

ELIOT PORTER: *Great Spruce Head Island, Penobscot Bay, Maine*

Sierra Club Bulletin

JUNE 1966

Consider the subtleness of the sea . . .
consider them both, the sea and the land

HERMAN MELVILLE

NEWS OF CONSERVATION AND THE CLUB

Board of Directors elects new officers of the Sierra Club

At its May meeting, the Board of Directors of the Sierra Club elected new officers for the year 1966-67. George Marshall, editor and economist, of Los Angeles, is the club's new president. Dr. Edgar Wayburn, physician, of San Francisco, was re-elected vice president. Dr. Will Siri, physicist at the University of California, Berkeley, is treasurer. Dr. Siri served as president for the past two years. Frederick Eissler, teacher, of Santa Barbara, was elected secretary. These four officers, together with Lewis Clark, retired engineer, of Alameda, constitute the Executive Committee of the Board.

Paul Brooks is elected to fill vacancy on Board

Because he will be out of the country and unable to attend meetings during the remainder of his term of office, Wallace Stegner has resigned as a member of the Board of Directors of the Sierra Club. Elected by the Board to fill the vacancy was Paul Brooks, Editor-in-Chief and Director of the Houghton Mifflin Company. Mr. Brooks is author of *Roadless Area*, which won the John Burroughs Medal in 1965, and his firm has published many fine conservation books including Rachel Carson's *Silent Spring*. "The Plot to Drown Alaska," an *Atlantic Monthly* article that dissected the Rampart dam project, is one of his many works to appear in national magazines. Mr. Brooks is a Trustee for Conservation, a member of the National Council of the Nature Conservancy, and a member of the Rachel Carson Council.

LIFE magazine publishes profile of David Brower

The May 27 issue of Life published a four-page profile of Executive Director David Brower, calling him "his country's No. 1 working conservationist." Since it quotes Brower extensively, the Life story puts many conservation points across to more than 7 million readers.

Hearings to be held on wilderness area designations and a transmountain road in the Great Smokies

Hearings will be held on June 13 in Gatlinburg, Tennessee, and on June 15 in Bryson City, North Carolina, on the designation of wilderness areas in Great Smoky Mountains National Park and a proposed transmountain road (see March *SCB*). The club endorses a proposal for two large wilderness areas totaling about 350,000 acres. The National Park Service proposes six smaller areas totaling 247,000 acres . . . and 50 helicopter landing areas throughout the park. Readers who disapprove fragmentation and mechanized invasion of de facto wilderness in a national park may register their opinions in the record of the hearings by writing before July 15 to the Hearings Officer, Great Smoky Mountains National Park, Gatlinburg, Tennessee.

Sierra Club Council elects new officers

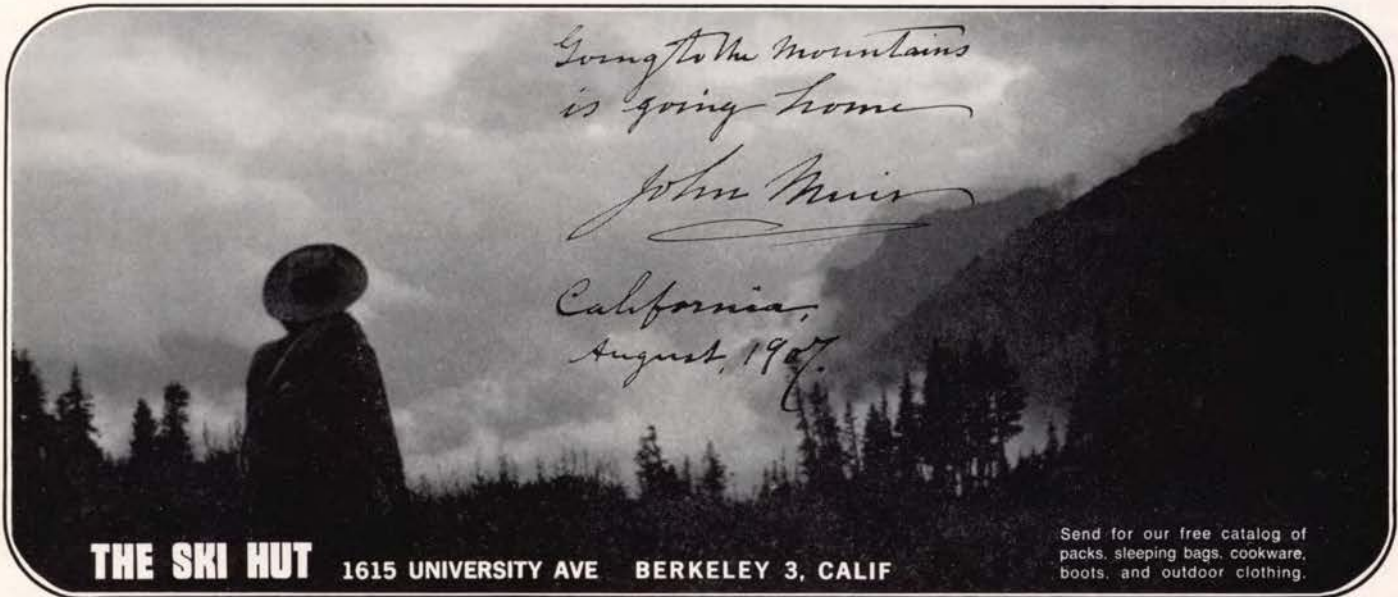
The Sierra Club Council, an advisory body consisting of representatives from chapters and major committees of the club, has elected officers for 1966-67. They are: Peter Hearst, chairman (Los Padres Chapter), Darrell Southwell, vice chairman (Clair Tappaan Lodge Committee), and Francis Walcott, secretary (Mountaineering Committee). Other members of the Council's Executive Committee are David Geddes (Loma Prieta Chapter) and Kent Gill (Mother Lode Chapter).

Mt. McChurchill? Churkinley Peaks? Or what??

We erred in reporting last April that Mt. McKinley had been renamed Mt. Churchill by executive fiat. Actually, the National Park Service proposed that the two summits of McKinley be named "Churchill Peaks," and the Board of Geographic Names complied. The Board insists, however, that the name Mt. McKinley has not been superseded.

**Humble abandons plan
to build a refinery
at Moss Landing**

The Humble Oil and Refining Company has abandoned its plan to build a refinery at Moss Landing in Monterey County. In a battle that attracted nation-wide attention, conservationists attacked the plan because (as a resolution of the club's Board of Directors stated) "an oil refinery at this location would impose a grave threat to the unique biological, recreational, and esthetic values of the surrounding land and sea area." Consolidated Edison, still stubbornly intent on spoiling Storm King Mountain, might take lessons from Humble in how to back down with a reasonably good grace.



*Going to the Mountains
is going home*
John Muir
California,
August, 1907.

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HATCH RIVER EXPEDITIONS CO., INC.

Because Hatch River Expeditions guided the Sierra Club on the first river trips and was responsible for starting the river touring section with the able help of club leaders such as Dr. Harold Bradley and his family, it is indeed time that we express our appreciation and reiterate our position that:

- A. We will continue to run trips in the Sierra Club tradition.
- B. We will constantly strive to improve the club trips.
- C. We will always be aware that our trips are by and for the club.
- D. Our primary purpose is to enhance the enjoyment and appreciation of our wilderness heritage for all club members.
- E. We will continually strive for improvement of any and all aspects of river travel by boat.
- F. We will continue to have the finest boatmen, certainly ones who are thoroughly experienced, for the necessary safety so important in river travel.
- G. While we pioneered white water boating as early as 1924 and have led in the development of the present day "rubber rafts," we will not be unaware of the latest progress in boating safety and comfort for our passengers.
- H. We simply say "thank you" to our many Sierra Club friends.

HATCH RIVER EXPEDITIONS CO., INC.

VERNAL, UTAH 84708

Flying Blind

Half Dome and Clouds Rest reared up, islands of light in a sea of gathering shadows, as our DC-8 streaked into the sunset. Orienting ourselves by these landmarks, we picked out Tenaya Lake, Glacier Point, Illilouette Fall. Then Half Dome seemed to draw aside, revealing Nevada Fall. Ribbon and Bridalveil were thin white threads against the granite and the dusk. Beyond, the High Sierra was still sheathed in snow and sunlight, with cloud banners flying to the leeward of many summits. It was a sight worthy of the superlatives that John Muir lavished on his Range of Light.

But hardly anyone saw it. Earlier in the flight, the captain had called attention to beauty spots of note such as Columbus and Gary. Window shades were drawn when the in-flight motion picture began, however, and distractions were not allowed to intrude on the celluloid shadow-play. A captive audience zipped overhead in its elongated movie theater while America the Beautiful lay beneath, unheeded.

*Oh beautiful for spacious skies
For Disney and John Wayne
For Hollywood inanities
Within a sealed-up plane
America, America, we'll see what we shall see
With drawn down blinds and vacant minds
From sea to shining sea*

A Private Conservation Ethic

One air traveler who has no time for movies, and all-too-little for the view from the cabin window, is the editor and designer of the Sierra Club's Exhibit-Format Books. When he isn't asleep, he's at work. At the office, at home, in a plane, anywhere. Producing a dozen superb books in half a dozen years would be challenging enough, even if he had nothing more to do. But he does. He is executive director of a fast-growing conservation organization, its chief strategist and spokesman. One of his major concerns recently has been to put together another Exhibit-Format Book, this one called *Summer Island*. Because several conservation battles approached their climaxes when the book should have been approaching completion, *Summer Island* missed the hoped-for publication date. But it is on press now, and it should be worth waiting for. The photography is by Dr. Eliot Porter, whose artistic perception and impeccable technique contributed so greatly to two earlier books in the series: *In Wildness Is the Preservation of the World*, and *The Place No One Knew: Glen Canyon*. Dr. Porter is also the book's author. He writes of an island in Penobscot Bay, off the Maine coast, which has been the Porter family's summer home for half a century.

There is a conservation message implicit in the book, of course—that governmental conservation must be supplemented by private conservation. Much of the countryside is privately owned, and unless owners treat their land with respect as something held in trust for future generations, no amount of governmental conservation can compensate for the lack of a private conservation ethic.

If you have been waiting impatiently for *Summer Island* to appear, remember that no one can do more than five or six things at once. If you wonder whether *Summer Island* is worth the wait, remember what Eliot Porter and David Brower have already accomplished.



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

THE COVER PHOTOGRAPHS, both front and rear, are from the forthcoming Exhibit-Format Book, *Summer Island*, with text and photographs by Dr. Eliot Porter.

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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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Sonora Pass: Sentinel Post of Wilderness

by Ferol Egan

Ferol Egan was brought up in the Mother Lode country and is working on a book about it. A free-lance writer, Egan has written numerous book reviews for the Bulletin.

ACROSS THE SPINE of California's Sierra Nevada, high above timberline where Alpine, Mono, and Tuolumne counties meet, is the Sonora Pass. It is an open road for no more than half the year. Other months, it is a wild, lonely country of raging winter storms that pack canyons tight with ice and snow. Then, in late spring, highway crews blast and chop their way through pre-glacial drifts to open the road.

But the Sonora Pass is much more than a road. The Sonora Pass is a sentinel post of wilderness, a constant reminder that man is no more than a tenant of the earth. And for travelers who cross in the shadow of Sonora Peak, the memory of this High Sierra road sticks like granite-anchored roots of gnarled and twisted junipers.

Until the 1930's, the road to Mono remained lonely. It was not a highway for Sunday drivers. Unlike the present highway leading to the foot of the pass, the old road wasn't built for low-slung automobiles pulling bulky house trailers, nor for pickup trucks made top heavy with metal tents; it was still a wilderness path that barely tolerated high-axled vehicles. And crossing the Sonora Pass was an adventure, with the fresh odor of the frontier lingering in the aspen groves and mountain meadows.

Place names on the Sonora-Mono road carry the flavor of the past. Names like Twain Harte, Long Barn, Cold Springs, Cow Creek, Patterson Grade, Yellowjacket Spring, Brightman Flat, the Dardanelles, Pigeon Flat, and Baker Station belong to a time when freight wagons and stagecoaches traveled east from the played-out mines of the southern Mother Lode to the new boom towns of Bodie and Aurora. All the way through the oak tree and yellow pine country of the lower foothills and the long climb from the tall timber stands of ponderosa and sugar pine beside the middle fork of the Stanislaus River, most of the old names remain; but the places are not the same. Each year more of the past gives way to other sub-divisions, other roadside businesses, other stretches of superhighway.

A trip over the new Sonora-Mono road still is scenic, but any chance for a leisurely pace is nearly gone. No longer is the journey a stimulant for story tellers. A spinner of yarns requires time, and the old road gave it to him in the many hours for the trip, the many stops to cool the automobile. Time to look, time to dream, gave an early traveler a union with the road and the country around it. A fleeting glimpse of a blacktail deer bounding through buck brush, a steep stretch of grade, or a hairpin turn offered the opening for a tale.

Queda Porka, the first sharp incline where the Sonora Pass grade cuts through a mastodon granite, never failed to bring some question, some lead for a story.

"Do you know why it's called Queda Porka?"

By this time, the car would be chugging along in first gear, sounding as though it were doomed. Any answer from chil-

dren would be ignored, and the ritual would continued.

"Because it's shaped like the rear end of a pig."

Such a statement was designed to arouse a mother and to get a father's mind off the condition of the automobile. By the time female anger over such crudity had spent itself, the car would be past Queda Porka and stopped at an ice cold spring. To stop at that same spring today is to risk your life. Big Detroit machines waste no time with Queda Porka, and they pick up more speed going past the spring.

Beyond Queda Porka is Chipmunk Flat—where there were and still are chipmunks—and Deadman Creek, where once there might have been a deadman. Again, the car would halt, and all riders would get out and stretch their legs. Here, where granite escarpments line the flat like massive statues of a giant race, the steaming automobile would be cooled and watered while a fisherman caught some of the pan-size native rainbow trout that lived in the clear, icy water.

After this came the ordeal of Blue Canyon—the last, steep pitch before the easy, meandering turns leading to the summit. Blue Canyon always brought out stories. It was in Blue Canyon that my own father told me of his boyhood vacations, of family wagon trips across the Sonora Pass.

"On this grade," he would begin, "is where it happened."

He would pause and make sure that everybody was listening.

"We were coming down grade, and we were pulling a log behind the wagon, to hold it back, to act as a brake, you see. And right here, the wagon got away."

"You mean it rolled into Blue Canyon?"

"Nope. Your grandfather headed the team of horses into the side of the grade, the roadbank."

From Blue Canyon to the summit, the rest of the tale would come out: the long, wagon trip from Sonora to Mono County and the unspoiled beauty of Leavitt Meadows with no resort, no other campers, and no newly planted trout. Instead, there was open country, meadow grass belly deep on the horses, the West Walker River running full and clear, and native trout to be caught, smoked, and packed in rock salt in wooden cracker boxes.

Yet all this was not long ago. This was not the Sonora Pass country of the 19th century. Wagon campers vacationed in this land when the 20th century was young. Even the first automobile campers drove the dusty mountain grades before wagon traffic had stopped. Like all the American West, the Sonora Pass country keeps losing wilderness in direct proportion to the increasing number of tourists. Its only protection has been the rugged High Sierra winters and the heavy snows brought by shifting winds to cover the sores of summer.

The Sonora Pass could be changed even more by straightening turns, leveling sharp grades, and making it an all-year highway. If this ever takes place, the Sonora Pass country will become another postcard version of wilderness. In time, even the memories of a wilderness road will have vanished. When this happens, the Sonora Pass will no longer be a sentinel post of wilderness. It will be just another highway carrying searchers for a lost dream, a lost age. ■

A Report on
the May 1966

Grand Canyon Hearings



THE SUBCOMMITTEE ON IRRIGATION and Reclamation of the House Interior Committee held hearings in Washington May 9–13 on H.R. 4671, which would authorize the construction of Marble Gorge and Bridge Canyon dams on the mainstem of the Colorado River within the Grand Canyon. Proponents of the bill were heard during the first four days. By the time conservation witnesses were heard, on the fifth day, several significant points had been established:

- Representatives of the Pacific Northwest were seriously concerned about the bill's provision for feasibility studies of water export from the Northwest to the Southwest; they are not at all sure the Northwest has any water to spare.

- Northwesterners' fears were magnified when a Texas Congressman argued that West Texas should be included in the project and be allocated up to 13 million acre-feet of water per year (which would have to come from outside the Colorado Basin), and when a Kansas Congressman followed suit. It is possible that Northwestern delegations will form a solid bloc against the bill so long as it contemplates interbasin transfers. On the other hand, to eliminate interbasin transfer provisions would weaken support of the bill where solid support is most needed: in the Colorado Basin states.

- Congressman John Saylor of Pennsylvania pinned down a point that supporters of the bill have been deliberately vague about: that Bridge Canyon and Marble Gorge damsites are both located in the Grand Canyon. By obscuring this fact, supporters of the bill hoped to minimize opposition to it.

- Commissioner of Reclamation Floyd Dominy was forced to admit under questioning that the Central Arizona Project is "theoretically feasible" without either Bridge Canyon or Marble Gorge dam. The distinction between "theoretically feasible" and just plain "feasible" was not made clear.

David Brower, Executive Director of the Sierra Club, was

the first conservation witness. Brower charged that factual information essential to sound decisions about the proposed dams in the Grand Canyon had been suppressed. Specifically, he charged that with the exception of the Bureau of Reclamation, agencies of the Interior Department were not being heard from. He cited a memo from the Director of the National Park Service forbidding Park Service personnel to distribute Sierra Club literature critical of Bridge Canyon dam even though the dam does not have Administration backing. Also cited was a letter to Secretary of the Interior Stewart Udall from William Bradley, Associate Professor of Geology at the University of Colorado, which reads in part: "As a professional geologist I was invited to defend the preservation of the Grand Canyon in its dam-free condition. I was happy to do this but at the same time I was well aware that there are eminent geologists in the U.S. Geological Survey who could have done it better than I, but who could not speak out because they belonged to the Department of the Interior. I know this because I talked with some of them. There are geologically cogent reasons for not building the Grand Canyon dams; why aren't the men who know these reasons best allowed to speak? . . . When one agency of the Government becomes so powerful that it can effectively suppress the opinions of other professional agencies, if the latter are not in agreement, it is cause for grave concern. . . ."

Brower's testimony suggested that Congressional committees are morally obligated not merely to hear witnesses who come forward voluntarily, but to compile a complete record by calling for expert testimony when it is not volunteered. He cited the historic decision of the U.S. Court of Appeals in the case of *Scenic Hudson vs. the Federal Power Commission and Consolidated Edison Company*—the Storm King decision, which reads in part: "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 Commission must see to it that the record is complete. The Commission has an affirmative duty to inquire into and consider all relevant facts."

As an example of vital information that is missing, Brower submitted estimates of the length of time required to fill the proposed Grand Canyon reservoirs with sediment. Lack of testimony on this point has allowed members of the Subcommittee on Irrigation and Reclamation to assume that the dams would produce several billions of dollars of revenue that would never be realized. Sedimentation data could be obtained if the U.S. Geological Survey were free to supply information, Brower insisted.

The charge that information was being suppressed was unwittingly reinforced by California Congressman Craig Hosmer, who characterized Brower's testimony as "redundant trivia" and tried to prevent it from being heard or included in the record of the hearings. Hosmer likewise objected to the testimony of every other conservation witness who subsequently appeared before the committee. Hosmer's Congressional District is in Long Beach.

Hugh Nash, editor of the *SCB*, was the second Sierra Club witness. He emphasized several major points made in the May *Bulletin*, which was devoted to the Grand Canyon controversy.

Jeffrey Ingram, Southwest Representative of the Sierra Club who is a mathematician by training, presented figures showing that the Central Arizona Project (and the Colorado River Project of which it is a part) could be built and operated at a profit if both Bridge Canyon and Marble Gorge dams were deleted from the project. The project's development fund would show a surplus of between \$316,000,000 and \$807,000,000 at the end of the pay-out period in 2025, according to Ingram's computations, depending on the cost of power to operate pumps of the Central Arizona Project and the price obtained for water that would otherwise be wasted by evaporation and seepage from the dams' reservoirs. Ingram assumes that revenues from Hoover, Parker, and Davis dams would be applied to the project after these dams have paid for themselves. The Bureau of Reclamation makes a similar assumption, but would apply the revenues to help pay for Bridge and Marble dams on an accelerated schedule, thus making them appear more justifiable than they actually are.

Ingram's testimony was submitted in writing to the subcommittee days before his appearance. It seems quite probable that Reclamation got wind of it, and that this forced from Commissioner Dominy the grudging admission that the project would be "theoretically feasible" without either of the proposed dams in the Grand Canyon.

Dr. Alan Carlin, a Sierra Club member who is employed as an economist by the RAND Corporation but who testified as an individual, presented an exhaustive study by himself and an associate of his at RAND, Dr. William Hoehn. Their conclusion was "that neither the Bridge nor Marble Canyon projects are economically justified." Dr. Carlin called particular attention to two errors in the Bureau of Reclamation's method of calculating the dams' benefits. First, the Bureau compares the dams not with the most economical available alternative source of power, but with a "most likely" alterna-

And as Dr. Carlin pointed out, the Bureau's cost estimates for its hypothetical "most likely" alternative are "extraordinarily high." Second, Dr. Carlin noted that the Bureau evidently charges a much higher rate of interest to its "most likely" alternative than it would expect to pay itself on construction capital for the dams. The study by Carlin and Hoehn applies the same rate of interest both to the dams and to an economical alternative, giving a true indication of their comparative economic justification. Far from being necessary, the dams would not even be the most economical way of achieving the aims of H.R. 4671.

Laurence Moss, a Sierra Club member employed as a nuclear engineer by Atomics International but testifying as an individual, told the committee that "figures presented by the Bureau of Reclamation purporting to prove that Marble Gorge dam is necessary for the financial feasibility of the Central Arizona Project prove quite the opposite. If, as the Bureau says, the Central Arizona Project is feasible with Marble dam, it is equally feasible without it." Using the Bureau of Reclamation's own figures, Moss demonstrated that "the expected revenues from the Marble Gorge Project are insignificant during the entire payout period. In the Bureau's calculations the money for payout is actually coming from Hoover Dam and later from Parker and Davis Dam revenues after the completion of the payout periods for each of those dams." Moss argued that nuclear powerplants could not be ignored as a possible alternative to the Grand Canyon dams. He pointed out that nuclear generating capacity ordered by utilities had risen from zero in 1964 to 5,704,000 kilowatts in 1965, and had exceeded this total in the first 15 weeks of 1966 alone. Moss added that the capital cost of nuclear powerplants is already less than that of most coal-fired plants and far less than that of the proposed hydroelectric dams in Grand Canyon; that there is no shortage of nuclear fuel and no prospect of such a shortage; that an extremely high safety factor is built into nuclear powerplants and that they have an exceptionally fine safety record; that except where questions of higher and better use of the land have been raised, public opposition to nuclear plants has not been great; that a combined nuclear and pumped storage facility would provide all the advantages of the proposed hydroelectric plants with respect to peaking power, and would do so at lower cost.

Rumors reach us to the effect that the House Interior Committee will attempt to complete work on H.R. 4671 very soon and bring it before the full House with a recommendation for prompt passage in this session of Congress. The battle to preserve Grand Canyon intact may be won or lost within the next few weeks. It is time for a maximum effort by those who care about the Canyon; later on may be too late. Even if you don't know and cherish the Canyon, act now on the certainty that loss of this battle would place conservationists on the defensive wherever there is a hydroelectric site or other commercially exploitable resource within a national park, monument, or wilderness area. The fight for Grand Canyon is a fight for all our parks and wildlands.

The club has two pieces of literature on the Grand Canyon controversy that we believe can be used to advantage: extra copies of the May *Bulletin* and a limited quantity of "Dams in Grand Canyon—A Necessary Evil?" If you can pay (at about five to the dollar), fine; but the main thing is to get this literature out and working.

—H.N.



Places where virgin redwoods line both banks of a stream are becoming rare. Perhaps the most notable remaining example is the so-called Emerald Mile (actually two miles) on Redwood Creek. Photo by David Van De Mark.

Moment of Truth for the Redwoods

by Edgar Wayburn

THERE IS NO QUESTION that the tide of public opinion is swelling for a Redwood National Park. The swell can be measured by the increasing press coverage and editorial comment on redwoods, by the TV and radio focus on the problems of getting a redwood national park and by the record number of redwood park bills introduced into Congress this year. Redwoods have become news from Maine to New Mexico. That they are important news is emphasized by the redwood park field hearings held by the Senate Subcommittee on National Parks in Crescent City June 17 and 18—and by the promise of House field hearings later in the summer.

With widespread public support for a Redwood National Park a reality at long last, the fight for the park enters its most crucial stage: the moment of decision has arrived. Certain hard facts enter into that decision, and they need to be

understood. The logging of our “limitless” redwoods that has gone on steadily for more than a century is proceeding rapidly today. The end of the virgin forests outside California’s redwood state parks is frighteningly close. Excepting perhaps another 3,600 acres of virgin growth (largely roadside strips) which *the industry* deems “park caliber” the redwood industry intends to log to the last “old growth” tree outside park boundaries. The park opportunity is dwindling daily. We must take prompt and realistic action if the American people are to have a Redwood National Park worthy of its name.

There are two choices before us and before Congress: the Administration’s proposal of a 43,000 acre park located in the Mill Creek watershed in Del Norte County; the Sierra Club’s proposal of a 90,000 acre park in the Redwood Creek region of Humboldt County. In deciding between these proposals,

three questions should be honestly answered: (1) which area can best give present and future generations of Americans the experience of knowing the redwoods in their full magnificent native sweep from coast to alluvial flat to mountain top; (2) which area offers the best conservation opportunity for preservation of the coast redwood species in its total environment; and (3) which area is big enough and varied enough to support a broad program of national park development, bearing in mind that we can expect 2½ million redwood national park visitors by 1983 (Arthur D. Little Co. projection).

On all three counts, the Redwood Creek area is plainly the best—and only—possible choice for a significant national park. The proposed national park at Mill Creek would add little to the two existing state parks it would link together except largely cutover land—and the kind of intensive development and use that could ultimately destroy the relatively small, exquisite and fragile area of Jedediah Smith State Park. The Redwood Creek park would preserve as much acreage in virgin redwoods alone as the entire Mill Creek proposal including all cutover land and, in fact, offers a conservation opportunity possibly four times as great. (See May 1965 S. C. Bulletin.) The Sierra Club has endorsed the Redwood Creek area since the National Park Service first proposed it in 1964, and will continue to fight for it.

To date, the fight has been formidable. It will be more so. The redwood industry is powerful and well financed and includes national titans of the lumber industry. Its influence extends from the redwood region—where many local people fear for their livelihood if they endorse a national park—to the highest echelons in government. The redwood industry has a very legitimate interest: it owns the land and the trees. It is 110 years old. It is the “single industry” in Humboldt and Del Norte Counties, and presently furnishes the mainstay of the local economy.

Against this vested interest must be weighed the interest of present and future Americans, and their right to a superlative natural and scenic heritage. If the redwood industry logs to the end, there will remain a few relatively small groves, isolated scraps of the once vast virgin forest. Some of these scraps—even the best of them—are already in grave peril from the drastic alteration in their supporting environment that logging, grazing and highway construction have brought about. They face the added peril of heavy overuse.

We need quick bold action for a Redwood Creek National Park. If we do not achieve this park, the coast redwoods may one day be remembered by their giant stumps—a reminder to our descendants that the tallest living things on earth, and the mightiest forests, grew along California’s north coast until “civilized” man came. ■

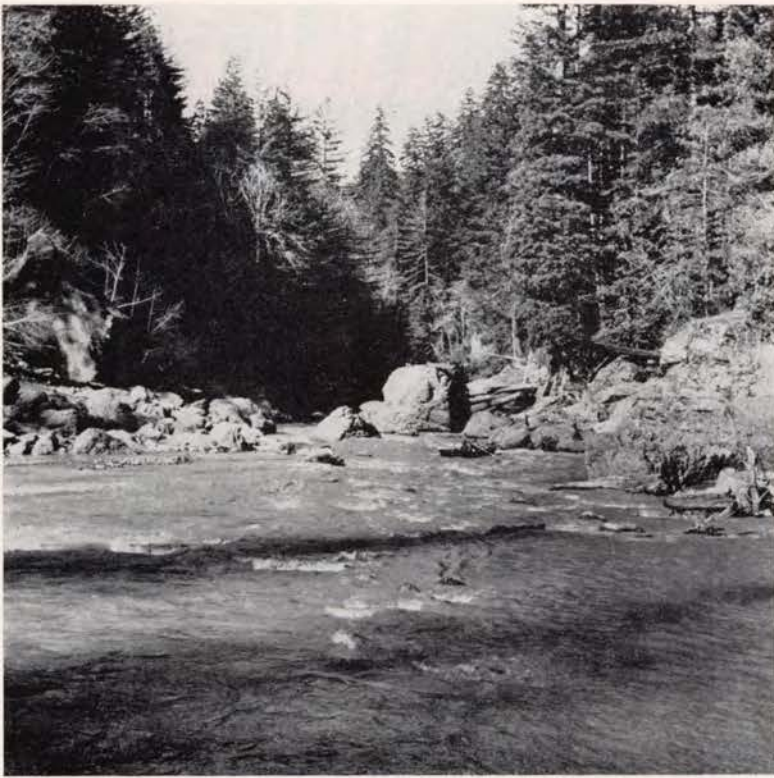
[Readers who wish to do so may send written statements to the Senate Committee on Interior and Insular Affairs, Senate Office Building, Washington, D.C., requesting that they be made a part of the printed record of the redwood hearings. The record is usually held open to receive such statements for 30 days after the hearings are concluded.—Ed.]



“Beauty is in the eye of the beholder”

Cartoon by Paul Conrad reprinted by permission of The Register and Tribune Syndicate, Des Moines. Joe Munroe photo shows cutting done in July '65 near confluence of Redwood and Bond creeks. Rumor has it that a 390-foot giant was felled here; if so, it would have been the record holder.





When Redwood Creek is high enough in its banks, it offers perhaps the finest way to experience redwoods. Floating silently downstream, one is neither too close nor too far away to appreciate the majesty of these tallest of trees. (The very tallest, over 365 feet, rise from the bank of Redwood Creek.) The chance to drift mile after mile between stands of virgin redwoods exists now at Redwood Creek, in the right season and stage of water, but will vanish forever unless this area is protected very soon. One of the scores of Sierra Club members who floated down Redwood Creek this spring was photographer Joe Munroe (in a trip led by Paul Geerlings), who took the pictures shown on these pages.



Recreation on R

in the area proposed as a na

by Congressman Jeffery

by Senator Lee Metcalf

by more than fifty of t

and by almost all conservat



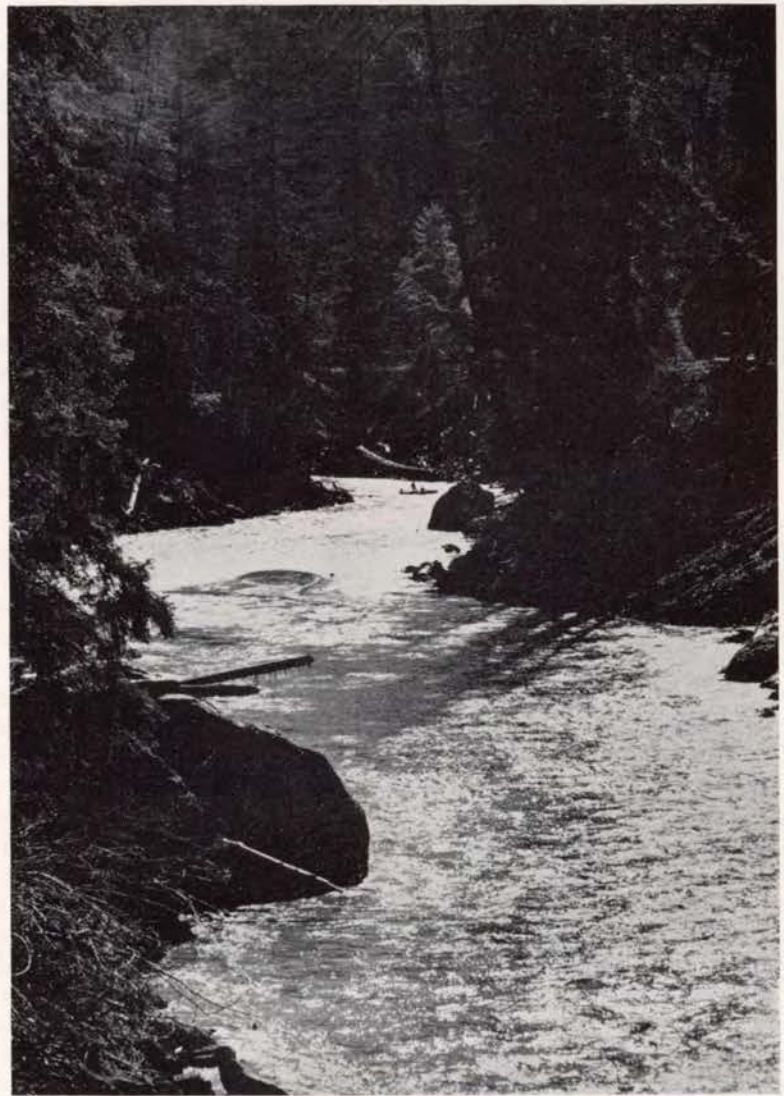
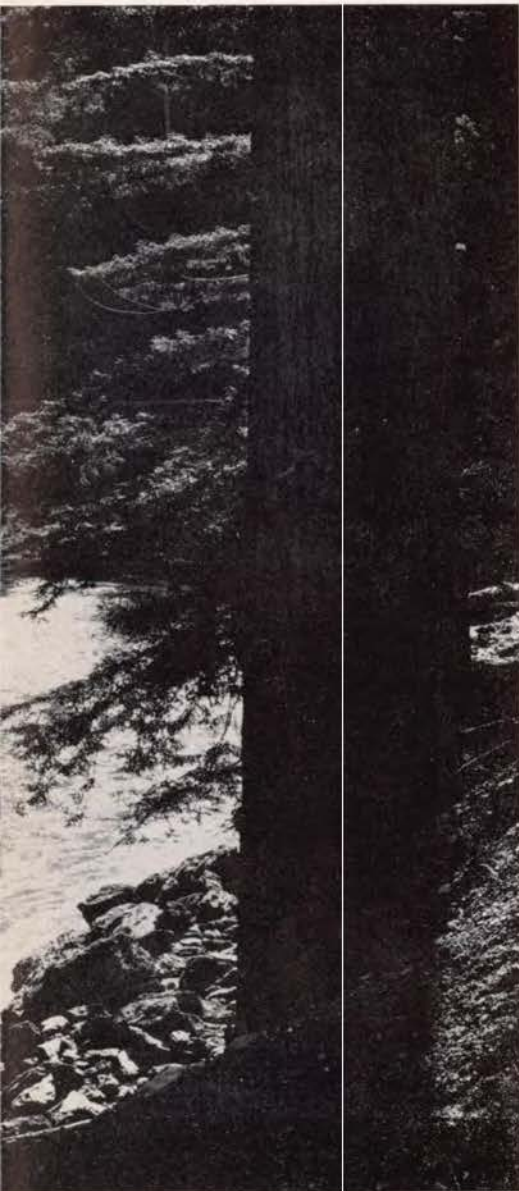
Redwood Creek

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y Cohelan (H.R. 11723),
(Senate Amendment 487),

their colleagues,

ion organizations





Top left: Chainsaw crew completes devastation of hillside in Tehama County, California. Center: Bulldozer "walking down" pine tree, which will be left where it falls. Bottom: remains of Elfin Forest lie strewn over hillsides, which are exposed to accelerated erosion. Center photo by Frank Kester; other photos by Francis Bayles.

The Rape of the

A report by



ONE OF CALIFORNIA'S most attractive features is its Elfin Forest, composed of dwarfed trees and shrubs that have adapted themselves to the scanty soils of the high country's lower slopes. In 30 of the state's 58 counties, these forests are being ravaged in the name of "range improvement." Since 1950, the Agricultural Stabilization and Conservation Service (of the Department of Agriculture) has subsidized stockmen by up to \$2,500 apiece annually to rid the ranges of virtually all plant cover except grass. This unrelenting campaign of devastation is geared to destroy about 100,000 acres of Elfin Forest per year, and unless stopped, will annihilate between ten and twenty million acres in all before the "improvable" range runs out.

This astonishing, federally-subsidized program is based on the premise that an exploding population requires more beef, that more productive grazing lands are needed to produce more beef, and that grazing lands will be more productive if other plants that compete with grass for water are eliminated. That grazing would actually be improved by destroying everything but grass is an unproved hypothesis that, on the face of it, seems highly dubious; but meanwhile, the devastation goes on. Perhaps the best (or worst) place to see it is from the ridges of Tehama and Shasta counties in the upper Sacramento Valley.

What have we lost, and what are we losing? The larger trees found in the Elfin Forest are the bay tree, the digger pine, and the blue oak. Ground cover includes many varieties of ceanothus, chaparral, and manzanita. Other natives are *cascastra sagrada*, toyon, and Fremontia. Medicinal plants found in the Elfin Forest are *yerba santa* and *yerba buena*, which gave San Francisco its first name. At least 36 species of birds, and upland game, live here. The quail, the dove, the robin, the racoon, the rabbit, and the deer—to mention only a few—will be gone forever when their habitat is destroyed.

The chainsaw, the bulldozer, and poisons are the primary agents of destruction. Chainsaw crews work their way through an area leaving fallen trees where they lie, since they have no commercial value. "Walking down" with a bulldozer is the method of "range improvement" most used by Tehama County



Top right: Elfin Forest still stands at right of photo, lies dead at left. Center: Killed trees, poisoned by chemical injections, stand in mute protest. Bottom: Remnants of a once-proud forest, murdered in "range improvement" program of Agricultural Stabilization and Conservation Service. Center photo by Frank Kester; other photos by Francis Bayles.

Elfin Forest

Gene Ellis and Frank Kester

ranchers; dozers simply push over everything in their paths above grass-top level—and let it lie. Poisons are injected into the base of trees and shrubs with an overgrown hypodermic needle, and the murdered forest is left standing. Using the needle, one rancher almost overnight killed some 10,000 beautiful blue oaks that had held their branches high for more than half a century.

Fortunately, there are ranchers who oppose the Agricultural Stabilization and Conservation Service program of destruction. One is Ben Casey of Tehama County. "No," he says, "I would never sign up for such a program. I've seen too many projects like this one go in reverse, and this is the worst one I've ever seen. There is not a sign of life in the hills around us. If these lands are ever reclaimed it will be at more cost to the large ranchers. And one thing for sure: without the humus, these ranges will be over-stocked within the next 12 months. I know ranchers in Siskiyou County who feel as I do. We're getting damn mad about it too."

One predictable result of the rape of the Elfin Forest is erosion. Since Uncle Sam teamed up with ranchers in this massive assault, the eroded gullies and canyons stagger the imagination. The December floods of 1964 left Tehama County a disaster area. Road Department officials were appalled at the loss of their bridges. It was almost a grand slam, only one major bridge remaining intact on the west side.

Unless we come alive and save what is left of the Elfin Forest, we will forever be shamed by the unmet challenge. We must now mitigate man's lofty defiance of nature. A few admissions of guilt are in order. We have slaughtered the buffalo, created dustbowls, raped and plundered the land, but not once have we improved on nature. ■

Space limitations prevent us from publishing the full report, and from printing more than a few of the telling photographs supplied by Ellis and Kester. In this account, condensed by the editor with the authors' advance permission, we tried to follow original language as closely as practicable. For any awkwardness that may have been introduced, we apologize.





Phreatophyte Control:

A Highfalutin Name for Deforestation

California's Elfin Forest isn't the only victim of scarification in the name of water salvage. The Bureau of Reclamation, assiduous as always, is practicing "phreatophyte control" as part of its program to reduce the Lower Colorado to a sterile sluiceway. ("Phreatophyte" means water-loving plant; "control" means extermination.) The theory is that if these plants are "controlled," water will be liberated for more beneficial uses.

Other land management agencies are busy botching the landscape top. Aerial photos above show devastation in the Lake Mead National Recreation Area, which is administered by the National Park Service. The area is adjacent to Lower Granite Gorge of the Grand Canyon (seen in distance), and would be included in an enlarged Grand Canyon National Park as advocated by the Sierra Club.

In the foreground of the composite photo-panorama below is a denuded

area in Kaibab National Forest, which, of course, is administered by the U.S. Forest Service. Beyond, the deep fissure is Marble Gorge of the Grand Canyon in the vicinity of Marble Gorge dam-site. This area, too, might become part of an enlarged Grand Canyon National Park. Similar blighted areas can be seen within a few miles of Grand Canyon Village, on the South Rim, and elsewhere in Arizona and the west.

How scientific a basis is there for these experiments in devastation? Do deep-rooted trees and shallow-rooted grasses really compete for the same water? Can any conceivable amount of water salvage compensate for this wholesale destruction? Until it begins to mend its ways, how can a nation of notorious water wasters and water polluters justify such programs? What of wildlife losses? What of fire hazards, with dead trees and brush lying in tinder-dry windrows? Is land a less basic resource than water? We invite comment.

—H. N.





First ascent of Hummingbird Ridge on Mt. Logan (19,850 feet), July 5–August 13, 1965. View down the ridge from 17,800 feet. Photo by Allen Steck.

Journal of Mountaineering

A Proposal and Request for Support

IN RECENT YEARS, Sierra Club members have been increasingly active in noteworthy mountaineering expeditions and rock climbs. We believe that the club should publish a journal devoted to mountaineering. This would both guarantee adequate coverage of significant climbing activity and permit the *Bulletin* to continue its concentration on conservation matters more vital to the membership as a whole. Guidelines for publishing such a journal have been established, and a nucleus editorial staff has met and concurred on the basic format which is to be of the size and quality of the present *Bulletin*.

Publication costs, however, must be met by subscription, and a preliminary estimate indicates that it will be possible to publish a journal for \$1 per issue if the subscription base is large enough. Present plans call for one issue this December with the possibility of two for

1967. It is essential to know now whether the interest in a separate mountaineering journal is in fact as great as we believe.

Concerning content, each issue will feature full-length articles, with photographs, on major climbs and expeditions. We plan to present material on the climbing history of various areas, Yosemite in particular, and to reprint historic accounts of early California mountaineering. Other proposed material includes supplements to published guides, climbing guides to smaller areas, photographic essays, book reviews, notes on equipment and technique, satire, anecdotes and other forms of levity.

The accent will be placed on literary quality rather than quantity, and we want to explore further the area of human motivation in mountaineering. Those familiar with *Everest: The West Ridge* know the many levels on which a high mountain adventure can speak.

People, wilderness and discovery are magnified in the framework of high mountains and steep walls, and it is intended that these will form the core of each issue. Hopefully, the journal will appeal to the active as well as the arm-chair mountaineer.

It is important to know as soon as possible whether these plans can be fulfilled. We ask your support for this journal and urge you to write: The Editors, Mountaineering Journal, Sierra Club, 1050 Mills Tower, San Francisco, California 94104. Or better yet, write a letter to your congressman supporting the preservation of the Redwoods and the Grand Canyon, and simply send \$1 to the Mountaineering Journal for your 1966 issue.

The very existence of this journal depends on your response.

JOE FITSCHEN AND ALLEN STECK
for the Mountaineering Committee

The National Trail System Proposal

by Frederick Eissler

Frederick Eissler was elected Secretary of the Sierra Club by his fellow members of the Board of Directors, in May, after being reelected to the Board by the membership in April. He is Western Representative of the National Committee for Protection of Trail Country. Anyone interested in developing an effective nation-wide coalition dedicated to trail conservation is invited to write Mr. Eissler at 2812 Panorama Place, Santa Barbara, California 93105.

SPEAKING IN BEHALF of the "forgotten outdoorsmen . . . those who like to walk, hike, ride horseback or bicycle," President Johnson declared that motor vehicles should not be permitted "to tyrannize the more leisurely human traffic" on trails. To guard against such tyranny, he called for the establishment of a national system of riding and hiking paths on the pattern of "the great Appalachian Trail in all parts of America." The President's dramatic words and the current Congressional legislation to implement them mark a new era in back country preservation.

The need for recognition of the forgotten trails of the nation has never been more crucial. In only a few years, motor scooters have preempted more than 75 per cent of the foot and horse paths in national forests. Bearing the brunt of economic expansion, trail networks and the de facto wilderness surrounding them have been torn and obliterated at an appalling rate by highways, strip mining, lumbering, housing projects, resort construction, and a host of other commercial activities. In California, the state-wide Riding and Hiking Trail is being reduced to a series of disconnected segments near metropolitan areas because a minority of landowners, by refusing to negotiate easements across their strategically located parcels, have blocked access to long sections of the path already acquired for public use.

The promise of better trail protection brightened this April when Senator Gaylord Nelson of Wisconsin, one of this country's most enthusiastic proponents of conservation, introduced a comprehensive bill (S. 3171) designed to carry out the President's trail recommendations. This benchmark legislation, potentially as impressive in the history of conservation as the Wilderness Act itself, combines the objectives of the Ap-

palachian Trail Bill (S. 622) and a national trail measure (S. 2590) introduced by Senator Nelson last year. One of the best features of the new proposal is the "national scenic trail" designation for transcontinental, interstate, and state-wide routes of preëminent natural and historic significance.

First to be distinguished by this classification will be the Appalachian Trail, the beleaguered 2,000-mile footpath running from Maine to Georgia through 13 states, two national parks, five national forests, and innumerable private holdings. If time-lapse films could be taken of its entire length, the trail would appear to twist and turn like a snake, so constant are the reroutings to bypass urban-industrial intrusions. The bill would empower the Secretary of the Interior to insure stable and uniform management of the trail with the concurrence of the other land agencies concerned and in consultation with an Appalachian Trail Advisory Council appointed by the Secretary and composed of representatives from federal and state departments and private organizations directly concerned with the interstate route. This pioneer measure can fulfill the goals upheld through the years by the many hiking groups affiliated in the Appalachian Trail Conference. By constructing and maintaining the interstate route, on their own time and at their own expense, they have kept alive the dream of a national network.

Expectations that these objectives will be fulfilled are based on another vital provision of the new bill granting the Secretary of the Interior the power of condemnation, to be exercised judiciously when all reasonable efforts to acquire necessary land by negotiation have failed. In these cases, fee title is to be secured only when lesser interests in the

land such as scenic easements are unobtainable.

Another provision of the bill would launch studies by government agencies and citizen groups of nine potential routes that played a part in frontier history: the Chisholm Trail (700 miles) used by Texas cattlemen herding longhorns from San Antonio to the railroad at Abilene, Kansas; the outbound and return sections of the Lewis and Clark Trail (4,600 miles) from St. Louis to the mouth of the Columbia River and back; the Santa Fe Trail (800 miles), a trade route from Independence, Missouri, to New Mexico; the Oregon Trail (2,000 miles), longest overland path of westward migration; the Natchez Trace (600 miles) between Nashville, Tennessee, and Natchez, Mississippi, often traversed on horseback by frontiersmen returning from flatboat journeys down the Mississippi; the Potomac Heritage Trail (825 miles) from the mouth of the Potomac to its headwaters in Pennsylvania and West Virginia, including the 170-mile Chesapeake and Ohio Canal towpath; the North Country Trail (3,200 miles) from the Appalachian Trail in Vermont through the states of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota to the Lewis and Clark Trail in North Dakota; the Continental Divide Trail (3,100 miles), extending from the Mexican border in New Mexico along the Rocky Mountains to the Canadian border in Glacier National Park; and the Pacific Crest Trail (2,350 miles), another main north-south path running from the Mexican border in California through the mountain ranges of the West Coast states to the Canada-Washington border near Lake Ross.

In the House version (H.R. 1422) of the bill, Congressman Ralph J. Rivers of Alaska recommended three more national scenic trails—a precedent that other Congressmen and Senators might strengthen by proposing the study of qualified paths in areas they represent. Congressman Rivers proposed the Dyea, White Pass, and Dalton routes leading from the towns of Skagway and Haines

to the Yukon, which were heavily used during the gold rush days.

One key provision of the bill would bring trail systems closer to the city, and another would keep city-oriented mechanization from intruding upon trail country. "In every city," Senator Nelson observes, "our people should be able to walk directly from their homes short distances to an access point on a metropolitan trail network which will enable them to travel at a leisurely pace through natural areas, by water courses, along ridge lines, and through spots of scenic beauty." To curb metropolitan influences upon the wilderness character of the trail experience, the bill would require "that the public use of motorized vehicles shall be prohibited on such trails within (a) the natural and historic areas of the national park system, (b) the national wildlife refuge system, (c) the national wilderness preservation system, and (d) other Federal lands where trails are designated as being closed to such use by the appropriate Secretary." These criteria, as well as the standards to be established in locating, constructing, and maintaining foot and horse trails will be important subjects for further evaluation as policy guides are developed (see Jeffrey Ingram's "Southwest Super-trails," *SCB*, April 1966).

The concept of a national trail system is not new. The first stirrings in support of such a project by eastern hiking groups, in 1948, resulted in a suggested amendment to the Federal Aid Highway Act of 1944. Granting the necessity of a federal system for motor travel, Representative Daniel Koch of Pennsylvania, the bill's sponsor, reasoned that a federal interstate hiking trail was similarly essential. The trail experience, he said, would "teach people the value of wilderness to the end that they may become interested in conserving it."

A principal distinction between the eastern and the western conservationist has been precisely this emphasis on the importance of trail preservation. In historical perspective, early intensive settlement of the eastern seaboard soon dominated the wilderness landscape there. The remaining trails skirting the cities and farms and following the primitive mountain ridges became of premium value for wilderness recreation. On the other hand, out of the vast open territory of the public domain from the Rockies west, most of the nation's parks,

forests, and wilderness areas were carved. While the east scheduled its *trail* conferences to advance linear conservation, the west convened its *wilderness* conferences to perfect the area concept. The two viewpoints meet in a new conservation balance now that the east receives larger appropriations for acquisition of its small remaining wilderness and the west works toward a comprehensive trail program.

The dynamic interplay of linear and area conservation cannot be underestimated. Ideally, the only permanent sign of man in wilderness is the trail that marks his travels. The trail system, and the stream networks and dividing ridges that the trail systems follow, delineate the body of wilderness. In a real sense, "trail country" is another term for wilderness. As important as is the highway in determining the circulation and development patterns of the city, the trail forms the outdoorsman's relationship to the back country. The wilderness plants, wildlife, and streams he knows are generally at the trailside. And it is from the summits of the trail that he enjoys his expansive views of wilderness areas. The trail's primitive character, gradient, and tread significantly contribute to his wilderness adventure. As the trail vanishes, as it is preempted for adverse uses, so goes much of the value of the back country experience.

Distinguished conservationists across the nation joined forces a year ago in the National Committee for Protection of Trail Country with this premise in mind: that assuring the integrity of neglected trails outside the formal Wilderness Areas — in the undedicated, endangered, and vanishing de facto wilderness — would strengthen resistance to urban-industrial erosion of the surrounding trail country just as root systems hold together the earth they penetrate.

The grand design for a uniquely integrated national trail system can be achieved if the forgotten outdoorsmen find themselves and work together. Just as the Appalachian Trail is the model for the national system, so the Appalachian Trail Conference might well be the prototype for similar associations in all parts of America. Unquestionably, Congress will require the advice and support of outdoor groups if the essential objectives of trail country protection are to be underwritten by the passage of the administration's historic bill. ■

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Seattle, Wash.—Conservation Film Center, 8248 16th Ave., N.E., 98115.

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Albuquerque, N. M.—Southwest Representative, Jeff Ingram, 725 17th St., N.W.

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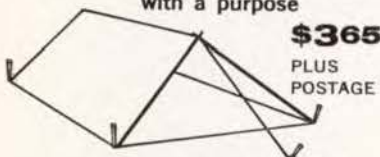
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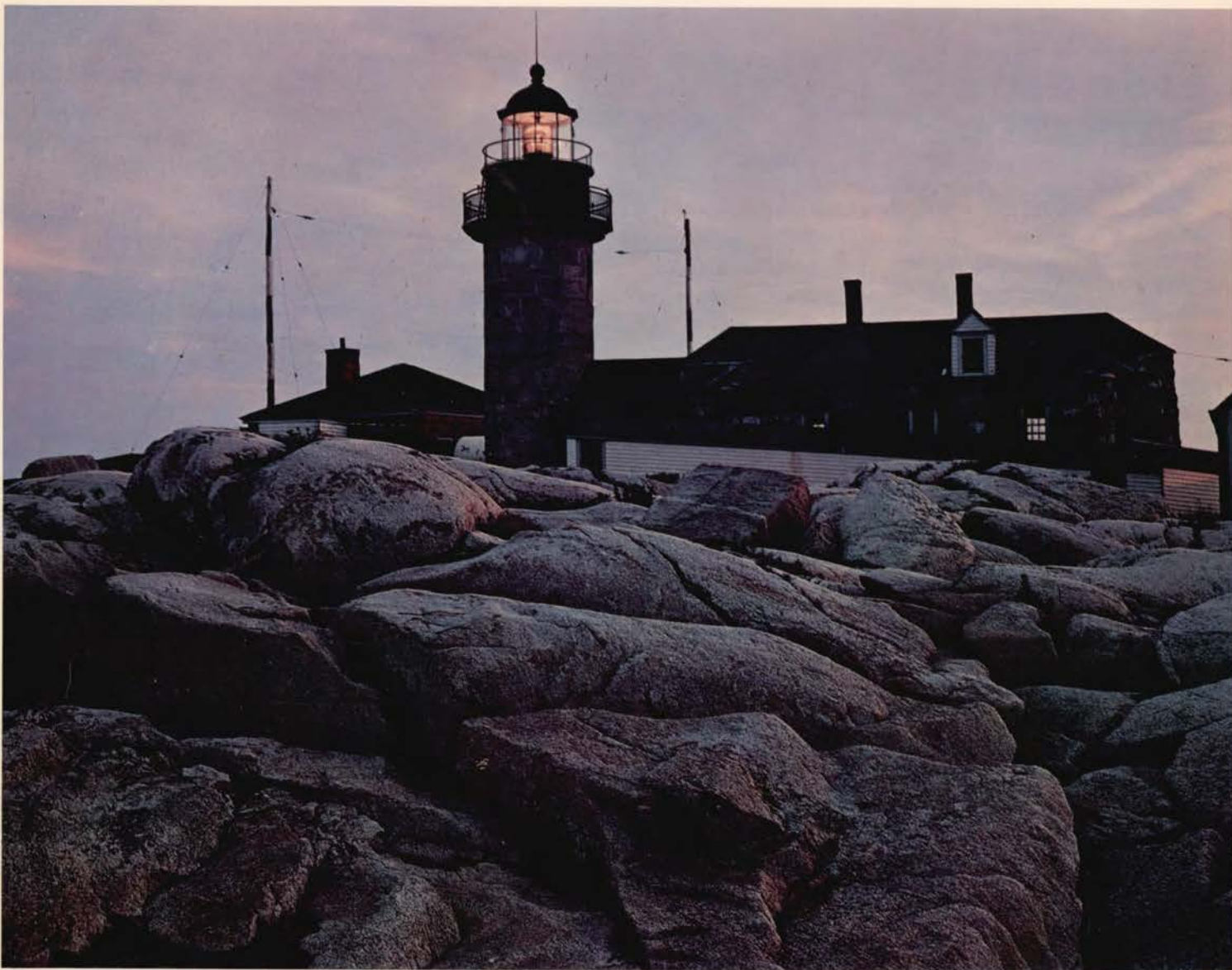
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