Mt. Baker area and along the route of the North Cross-State Highway now under construction. With development in these places there is no reason to make mechanized access into the Picket Range a condition precedent to including the area in a national park.

"One of the surprises of the final Study Team report was that no national recreation area was recommended. In their independent reports, both the National Park Service and the Forest Service suggested the establishment of such an area, as did conservation groups earlier in their recommendations. Though a national recreation area is not an inviolate nature sanctuary, the designation does provide important recognition for outstanding country that will lead to improved and uniform protection. As much outstanding country that needs such protection is omitted from the Study Team's proposal for a national park, it is logical that such an area be established. The area should include all of the land identified by either the Park Service or the Forest Service as suitable for such a designation and the land identified by the Park Service and conservationists as suitable for national park designation and not included in the final park recommendation of the Study Team. Designed in this manner, the recreation area would extend around the west, south, and east sides of the Glacier Peak Wilderness Area. It would also embrace the upper half of Lake Chelan and the headwaters of the Twisp River, Early Winters Creek, and the West Fork of the Methow River, and extend up to Harts Pass. The administration of such

a national recreation area could be left with the Forest Service, with statutory direction that scenery be securely protected from disfigurement by logging or mining. With such protection for the area surrounding the Glacier Peak Wilderness, and the enlargement of that wilderness recommended by the Study Team, the Sierra Club would be willing to see Forest Service administration of this unit, which it had recommended for park status, continue on a trial basis. But the protection afforded to this unit must be improved. I am happy to say that the findings of the Study Team on timber management provide warrant for this judgment.

"Particularly gratifying in the Study Team's report was clear recognition of the need for new wilderness areas in the North Cascades. The Team recommended wilderness units in all of the general locations that we had recommended. We are especially glad to see wilderness recommended in the Enchantment Lakes and Mt. Aix areas. However, both of these units should be joined with adjacent wilderness in the Alpine Lakes Limited Area and the Cougar Lake Limited Area to form larger unified wildernesses. The National Park Service's report recommended such a unified wilderness in the Alpine Lakes region, and it recommended that the Cougar Lake area and American Ridge area be added to Mt. Rainier National Park. It classified these latter two areas as unique natural areas in its application of ORRRC zoning. If these two areas are not to be added to the park, they should be at least accorded the protection of wilderness by the Forest Service. These areas should be joined with the Mt. Aix area through a connection in the Blankenship Meadows area to form a large U-shaped wilderness. Moreover, the Alpine Lakes wilderness needs boundaries that will more adequately protect the de facto wilderness north of Snoqualmie Pass and along the Middle Fork of the Snoqualmie River. The Study Team proposal seems to omit eight or more miles of the Cascade crest north of the pass, as well as the Lake Dorothy region. This is splendid, rugged country much used by mountaineers and hikers. It needs to be put off-limits to ever-extending roads and logging and mining.

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"With respect to other Study Team recommendations, the Sierra Club endorses the establishment of an Okanogan wilderness, of a Skagit wild river, and the addition of 7,000 acres to Mt. Rainier National Park. All are important complements to the main recommendations of the report.

"Because of the diversity of opinion among the members of the Study Team, many of the detailed recommendations of the final report do not carry the stamp

of unqualified or unanimous endorsement. In view of this limitation, the Sierra Club feels that the report should be viewed primarily as a working instrument that Congress can use to move forward in devising informed solutions for the vexing problems of the North Cascades. The report does not provide the 'final word' on the details of solutions, but it does provide the background information and the general judgments needed for solutions." ■

Rumors Fly About Administration Plans for a Redwood National Park

AFTER 20 MONTHS of waiting, a mid-February date has at last been set for the presentation to Congress of the Administration's bill for a redwood national park. Details will no doubt be available before the next *Bulletin* goes to press. At this writing, most indications are that a 40,000-acre park will be proposed in California's Del Norte County. It would be centered on the Mill Creek basin and include Jedediah Smith Redwoods State Park and Del Norte Coast Redwoods State Park. There is a possibility that the Administration bill may also include token acquisition in the vicinity of the world's tallest trees, on Redwood Creek. Reportedly, the draft bill will also carry a number of provisions to mitigate any temporary disruption of the local lumber economy, including a plan for payments in lieu of taxes. It is expected that Governor Brown of California will support the Administration proposal, despite preferences that members of his policy advisory committee had expressed for other areas.

President Johnson had been expected to reiterate his intention to seek a redwood national park in his State of the Union message. Instead, he used the occasion of his budget message, later in January, to state: "I also recommend legislation to establish a redwood national park in northern California. With some of California's magnificent state park lands as a nucleus, and federal acquisition of key adjoining lands, a substantial area of the redwoods will be preserved for future generations." The President proposed earmarking \$10 million from the Land and Water Conservation Fund to acquire acreage in the fiscal year beginning July 1. Half of this amount would come from acquisition

funds of the National Park Service and the other half from acquisition funds of the Forest Service. (If a redwood national park is not authorized in this session, the money will be used for other purposes.) Presumably, similar amounts would be earmarked by later congresses to raise the \$55 million it is estimated that a park at Mill Creek would cost.

The Sierra Club's reaction to the change in the site of the proposed park from Redwood Creek to Mill Creek was expressed by Vice President Edgar Wayburn. Writing to the Director of the Bureau of Outdoor Recreation, he said:

"It would seem extraordinary for the Department of the Interior to discard the earlier studies and recommendations of the Park Service and substitute another proposal—without public discussion and without substantial backing from the very people who have worked the most for a redwood national park, and who proposed the idea in the first place.

"We believe that a small national park at Mill Creek would not only be inadequate for the present and future needs of the American people, it would endanger and eventually destroy a valuable state park area which simply cannot support the development called for.

"A further observation: conservationists are united. Almost every major conservation organization in the country has joined with the Sierra Club in recommending a redwood national park on Redwood Creek. These include, among many others, the National Parks Association, the Izaak Walton League, The Wilderness Society, the Audubon Society, the Wildlife Management Institute, Citizens for a Redwood National Park, the Federation of Western Outdoor

Clubs, Trout Unlimited, and the Public Affairs Institute. We know of only one conservation organization which favors the Mill Creek site—and that one far from unanimously.

"Time is precious. The battle will be that much longer and that much harder if the Department ignores the strong public support for Redwood Creek and the overwhelming evidence that Redwood Creek is the proper site for a redwood national park."

An indication of public support for the 30 (at last count) bills now before the House of Representatives to establish a park in the Redwood Creek area is the growing number of editorials appearing throughout the nation asking for action on the Cohelan bill. Fortright editorials of this sort have appeared in recent weeks in *The New York Times*, the *Washington Post*, the *Cleveland Plain Dealer*, the *Chicago American*, and the *Deseret News* (Salt Lake City). In the February issue of *Field and Stream*, Richard Starnes sharply scores the "failure of Interior and its Park Service to act with anything remotely approaching the speed the redwood crisis requires." He commends Congressman Cohelan and the sponsors of companion bills for "refusing to wait out Secretary Udall's glacial pace."

Writing in *The New York Times* of February 13, William M. Blair reported that President Johnson would soon send a conservation message to Congress that would include a recommendation for a redwood national park "in the vicinity of Prairie Creek State Redwoods Park," which is in the Redwood Creek drainage. Thus there were still grounds for hope at press time that the Administration would, after all, propose a park in the area advocated by most conservation organizations. But the weight of evidence seemed to be on the other side.

The two quite different proposals that Congress will apparently have before it will be confronted by a Chairman of the House Committee on Interior and Insular Affairs who feels that his schedule this session is too crowded to permit consideration of a redwood park bill. Chairman Wayne Aspinall has given priority to six other park measures in what he hopes will be a short election-year session. Conservationists, nonetheless, are hoping to persuade him to hold early hearings on the various bills for a redwood national park. ■

Report by Chairman of the Sierra Club Council

May 5, 1966, marks the tenth anniversary of the founding of the Sierra Club Council by the Board of Directors. The Council now consists of one representative from each of 20 chapters and each of 14 major club committees. It was noted by the Board at the time the Council was formed that "such a representative body can greatly assist club management by its advice and considered recommendations to the Board of Directors." The enabling amendment to the club bylaws, Article X(b), Section 3, states that "the Council shall have power to recommend to the Board of Directors or appropriate committee on any matter affecting the club and to act on matters delegated to it by the Board of Directors."

The first Chairman of the Council was Mrs. Kathy Jackson. She was followed by Randal Dickey, Jr., Walter Ward, Ned Robinson, and the incumbent Chairman. Each served two one-year terms. Over the years the Council has tended to specialize on internal matters. And as the Board has gradually delegated authority to the Council, it is becoming (in the words of a past club President) "a lower house of club government."

This past year the Council has been updating and recodifying its own rules of procedure, advising the Board on club nomination and election procedures, advising the *Bulletin* editor regarding members' needs that the *Bulletin* can help to fill, attempting to simplify and stabilize the procedures by which part of the club members' dues are returned to the chapters so that more effective chapter operations are feasible, reviewing chapter bylaws in the light of club-wide experience in order to recommend changes where desirable, and in other ways helping to enhance the members' opportunities to act and be heard within the club. The Council has been preparing a leadership handbook for chapter outing leaders and a handbook on regional groups to assist in group and chapter management. Both of these handbooks will be available shortly. The Council is studying club structure at the request of the Board and will "recommend ways and means for organizing the Sierra Club for the greatest strength

and effectiveness as its membership grows in various parts of the country." It is also planning a special handbook designed to help the member understand how the club works, so that whether his interests include conservation, mountaineering, or outings in general, the member can gain the most from the club and contribute most effectively to its work.

—RICHARD SILL


[The editors expect to publish brief accounts of Council actions from time to time when they are of general interest.]

Voices of Reason from Long Ago and Far Away

Amen! Americans concerned about air and water pollution and related ills will feel a bond of sympathy with the members of the Council for the Preservation of Rural England, who 35 years ago drew up this invocation to be added to the church litany:

"From all destroyers of natural beauty in this parish and everywhere; from all polluters of earth, air and water; from all makers of visible abominations; from jerry-builders, disfiguring advertisers, road hogs and spreaders of litter; from the villainies of the rapacious and the incompetence of the stupid; from the carelessness of individuals and the somnolence of local authorities; from all foul smells, noises and sights—good Lord, deliver us!

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Book Reviews

PATHWAY IN THE SKY: The Story of the John Muir Trail. By Hal Roth. Illustrated, 240 pages. Howell-North Books, Berkeley, 1965. \$8.50.

Pathway in the Sky deserves a better title. For this book is no romantic treatment of a narrowly restricted subject. It is a down-to-earth but enthusiastic portrait of the whole Sierra summit country.

Hal Roth's 170 photographs capture the wonder of intricate close-up and sweeping panorama, and even more successfully, the warmth and humanity of people. His text rarely attempts these tasks, and succeeds even less often. Yet many people will feel that the text is the core of the book. It is solidly documented and delicately organized. It avoids, quite magnificently once you've got the hang of the thing, a strict and dreary topographic continuity. First it outlines some necessary Sierra history: early white explorers, the sheepmen, John Muir himself, then the story of how the John Muir Trail evolved in the course of 54 years from a gleam in a boy's eye into a 210-mile engineering fact. The body of the book consists of more than thirty short essays which examine, through prisms of deliberately narrow field, discrete facets of the country through which the trail passes. The essays are popularly written but generally factual. They are well stocked, though never overstocked, with figures. They focus sharply yet scan far and wide: the geology of the Devil's Postpile, a veteran packer, golden trout, the dangers of stream crossings, glaciation, oldtime Indian traders, the Belding ground squirrel, meadow ecology, weather, a back-country ranger, oxbow lakes, bighorn sheep. The result, rather surprisingly, is a book. A coherent whole. A fond but ungushing portrait of a wilderness. And running through the book's pages is an understanding, deeper than mere intellectual knowledge, that man must learn, when he touches this fragile and irreplaceable wilderness, to forbear. The book ends, as it must, with a hard-nosed look at the future.

There are plenty of bonuses for those of us who are insatiable snippet collectors. How many of us know that John Muir invented and built "one of history's more drastic alarm clocks, a de-

vice that dumped its occupant out of bed at five o'clock in the morning"? Or that he was once visited by Emerson? Or more usefully, that a mule deer's average summer range has a diameter of only one-half to three-quarters of a mile? Or that a doe winters within a circle 320 yards across?

Occasionally, Roth's enthusiasm carries him away. And some of his generalizations are perhaps questionable, especially in the essay on weather ("Snow, Silver Pass"). But these are minor blemishes. *Pathway in the Sky*, which is excellently printed and produced, remains a thoroughly pleasing contribution to Sierrana. It is a book you can read right through, then dip into at lazy random, and keep coming back to for factual reference. It will certainly tempt many unbelievers up into the high country. But its great value to club members will be that after reading it they can return to the mountains with reopened eyes. And that, above all, is surely what such a book should do.

COLIN FLETCHER

ASCENT: Of the Invention of Mountain Climbing and its Practice. By Jeremy Bernstein. 124 pages. 8 pages of photographs. Random House, New York, 1965. \$3.95.

Ascent appeared recently as a three part series in the *New Yorker*. Though the author is not a climber in the usual sense and says quite frankly that he had no "intention of climbing anything difficult without a guide," his association with climbers in Geneva (where he worked summers as a physicist) and a chance to visit Chamonix so impressed him that he undertook to find out more about the sport and the people who practice it.

The first chapter, "The Alternation of Hope and Fear," is a mixture of historical as well as current information about Chamonix and the surrounding mountains, culminating in a presentation of the first ascent of Mt. Blanc and the controversy that followed. The second chapter is concerned with the adventures of Whymper and Mummery, and the roles they played in the development of climbing in Chamonix and Zermatt. The third and last chapter is entitled

"Moi, je suis Optimiste," a direct quote from a Chamonix guide who replied thus when asked what his feelings were toward accidents and death. This section is a very disarming account of the practice of guided climbing in Chamonix; as the author says, "this book grew out of my experience with the Chamonix guides." He brings out the personalities of his guide-companions and their families very well. We can be grateful for this glimpse of mountaineering by a capable and observant writer outside of the climbing fraternity, as far too many American climbers write about their experiences in a manner that is often pathologically impersonal.

The author does reveal a lack of understanding of the often whimsical nature of the mountaineering mind when he fails to comprehend why a local restaurant is named "le Choucas," that delight of the high Aiguilles immortalized by Samivel. "Almost as incomprehensible," he goes on to say, "is one feature of its decor—a sizable panel of photographs of climbers and skiers who, a guide once told me, 'sont presque tous morts.'" The book itself is unattractively designed, and was printed with a low budget in mind. Though it is written for the layman, and does contain material that has been covered before, it is nonetheless a charming, personal treatment of the subject.

ALLEN STECK

WANDERING THROUGH WINTER. By Edwin Way Teale. 370 pages. Illustrated. Dodd, Mead & Co., New York, 1965. \$6.50.

Wandering Through Winter is the fourth volume in Edwin Way Teale's "natural history of the American seasons." It is the final logbook of a journey that began more than 20 years ago—a journey of well over 100,000 miles back and forth across the continent. For Teale and his wife, the last 20,000-mile leg of this journey started at the time of the winter solstice at San Diego Bay, and it ended north of Caribou, Maine.

The rewards of observation crowd the pages of Teale's writing. Whether he is describing the flowering plants that grow in the gypsum dunes of White Sands or the taste of sap from Vermont sugar

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maples, his sensory impressions are vivid and clear. Teale's wide knowledge of the natural world adds another dimension to his writing, whether he is giving a detailed description of the saguaro cactus forests of the Sonoran Desert or recounting the strange and humorous habits of the roadrunner. Throughout Teale's book there is a constant concern for all forms of life. His descriptions of man's slaughter of the Gray Whales or the ruthless bounty killing of Bald Eagles are well chosen examples of wanton disregard for the lives of other animals and for the ecological balance of nature.

Yet Teale does not preach to his readers; he does not say "do this and you'll be sorry." Instead, he simply states what has happened and what is happening. This leaves readers to make their own choice. On the one hand, there is the natural world of wonder to study, to enjoy, and to pass on to future generations. If we do this, it is possible that our country "may be remembered for its great system of national parks as older civilizations are remembered for their pyramids and aqueducts." On the other hand, there is our tendency to destroy and scar the land and make it an ugly world that festers the body and corrupts the mind. The choice is ours; Teale only clarifies the alternatives.

"The seeming death of winter is but an illusion," Teale writes. "The apparent conquest of the season is only temporary." So it is that man should look upon the seeming conquest of the land by ugliness as only temporary, a long winter of ignorance. Man still has a chance for a springtime of intelligence and beauty.

FEROL EGAN

THE APPALACHIANS. By Maurice Brooks, 346 pages. Illustrated. Houghton Mifflin Company, Boston, 1965. \$6.95.

Mr. Brooks is a naturalist of wide background, and it is the naturalist's view of the Appalachians that he presents—at times as a geologist, at others as a botanist or a zoologist. The picture that emerges of this great sweep of highlands, from the Shickshock Range in the Gaspé Peninsula down into Alabama, is a vivid one giving the reader new perspective in fascinating and varied detail. Brooks' ability to express himself well must be appreciated by his students in wildlife management at the University

of West Virginia, and his enthusiasm must be contagious. His skill as a teacher is illustrated in the second chapter, where "a layman's approach to geology and topography" is presented with great clarity and spiced with humor.

There is a fundamental appeal in hearing of uniqueness, an appeal which Brooks uses to advantage in describing the "specialties" of the Appalachians. The deciduous broadleafed forest that covers much of the southern Appalachians is the most varied and most extensive in the world. Within it, and near it, are many other unique natural wonders.

This book is easy to read and well organized, with an excellent index. Though not a guidebook, it could be used most fruitfully in planning a trip. An interesting chapter on mountain crafts and abundant sketches and photographs round out this excellent volume.

New Englanders who know their hill country well may feel that the northern Appalachians have been slighted. One chapter deals with the alpine gardens and birds of the Mt. Washington area, but there are relatively few references to northern Appalachia from then on. The Appalachian Trail is described enthusiastically, but so is the Skyline Drive and the road to the summit of Mt. Washington; the reader is left with the impression that almost everything worth seeing can be viewed from a car. In his effort to picture the country as accessible to enjoyment by many, Brooks fails to point out how vulnerable it is to change.

"Nature is adept at healing scars," writes Brooks, "and if left undisturbed for 100 years, our woodlands will appear as virginal as they ever were." But under pressures for economic development to relieve pockets of poverty, and for scenic highways and recreational developments for vacationing hordes, how can we expect any land in Appalachia to be left undisturbed for 100 years? The knowledgeable naturalist's viewpoint should be included in planning for future development along with those of highway engineers and recreation experts. If naturalists do not raise their voices, the Appalachian specialties that Brooks describes so well will all be squeezed out of existence.

ABIGAIL AVERY

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Letters

THE FILM "THE WASTED WOODS" is powerful propaganda against destructive logging practices. The emotional content seems justified, but is it necessary, to make an emotional impact, that we be inattentive to detail, to the exact truth we accuse the other side of ignoring?

For instance, a redwood tree does not take 1000 years or more to mature. The statement, "In Oregon during the past ten years the proportion of the total cut coming from private lands has decreased 43 percent, and the proportion of the total cut coming from national forest lands has increased by 137 percent" has the brassy ring of the meaningless statistic. These are tricks we should be above using; we should not need them. Why neglect reason when reason will support us?

"The Wasted Woods" is a sloppy argument, even after the changes noted in the October *Bulletin*. We ought to be able to make our statements without holes and loose ends for our critics to rip and ravel.

BARBARA J. COLLINS
Berkeley, Calif.

[*"The Wasted Woods" was created by an independent producer, not the Sierra Club. In response to criticism from lumber industry sources, a special screening was arranged for the club's Board of Directors. The Board reacted enthusiastically, instructing the staff (1) to verify the accuracy of several minor points and make any changes that seemed advisable, (2) to add the Sierra Club's official imprimatur to copies circulated by the club, and (3) to seek the widest possible distribution of the film.*]

IT TAKES REAL EFFRONTERY to make a horrible mistake look like a wonderful thing. This little failure of the Bureau of Reclamation to foresee the effect of inadequate drainage in the Wellton-Mohawk irrigation area led them to pump ground water to lower the water table. But the water the Bureau pumped was other saline water at depths of 10-50 feet below the surface (below the infiltrated irrigation water). This dumped salt to Mexico, which screamed. So the U.S. bears the cost of bypassing the pumped saline through a new canal. The new canal is now hailed as a great accomplishment of the Bureau of Reclamation.

Somebody ought to make an example out of this "unforeseen difficulty" which damn well might have been foreseen.

NAME WITHHELD
Washington, D.C.

[*The above letter was received from an unimpeachable authority whose anonymity must be respected.*]

THE MAGNIFICENT BOOK, *John Muir and the Sierra Club*, arrives at a time when I am trying to write Christmas letters, but I cannot keep my hands off of it. I have not read all of it, but I have read enough to convince me that there has been nothing equal to it so far as "The Battle for Yosemite" is concerned. It is going to count heavily in establishing some facts in Yosemite history that have been misinterpreted (or ignored) by a number of writers through the years.

Occasionally I am called upon to write something in the field you have covered. Just recently I prepared a talk that touched upon the Hetch Hetchy steal. Your chapters will simplify any such tasks I may undertake in the future. The entire makeup of the book bespeaks quality. Both the Sierra Club and the author should feel very happy about it.

CARL RUSSELL
Orinda, Calif.

[*Mr. Russell was Superintendent of Yosemite National Park from 1947 to 1952.*]

I AM A MEMBER of the Sierra Club and concur in the basic motives of the club, but do not concur with the presumption that people who take trail cycles into the wilderness butcher the fish and game, destroy trees, terrorize horses and nature lovers, and generally foul up the landscape.

Motorcyclists of the Hell's Angels variety are not interested in wheeled vehicles that are limited to ten mph wide open in low gear, which is the usual way of traveling up the narrow trails. Leather jackets, switchblade knives, sideburns and green teeth are not the escutcheon of the trail rider.

It is my understanding that trail riders are quite tolerant of horses and mules in the wilderness in spite of the horse flies, eating of grass and foliage, and the manure problem.

The trail cycle is the only way the average man can go far into the wilderness with a limited time and limited finances. It is my feeling that the wilderness is for all to enjoy and not the few sensitive individuals who are offended by the presence of those who are not pure in heart.

If the editor feels that he should not share his wilderness area with trail cycles, then perhaps he will favor a segregated wilderness with separate but equal facilities.

DAVID L. ICHELSON, M.D.
Menlo Park, Calif.

[*The editor, who rides a motorbike to work, agrees that it is possible for a motorcyclist to be pure in heart. The club's policy on off-road use of motor vehicles makes no moral judgments. It simply contends that off-road*

vehicular travel seriously damages the wilderness environment and destroys—for bike rider and non-rider alike—anything describable as a true wilderness experience. As for trail cycles being the only economical means of wilderness travel, the outing announcements in the February issue prove the contrary.]

I WAS PLEASED to see included in the September *Bulletin* a mention of the conservation education aids that are now available from the club.

In regard to the booklet, *Some Suggestions for Teaching about Wilderness and Wildlands Parks*, the Executive Committee of the Pacific Northwest Chapter wishes it to be known that one copy of the booklet is free to any teacher on request; additional copies, \$1. Our chapter is most anxious to get this publication into the hands of teachers. A recent meeting of the Executive Committee voted to provide one of the other chapters with the requested number of copies at cost, which I believe was estimated to be between 40 and 50 cents. This same offer would apply to other chapters of the club also, I am sure.

KATHERINE N. ADAM
Conservation Education Committee
Pacific Northwest Chapter

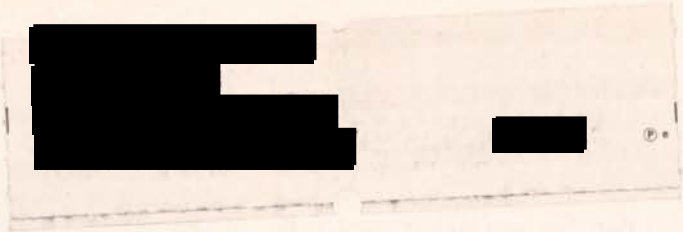
The editors will give preference, as a rule, to letters that express controversial opinions, that offer additional information, or that correct the errors that inevitably crop up in the Bulletin from time to time.

CONCERNING CHANGES OF ADDRESS

We are sometimes asked, particularly by Junior Members in school or college, to make temporary changes of address and switch back automatically to the original address after a certain period of time. We regret that we are not equipped to handle such requests. Notice of change of address must be received prior to each move. Three weeks is required for the processing of changes.

It should be noted also that the Bulletin is sent by second class mail, which is not forwarded by the Post Office unless the addressee specifically requests it to do so.

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Washington Office Report

Secretary of Agriculture Orville Freeman has been holding a series of small luncheons with Washington representatives of conservation organizations as invited guests. At the luncheon I attended, the Secretary was accompanied by Assistant Secretary Baker, Chief Edward Cliff of the Forest Service, a Department public relations officer, and assistant heads of the Soil Conservation Service and the Extension Service. The Secretary and his staff answered questions frankly, and on some matters, supplied new information or a new perspective on the Department's policies. If these luncheons are continued, and used as a means of keeping conservationists informed, they may well have long-lasting effect.

One of the subjects discussed at length at the luncheon was the progress of reporting on the 34 Primitive Areas to be considered for reclassification under the Wilderness Act. Under the law, the work is to be finished by September, 1974. Because of the unexpected speed with which the Geological Survey has made its initial mineral surveys, the Departments of Agriculture and Interior are now in agreement that the work can be completed, and the reports sent to Congress, by September, 1971. If this date can be achieved, the Congress would have three years to review the last of the recommendations.

The schedule of mineral examinations now appears like this. The Geological Survey has completed its examination of the following units: San Rafael in California, Mt. Jefferson in Oregon, Spanish Peaks in Montana, Flat Tops in Colorado, High Uintas in Utah, Stratified in Wyoming, and Sycamore Canyon in Arizona. By July, 1966, the Survey expects to complete examination of the Mt. Baldy and Pine Mountain units in Arizona, and Devil Canyon-Bear Canyon in California. By December, 1966, it expects to complete its examination of three more areas: Desolation Valley and Ventana in California, and Upper Rio Grande in Colorado. Beyond 1966 the Survey has no estimated completion dates, but it has work scheduled for 1967 in the Uncompahgre in Colorado, the North Cascades in Washington, and the Idaho Primitive Area in that state.

On the basis of this schedule, Chief Cliff announced that the Forest Service will plan hearings before the spring of 1967 on the following areas (not necessarily in this order): Mt. Jefferson, Spanish Peaks, Flat Tops, High Uintas, Stratified, Sycamore Canyon, Mt. Baldy, Pine Mountain, and Devil Canyon-Bear Canyon.

The Forest Service has recently issued a new edition of its booklet, "Skiing the National Forests." It may be obtained

from the Government Printing Office, Washington, D.C. 20402, for 20 cents. There are 169 ski areas wholly or partly in national forests. The Forest Service estimates that four-fifths of all the ski developments in the west are in national forests. In addition to the ski developments, the booklet shows that many other areas, including old logging roads and open slopes, offer excellent possibilities for skiing.

In the light of such information, it is understandable that the Forest Service, speaking through the Secretary of Agriculture, has stood its ground against the development of San Geronio. The Department has formally reported its opposition to the bills to exclude a portion of the San Geronio Wilderness Area to provide for "family winter recreational use." This report seems to have decided Chairman Wayne Aspinall not to call up for committee action the bill by Representative Johnson (H.R. 8176) and the various companion bills by other Representatives from California. My best judgment is that the bills are dead for this Congress.

On the legislative front the greatest activity has been in support of a redwood national park. For several weeks it was understood that the Administration bill, with a special message from the President, would be sent to Congress on February 10. The President's trip to Honolulu obviously caused a new postponement.

Faced with this stalemate, the Sierra Club, with the enthusiastic support of Representative Cohelan, has sought nationwide support of its proposal. Twenty-nine members of the House, including nine from California, have introduced bills [as of February 14] that would enact the club's proposal. I find it difficult to decide who deserves the more credit: the nine Congressmen from California who have asserted their independence, or the 20 from other states, as far away as New York, New Jersey, and Pennsylvania, who see the preservation of the redwoods as a *national* issue. These are the California Representatives who have introduced our bill: Cohelan, Burton, Roybal, Dyal, Resnick, Edwards, Moss, Miller, Leggett. The Representatives from other states whose names I believe should be on this roll of honor are Saylor, Reuss, Scheuer, Dingell, Farnum, King, Udall, Moorhead, Yates, Dow, Hawkins, O'Hara (Michigan), Anderson, Thompson, Ottinger, Conyers, Bingham, Olson (Montana), Vivian.

In the Senate, by the time this *Bulletin* is being read, I am confident that we shall have a companion bill, sponsored initially by Senator Metcalf.

—WILLIAM ZIMMERMAN, JR.