



ROBERT WENKAM: ohia lehua tree, from *Kauai and the Park Country of Hawaii*

Sierra Club Bulletin

SEPT.-OCT. 1966

The Case for a Dues Increase

See editorial by DAVID BROWER on page 4

NEWS OF CONSERVATION AND THE CLUB

Secretary Udall indicates Interior may shelve plans for dams in Grand Canyon

Although proponents of dams in Grand Canyon tried desperately hard, they failed in the closing weeks of the 89th Congress to line up enough votes to assure passage of H.R. 4671. The measure therefore was not brought to a vote. Inconclusive as it was, this outcome was widely regarded as a victory for conservationists in general and the Sierra Club in particular. But pro-dam forces were not decisively beaten, and bills providing for dams in the Canyon may be reintroduced when Congress reconvenes. This seems somewhat less likely, however, as a result of a recent statement by Secretary of the Interior Stewart Udall. "My department is studying the problems involved," he told a Michigan audience, "and they've come up with a new proposal which will not disturb the Canyon." Even if proposals for federal dams in Grand Canyon are dropped, another threat remains. Private or non-federal public utilities may apply to the Federal Power Commission for licenses to build dams in Grand Canyon. This threat is moderated by the U.S. Court of Appeals decision in the "Storm King Case," which rebuked the FPC for neglecting esthetic and other intangible values in considering license applications. Another hopeful straw in the wind is the declaration of FPC Commissioner Charles Ross that "rather than leaving the assessment of those intangible aspects which are embodied in sites of national interest to federal agencies like the Federal Power Commission or the Department of the Interior, I would prefer to see them evaluated by individuals and organizations whose experience has given them a keener appreciation and broader perspective of those things to be preserved in order that all Americans might enjoy a finer quality of life."

Club still awaits IRS ruling on its tax status

Because of the club's aggressive defense of Grand Canyon, the Internal Revenue Service warned on June 10 that donations to the club might (at some later date) be ruled non-deductible—and moreover, that such a ruling, if made, would apply *retroactively* to donations made since June 9. This unprecedented action deters potential large donors as effectively as a definite ruling of non-deductibility, and a nationwide storm of protest resulted. But despite repeated appeals to high Administration officials for prompt clarification, the club's tax status is still in doubt.

More support needed for proposed journal of mountaineering

Allen Steck of the Mountaineering Committee reports that response to the proposal for a *Mountaineering Journal* has been encouraging, but that further support is needed. (For details of the proposal, see page 15 of the June 1966 *Bulletin*.) Those interested can express their interest best by sending a \$1 subscription—additional donations welcome—to Mountaineering Journal, Sierra Club, Mills Tower, San Francisco, California 94104.

Commission rejects oil companies' bids for drilling leases in proposed park area

The bids of five oil companies for drilling leases in state-owned tidelands at San Miguel Island were unanimously rejected by California's State Lands Commission (Controller Alan Cranston, Chairman; Lt. Governor Glenn Anderson, and John Sheehan acting for Finance Director Hale Champion). San Miguel is one of five islands in the proposed Channel Islands National Park, off Santa Barbara. A one-mile protected zone around the islands, where extra-

ordinarily rich and diverse aquatic life is found, was specified in the park bills introduced in the 89th Congress by Senator Gaylord Nelson of Wisconsin, Representative John Dingell of Michigan, and California Representatives George Brown, Phillip Burton, Ken Dyal, Chet Holifield, George Miller, and John Moss.

The A. N. Marquis Company, publisher of *Who's Who*, announced in August that it had awarded one of its Biennial Citations to "that doughty champion of conservation, the Sierra Club," and to Executive Director David Brower for his leadership of the campaign to prevent the construction of hydroelectric dams in Grand Canyon.

The Rio Grande Chapter's third annual Santa Fe Conference will be held November 12 at the State Land Office Building, Santa Fe, New Mexico. Under discussion will be the preservation of southwestern desert areas. Speakers will include Congressman Morris K. Udall of Arizona, a sponsor of the Sonoran Desert National Park, and Dr. Eliot Porter, the eminent color photographer. Details may be obtained from Jeffrey Ingram, Southwest Representative of the Sierra Club, 725 17th Street, N.W., Albuquerque, New Mexico 87104 (Area Code 505, 243-5486).

The Sierra Club Board of Directors, meeting in San Francisco September 17-18, *adopted* a series of measures designed to tighten administrative procedures and controls; *revised* the club's 1966 budget to reduce the deficit anticipated as a result of heavy expenditures on conservation campaigns; *resolved* to increase its support of the Scenic Hudson Preservation Conference's fight to prevent the construction of a pumped storage hydroelectric plant at Storm King Mountain (March *SCB*); *urged* a moratorium of at least one year on the selection of coastal sites for powerplants and heavy industry pending surveys of scenic-recreational resources along seacoasts and shorelines of the Great Lakes, but exempted from the proposed moratorium the Diablo Canyon site at Pt. Buchon picked by Pacific Gas & Electric Company and endorsed (as an alternative to a Nipomo Dunes site) by the Board at its May meeting; *resolved* that "in defining wilderness boundaries within lands administered by the National Park Service under the Wilderness Act, where possible, boundary lines should lie next to existing construction or development, including roads"; *approved* the appointment of Directors Richard Leonard and Edgar Wayburn, and Conservation Director Michael McCloskey, as a special committee to develop wilderness area recommendations for Lassen Volcanic National Park; *decided* that the club should file an *amicus curiae* brief in the case of Coleman Vs. U.S. because an adverse court ruling would encourage invasion of wilderness areas by mining interests; *instructed* staff to seek public hearings on the use of motorized vehicles on trails in Sequoia National Forest, where trails that had been closed to vehicular travel were reopened as a result of protests from trail bike users; *reaffirmed* its opposition to the Navy's use of San Miguel Island, part of a proposed Channel Islands National Park, as a bombing range; *endorsed* the position of the National Audubon Society on the preservation of the irreplaceable natural biota of Agattu Island in the Aleutian chain, where wildlife such as Canada geese, sea otters and bald eagles are threatened by an Air Force "classified mission."

Another honor for David Brower and the Sierra Club

Rio Grande Chapter sponsors conference on the preservation of desert country

Club's Board of Directors takes action on budget . . .

. . . Storm King . . .

. . . shorelines . . .

. . . wilderness boundaries . . .

. . . Lassen National Park . . .

. . . Coleman Vs. U.S. . . .

. . . trail bikes . . .

. . . San Miguel Island . . .

. . . and Agattu Island

34 cents, \$3.40—or what?

We hear of apprehension among members about the \$0.339 which appeared as the allocation to "Conservation and General" in the recently distributed statement in favor of the proposed increase in dues—and we understand their concern. Who wouldn't worry if an organization like the Sierra Club was really spending less than 4 percent of members' dues on its reason for existing?

The \$0.339 figure is worth another look, and the tabular breakdown of dues allocations requires analysis.

Every item in the table contains a substantial conservation ingredient, not merely the \$0.339 item that is so labeled. The "Conservation and General" label, like other labels in the dues allocation table, is really an accounting convenience; it does not reflect what really happens. With this in mind, look again at the table—and look at the parallel column that bypasses the strange evolution of accounting terminology and reflects instead where dues money actually goes.

Table in statement favoring dues increase	Amounts that can fairly be allocated to conservation
MEMBER SERVICES AND RECORD MAINTENANCE (maintaining records, chapter allocations, library, minutes of meetings, travel to meetings, postage, etc.)	<i>Two-thirds</i> of library, postage, meetings and travel to meetings, etc.; <i>one-half</i> of chapter allocations, and of member services and record maintenance if members who are so served in turn serve conservation.
\$2.605	\$2.15
SIERRA CLUB BULLETIN	<i>Two-thirds</i> of this item, at the very least, may fairly be allocated to conservation.
\$2.395	\$1.60
GENERAL OVERHEAD (salaries, rent, supplies, telephone, dues notices, elections and audits, taxes, duplicating, permits, licenses, etc.)	At least <i>three-quarters</i> of "General Overhead" is spent to keep the conservation effort fed and accounted for. Come in and see!
\$1.826	\$1.37
CONSERVATION AND GENERAL	This catch-all category should properly be labeled "General Conservation," and contains no non-conservation ingredients
\$0.339	\$0.339
Average dues receipts per member	Amount of average dues receipts allocated to conservation
\$7.165	\$5.459

I believe your math, old or New, will confirm my old arithmetic. There is an arbitrary assumption or two in the right-hand column, but I assure you, from 33 years' close observation of Sierra Club operations, that this estimate of conservation allocations from dues is close.

So it's more like \$5.50 than \$0.34. The proposed dues increase will add to our potential in about the same ratio—about 75 percent going for conservation and the remaining 25 percent going down the dark Hallway of Overhead, without which there is no access to the bright Living Room of Fulfillment.

No frills are asked for. Quite the contrary. What the member allocates to the Sierra Club is turning out to be seed money, almost a catalyst, producing good side effects. Because the Sierra Club exists—and,
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... TO EXPLORE, ENJOY, AND PROTECT THE NATION'S SCENIC RESOURCES ...

This month's cover photograph is reproduced from a color original by Robert Wenkam, who is both photographer and author of the forthcoming Exhibit Format book, *Kauai and the Park Country of Hawaii*. For details of the club's publishing program, see pages 11-14.

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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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Motor Cars, Mountains, and Muir

by Fred Gunsky

A former editor of the Bulletin, Fred Gunsky also contributed a monthly outdoor column, "Mountain Talk," that was long a favorite of Bulletin readers.

IN THAT INNOCENT DECADE of the Nineties when Barnum & Bailey dazzled crowds under the big top with an automobile as their major curiosity, the Sierran prophet John Muir speculated about the Kings River and Sequoia country:

"I fancy the time is not distant when this wonderful region will be opened to the world—when a road will be built up the South Fork of Kings River through the sequoia groves, into the great canyon, and thence across the divide and down the Middle Fork Canyon to Tehipite; thence through the valley and down the canyon to the confluence of the Middle and South Forks, and up to the sequoia groves to the point of beginning."

This was incredible engineering, and we think the Copper Creek roadhead is quite far enough. But as for propriety, Muir, who was so right about the menace of voracious sheep and lumber mills, could hardly be expected to foresee the highway blight of our time. He had known the need of access to Yosemite to enlarge its circle of friends, and he had served America well by drawing the attention of thousands of readers and travelers to its glorious mountains.

Muir lived long enough to visit Giant Forest and Yosemite by motor car. (That trip was in 1912, and he commented only that it was a long trip from Santa Barbara.) He remained serene at the clearly developing prospect of an automobile invasion:

"Doubtless, under certain precautionary restrictions, these useful, progressive, blunt-nosed mechanical beetles will hereafter be allowed to puff their way into all the parks and mingle their gas-breath with the breath of the pines and waterfalls, and, from the mountaineer's standpoint, with but little harm or good."

Not to quarrel with John Muir, but to test the situation this year in which the National Parks anticipate 128 million visitors, we drove up to Sequoia on a holiday weekend. Other visits had taken

me to the back country, which is subject to different stresses and strains. This time, with my family, I was a tourist on wheels.

We arrived at night. The morning brought enough cars to fill most of the hundreds of spaces in our campground. That day and the next, Moro Rock swarmed with the more daring of the pedestrians.

We backed into the last vacant parking spot and joined the throng climbing the railed-in steps up the 300-foot granite dome. There were leather-jacketed cyclists, small children, grandmothers, sport-shirted fathers, mothers variously outfitted, a young couple with a puppy, a blind girl and her companion (who seemed less concerned about the exposure of the route than did many others). The ascending group often had to halt to allow a dozen or more to pass on their way down the narrow staircase.

The views were as magnificent as those Muir celebrated, though some had changed a bit. From rocky balconies the eye could sweep ridge after ridge dropping off to the Central Valley in the west, and for thousands of feet below us, could follow the traffic winding fantastically up the park entry road above the steep Kaweah canyon. To the north, thanks partly to the message Muir preached of what must be preserved, were plateaus and ridges covered by forest giants. The full panorama from the crowded top of Moro Rock began with Alta Peak, snow-patched and cloud-raked, and culminated in the east with the 12,000-foot front range which Muir called Greenhorn but which is now the Great Western Divide. The Black Kaweah appeared isolated and dominant above the Gap.

At our feet the Middle Fork of the Kaweah and its tributary creeks and cascades were an open book for dozens of miles. How many of our companions on the Rock could realize that this naturally eroded platform, to whose base they had driven their autos and motorcycles, afforded one of the grandest canyon and summit spectacles in the Sierra? In the confusion of family-album picture taking, how many of them could feel any of

the awe and sublimity a wilderness peak might have inspired?

An hour later we were lunching at a table on the sunny edge of Crescent Meadow. Bluejays robbed us of crumbs, trout darted in the shadows of a weedy pool, and shooting stars bent their heads in the tall meadow growth. Two huge logs bridged the dampness and led us out into the heart of the pine- and sequoia-rimmed open place that Muir called "the gem of the Sierra."

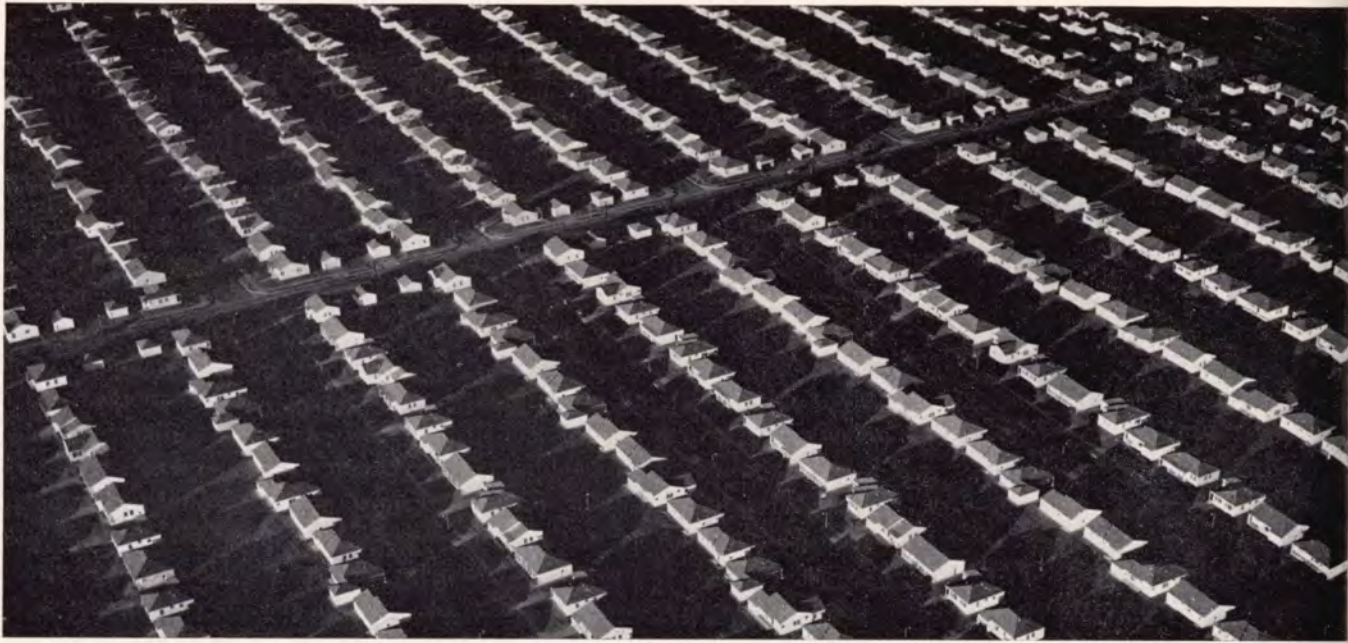
Less than a mile away, by a path we shared with dozens of other family groups, we came to Hale Tharp's old cabin log. He first holed up there more than a century ago, during the summers when he grazed stock in the meadows. Muir described it as a "spacious log-house of one log, carbon-lined, centuries old yet sweet and fresh, weather proof, earthquake proof, likely to outlast the most durable stone castle, and commanding views of garden and grove grander far than the richest king ever enjoyed."

The views are still grand, but Tharp's log seems shabby now. The worn path, interpretive marker, and barrier counter inside the door lead to a hurried glimpse, in a waiting line of bored children, of the pioneer's table, bench and fireplace, with a bunk bed farther back in the dusty gloom. The romance of his "discovery" of the fabled trees, to which Tharp was taken by his Indian friends, of his lonely enjoyment of the wild place and its amenities, and of his hospitality to Muir after a chance meeting in 1875, is hard to recapture in the midst of all these unfocused and uncurious vacationers.

And yet, before the day was over, we walked alone in a nearly untouched grove of giant sequoias and saw with eyes of wonder what Tharp and Muir, and perhaps the Indians of the Kaweah, had once seen.

The grove named for Muir occupies the slopes of a canyon two miles beyond Dorst Creek, and those two miles of easy trail form a tourist barrier that is remarkably effective. During an afternoon when the facilities of Giant Forest and Grant Grove were under very heavy

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Population Versus Wilderness

by Joanne W. Williams

Joanne Williams is active in the Planned Parenthood Association of Marin, which is the Marin County, California, affiliate of Planned Parenthood/World Population. The photograph by William Garnett is from This Is The American Earth, first volume in the club's Exhibit Format Series.

IF YOU HAVE EVER been turned away from a full campground, or asked to make reservations a year in advance at private camping facilities, you begin to realize how the wilderness shrinks as people grow in numbers. Rapid population growth has severely challenged our nation's ability to maintain the community institutions and public facilities, including expanded parks and recreation areas, that contribute so much to the quality of our way of life. Although the overall U.S. birth rate declined slightly in 1965, demographers predict an upswing within the next few years.

Recent population projections for the end of the century have ranged from 263 million to 388 million, but experts are reluctant to be pinned down. A population projection for the year 2000, made in the forties, was exceeded more than a decade ago. An economist with a southern California company stated the problem this way in *Time* recently: "In the short run a booming birth rate is good for business. But in the long run we are consuming things we can't replace, like physical space. We've reached that point now."

America's burgeoning population is gobbling up open land—in excess of a million acres a year—faster than conservationists can obtain effective legislation to preserve it. Expanding population decreases the availability of open space while simultaneously increasing the need for it. The solitary hiker

must now penetrate much deeper to find the peace and silence that restore the spirit.

The population squeeze tightens the housing situation and crowds hospitals, schools, recreation areas, highways, and jails. Between 1950 and the early sixties, the number of U.S. families increased by 20 percent but car-owning families increased 60 percent. Two-car families jumped from 4 percent to 18 percent. Motor travel increased by nearly 70 percent during that time, creating pressures for more and better highways and more tax dollars to build them with. Use of boats and planes has also multiplied.

A recent editorial in a California newspaper deplored the expected population onslaught:

"Does the state intend to provide for the oncoming millions in their oncoming rivers of automobiles by slashing more freeways through more congested cities to produce further congestion and aggravate already insoluble parking problems? While paving more acreage, do the planners propose to continue ripping up orchards and converting fertile farms into slurbs of cheap, look-alike houses? What of the schools that are already overcrowded, and the colleges that are unable to register thousands of qualified applicants?"

Congestion can be a major unsettling factor in everyday human activity. As Secretary of the Interior Stewart Udall put it, "It is obvious that the best qualities of man will atrophy in a standing-room-only environment."

A recent Gallup poll revealed that big families are losing vogue. According to one demographer the pivotal factor in the recent birth decline has been the decision of couples to forgo a third and fourth child, substituting perhaps a second

car, a color TV set, or a more expensive vacation. Anthropologist Margaret Mead points out that mass communications media have made birth control more acceptable socially and ethically, and it is no longer fashionable for the educated to have large families. Polls show that a majority of the public, including Catholics, now favor public assistance for birth control programs.

National responsibility for curbing overpopulation was affirmed in April 1966 by John Gardner, Secretary of Health, Education and Welfare, who initiated a sweeping new policy to aid birth control. The HEW Children's Bureau, single most important source of federal funds for family planning, will see to it that "all families have access to information and services that will allow freedom to choose the number and spacing of their children within the dictates of individual conscience." This is the family planning philosophy.

An official policy for the U.S. was preceded by years of private assistance here and abroad for birth control aids and education. Much of the program in recent years has been implemented through the 50-year-old Planned Parenthood/World Population and its 121 affiliates throughout the nation, and through the International Planned Parenthood Federation in London, which serves 90 nations.

A few facts will show why the program has gained momentum. The birth rate in 131 nations is up, the death rate down. The world's population is expected to double within the next 35 years to 6.6 billion, and the cost in human deprivation and natural resources will be staggering. The peoples of the developing nations in Africa and Latin America are desperately poor, most of them earning less than \$100 per year, yet they are growing in number faster than they can feed themselves. Two-thirds of the nearly 300,000 babies born every day are born to families that are hungry, poor, ignorant or ill. Run-away population is already responsible for cruelly crowded living, famine, emotional stress, joblessness and loss of human dignity.

Thoughtful people are beginning to realize the gravity of the world population crisis. In Latin America and Asia, voluntary birth control programs are making some headway. India has announced plans to spend \$237.5 million on birth control in the next five years—a program four times the size of the five-year plan just ended. But the crisis remains acute, not only in the developing nations but in the more "advanced" countries as well.

The conservation movement was slow to recognize the threat of overpopulation, but has awakened to it as urban areas spread their blight and open lands disappear. Wallace Stegner proposed, at least semi-seriously, that there be a tax penalty rather than tax relief for large families. Society is already paying stiff penalties. The Aid to Dependent Children program in the U.S. costs a billion and a half dollars a year and the case load has been increasing by more than 23,000 a month, creating a tremendous state and federal tax burden. Among low-income families, 54 percent of the children are unplanned and unwanted, often neglected, and usually deprived.

The research bureau of Planned Parenthood/World Population has gathered statistics to show how birth control helps reduce public assistance. In urban areas such as Chicago, Washington and Nashville, intensive birth control programs in slum neighborhoods reduced unwanted pregnancies between 24 and 100 percent. Aid to Dependent Children rolls in such

areas increased little, or not at all, among those practicing birth control. Elsewhere, clinics instituted among women who did not want more children significantly cut welfare rolls and desertion rates. It costs society much less to prevent unwanted children (from \$15 to \$30 a year) than it costs the public to support dependent children (about \$1000 per child per year). When birth control becomes available to low-income families, they unfailingly request and use it. It is important to stress that the family planning philosophy holds that children should be wanted—should be conceived by choice and not by chance.

Despite recent progress, demographers remain gloomy in their predictions for the years immediately ahead. Philip Hauser, Director of the Population Research and Training Center, has observed that "of the many problems of adaptation to the rapidly changing physical and social world, the chief problem which confronts our society is the control of the number and quality of our population. A new Chicago is added to the population of this planet every 18 days. Unfortunately there is nothing in sight that will greatly diminish the rates of population growth on the national or world level within the next decade. . . . The real problem is with the two-thirds of the world's population which do not have adequate birth control but are getting all the advantages of our three centuries of death control."

Conscientious citizens are beginning to take action on the local and international level to avoid the disastrous political and social consequences of overpopulation. Today all major faiths agree on the necessity of some sort of family planning. New findings by biological and social scientists have caused many scholars from both clergy and laity to seek extension of traditional teachings so that all may in conscience limit family size and help others in responsible parenthood.

The people of the world have everything to gain by voluntarily limiting population—a brake on spiraling taxes for schools, medical care, welfare and other social services; more productive populations at home and more prosperous markets abroad; greater individual freedom and achievement; better standards of living; greater educational and vocational opportunities; a more satisfactory environment and more satisfying life.

Population control, in itself, will not assure the preservation of wilderness and the opportunity to enjoy it. But it will establish conditions under which wilderness preservation is an attainable goal. Without population control, inexorable pressures will quickly extinguish forever the chance to know nature as it was before man overwhelmed it. ■

It was the consensus of the Board of Directors of the Sierra Club at its September 1964 meeting "that the Sierra Club should study and publish concerning population impact on wilderness and park values." At its March 1965 meeting, the Board adopted the following policy: "The 'population explosion' has severely disturbed the ecological relationship between mankind and his environment. It has caused an increasing scarcity of wilderness and wildlife and has impaired the beauty of whole regions, as well as reducing the standards and the quality of living. In recognition of the growing magnitude of this conservation issue, the Sierra Club supports a greatly increased program of education on the need for population control."—Ed.

Mindego Mountain area in the Santa Cruz Mountains, west of San Francisco Bay, is being used exclusively for raising black angus beef cattle. Because of its proximity to urban developments on the San Francisco Peninsula, this area's tax bill under present assessment policy exceeds the gross income from cattle operations.



California's "Breathing Space"

Constitutional Amendment:

Proposition Three

by Dr. Donald W. Aitken

Donald Aitken, a physicist at Stanford University, is President of the Committee for Green Foothills and a member of the Governor's National Redwood Road Committee. His conservation articles and photographs have appeared in the San Francisco Chronicle, the Christian Science Monitor and many other publications, including the SCB.

ON NOVEMBER 8, CALIFORNIA VOTERS will be asked to ratify an amendment to the Constitution of the State of California. Proposition Three, as the amendment will be designated on the ballot, will provide the legal foundation for the subsequent enactment of legislation that will protect agricultural and other open-space land uses in the state. Article XXVIII is to be added to the Constitution, reading:

Open Space Conservation

"Section 1. The people hereby declare that it is in the best interest of the state to maintain, preserve, conserve and otherwise continue in existence open space lands for the production of food and fiber and to assure the use and enjoy-

ment of natural resources and scenic beauty for the economic and social well-being of the state and its citizens. The people further declare that assessment practices must be so designed as to permit the continued availability of open space lands for these purposes, and it is the intent of this article to so provide.

"Section 2. Notwithstanding any other provision of this constitution, the Legislature may by law define open space lands and provide that when such lands are subject to enforceable restriction, as specified by the Legislature, to the use thereof solely for recreation, for the enjoyment of scenic beauty, for the use of natural resources, or for production of food or fiber, such lands shall be valued for assessment purposes on such basis as the Legislature shall determine to be consistent with such restriction and use. All assessors shall assess such open space lands on the basis only of such restriction and use, and in the assessment thereof shall consider no factors other than those specified by the Legislature under the authorization of this section."

Perhaps the most remarkable feature of the proposed amend-

ment is that it wasn't adopted almost 40 years ago. In 1927, the California Legislature made it a mandatory duty for the counties to adopt general plans. Implicit in this directive was the assumption that the state would, in turn, guarantee a certain measure of legal support for the implementation of these plans. The disorderly growth that has taken place in California in recent decades can be attributed in large measure to the lack of the kind of legal support that is now being proposed.

Urban growth patterns in California (and the rest of the nation) demonstrate a startling disregard for environmental preservation. Obvious ills, such as air and water pollution, are beginning to be curbed. But the quality of urban life is just as seriously threatened by other destructive forces. In particular, land exploitation and speculation—which has been officially encouraged through constitutionally established assessment procedures—is leading to the removal of valuable agricultural lands at a time when *more* agricultural development is needed; it is leading to the increase in food prices at a time when inflation poses a real threat to the stability of our economy; it is leading to the loss of open space lands near urban centers, where the public need for parks and open space is rapidly growing; it is forcing growth patterns that are entirely contrary to the goals of the adopted area master plans; and by the removal of mountains, filling of bays, and leveling of forests, it is even destroying the very environmental features that originally attracted urban development.

About one million acres of land per year in the U.S. are being preempted by new urban developments, and California alone accounts for 15 percent of the national total. But a look at basic California land statistics does not make it clear that this is an immediately dangerous circumstance. According to the February 1966 *Progress Report* of the California State Development Plan Program, 49 percent of the state's area is under federal administration; 36 percent is held by private farm owners; 8 percent is in privately owned commercial forests; 3 percent is in state-owned beaches, parks, and highway rights-of-way. Only the remaining 4 percent is in residential or industrial use, or in municipal ownership.

Dynamic statistics, which express the changes taking place, reveal the real dangers. For example, less than half of the California land currently owned by private farm owners—or about 15 million acres—is actually arable. Of this, only two or three million acres have the particular soils suitable for specialty crops. These fertile soils are concentrated around growing agricultural centers, which are being hard hit by urban expansion. So it is largely the prime 2 or 3 percent of the agricultural land that is being removed from crop production. At the present rate, this prime land would be gone in about 20 years. And yet it is estimated that California will need in excess of one million more acres of farmland in 1975 than is now cultivated.

Probably the primary cause of the rapid loss of open space and agricultural lands near urban centers is not so much that farmers or private owners want to sell, but rather that they can no longer afford to keep and use their lands. In 1960, the property taxes for farmers in urban counties were three times as high as they were in rural counties. Close to urban centers, taxes often exceeded the gross farm income.

California has made laudable progress in attempting to preserve open land. It is, for example, one of only two states in

the nation with exclusive agricultural zoning. But Article XI, Section 12 of the California Constitution requires that "all property subject to taxation shall be assessed for taxation at its full cash value." The cash value is determined by land sales in the vicinity of the property, where prices are often enormously inflated through speculation. As a result, the landowner can make a commitment to the state to leave his land open or use it for agriculture, but the state cannot make a commitment to the landowner to assess the land according to its use. Although the California Land Conservation Act (Williamson Act) was passed by the Legislature in 1965 to remedy this situation, assessors or supervisors have refused to implement the measure in all but two of California's counties on the ground that it may be unconstitutional.

As of 1965, only nine other states—Connecticut, Florida, Hawaii, Indiana, Maryland, Nevada, New Jersey, Oregon and Wisconsin—had adopted laws to permit special assessment procedures to be applied to agricultural lands. In four of these states—Florida, Maryland, Nevada and New Jersey—these laws were subsequently challenged and declared to be unconstitutional. Wisconsin had adopted an enabling constitutional amendment before passing its law, and New Jersey amended its constitution after its assessment law had been rejected by the courts.

Senator Fred S. Farr of Monterey County, the author of Proposition Three, received an opinion from the California Legislative Council in March of this year that his proposal—for a statute to prescribe the highest and best use of lands for tax purposes according to criteria other than the full cash value—would probably be unconstitutional. Senator Farr therefore prepared the constitutional amendment that is being considered here. The "Breathing Space" amendment required a two-thirds majority of both houses of the Legislature. It passed the State Senate unanimously, passed the State Assembly by a vote of 58 to 7, and will be on the ballot in November's general election. The proposed amendment has been endorsed by both political parties and is supported by all leading labor, agriculture, and conservation groups in the state.

Sporadic criticism has characterized the amendment as a "blank check for exemption," or a "tax shield for oil interests," etc. It must be understood in this connection that the amendment merely provides the Legislature with constitutional authority to enact protecting legislation. The amendment itself does not specify any particular legislative acts that may ensue. As stated in the *Explanation of Senate Constitutional Amendment No. 4, As Amended in Assembly May 10, 1966*, "it specifically requires confidence in the legislative process to consider each proposal based upon this amendment on the merits of the proposal." ■

The Sierra Club Board of Directors adopted the following position at its May 1966 meeting: "The Sierra Club urges all states to adopt taxation policies that recognize the highest and best use of open space lands may be their continuance as open space and encourages their use for purposes consistent with their open character, rather than their necessarily being appraised at their highest market value, as for urban and industrial purposes. Senate Constitutional Amendment No. 4 [Ballot Proposition Three] in the 1966 California Legislature is an example of an enabling constitutional amendment of this kind that warrants support."—Ed.



Mt. Blanc looms above the town of Chamonix in the French Alps, a mecca for climbers and a stopover on the 1967 alpine trips. Photo by P. Tairraz.

1967 Alpine Trips

SEVEN 20-MAN TRIPS in spectacular alpine areas are planned for 1967 as a part of the Outing Committee's continuing program of exploration and enjoyment of scenic resources. We've concentrated on the French Alps this time, with particular emphasis on the Vanoise National Park. The seven mountain trips are walking tours lasting two to four weeks. Accommodations will be in huts and small hotels, and the distance between stop-over points will vary from three to six hours' walking time.

Our Capitol Airways charter flight leaves Oakland, California, July 16 for Geneva, and returns August 25. First call on plane seats will be given those who sign up for the mountain trips, but members may join the trips in Europe without taking the charter flight. Anyone wishing to take the flight but not a mountain trip will be put on a waiting list until February 1, 1967, at which time such reservations will be placed in the order they were received. The cost of a round-trip charter ticket will be \$425, payable as follows: \$125 with

reservation, \$150 prior to February 1 and \$150 prior to March 15, 1967.

The Mountain Trips in Brief

Trip One is a two-week trip starting with a four-day walk from Abondance to Chamonix. After three days in Chamonix, the group will travel by bus to the Vanoise National Park for six continuous days of hiking. The trip begins in Geneva July 18 and ends in Grenoble on July 30.

Trip Two is identical to *Trip One*, starting in Geneva July 20 and ending in Grenoble August 1.

Trip Three begins in Geneva on July 18 with a flight to Nice and a week's visit to the Maritime Alps, followed by five walking days in Vanoise National Park. The trip ends August 1 after a two-day stay in Chamonix. (This is the ideal trip for those who wish, afterwards, to take a six-day mountaineering tour of the Mt. Blanc massif with a guide of the Chamonix Guide Company.)

Trip Four includes a week each in the area north of Chamonix, the Vanoise National Park, and the Maritime Alps,

with two layover days in Chamonix and a day in the colorful city of Briancon. The trip begins in Geneva July 19 and ends in Nice on August 7.

Trip Five begins in Geneva July 19 and includes six walking days from Kandersteg to Schwartzwald in the Bernese Oberland of Switzerland. After two layover days in Chamonix, the group travels to the Vanoise National Park for six walking days and thence to the Maritime Alps with a stop at Briancon. The trip ends in Nice on August 9.

Trip Six is identical to *Trip Five*, but starts in Geneva July 20 and ends in Nice on August 10.

Trip Seven is the most strenuous of the trips, moving each day of the 29-day itinerary by foot, bus, or rail. The group will visit the Vanoise National Park, the Maritime Alps, the Dolomites of Italy and the Bernese Oberland. The Bernese Oberland and Dolomite itineraries are similar to the 1966 trips. This trip begins in Geneva July 19 and ends at Meringen, Switzerland, August 16.

Cost of Mountain Trips

While budgets for the walking trips are not complete, it is estimated that the costs will be about \$125 per week for the two-week trips and slightly less per week for the three- and four-week trips.

Reservations

To make a reservation for the charter flight and one of the mountain trips, send your name, address, and age of your minor children to the Sierra Club (P.O. Box 7959 Rincon Annex, San Francisco, California 94120) along with a deposit of \$125. Please specify the mountain trip by number. In case of cancellation, \$110 will be refunded if your place can be filled from the charter flight waiting list.

If you wish to make a reservation for one of the mountain trips *but not for the charter flight*, your request should be accompanied by \$15. This fee is non-refundable if you cancel your trip.

Eligibility for the charter flight is limited to those persons who will have been Sierra Club members for at least six months prior to the flight's departure on July 16, 1967.

Detailed information, giving exact itineraries and travel requirements, is available on request from the Sierra Club, Mills Tower, San Francisco, California 94104.

ROBERT GOLDEN

Please save
to keep in touch
with conservation)

This multiple-purpose stub:

provides a handy way to notify the club if you are moving;

gives you wallet-size application blanks to hand friends who would enjoy the club.

Regular, \$9 (and spouse, \$13.50); Junior (12 to 21), \$3.50; supporting, \$15. Admission fee, \$5 per person, or per family, if all members of an immediate family join at one time. The dues year is April 1 to March 31. Those applying between September 1 and December 31 should remit only half the dues but the full admission fee. The first renewal notice is mailed by April 1 of the year following application. Processing of an application takes 30-45 days.

Life membership, \$150.

Patron membership, \$1000.



The Sierra Club was founded in 1892

—*to help people explore, enjoy, and protect parks, wilderness, waters, forests, and wildlife.*

—*to rescue places that made America beautiful and can keep it beautiful, places only as safe as people, knowing about them, want them to be.*


Dues and contributions are deductible for federal income tax purposes.

"... not blind opposition to progress but opposition to blind progress..."

Regular, \$9 (and spouse, \$13.50); Junior (12 to 21), \$3.50; supporting, \$15. Admission fee, \$5 per person, or per family, if all members of an immediate family join at one time. The dues year is April 1 to March 31. Those applying between September 1 and December 31 should remit only half the dues but the full admission fee. The first renewal notice is mailed by April 1 of the year following application. Processing of an application takes 30-45 days.

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I have informed myself about the purposes of the Sierra Club and wish to support them. I hereby apply for membership and enclose \$.....as admission fee and dues, which will be refunded if I am not elected.

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Print Name Mrs.

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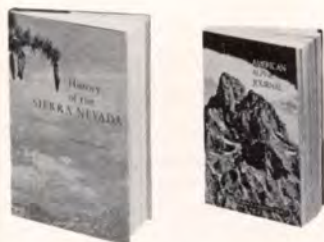
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Sierra Club Publications for Christmas Gift Giving

Dear Member:

This year's member's Christmas sale catalogue comes to you in an earlier issue of the Bulletin than last year. We have no desire to further the cause of Christmas commercialization, but our experiences with the summer sale and other recent mailings have convinced us mightily that the best start is the earliest start. Although the post office performed amazing feats of delay and outright loss, the summer sale was grandly successful. Unfortunately, its very success resulted in too many of those tests of customer patience we try very hard to avoid. The enormous response coincided with the huge mails occasioned by Dave Brower's IRS letter. Our small staff was faced with a totally unprecedented task of coping with all the resulting book work. They did the job heroically but some delays could not be helped. We apologize to all those inconvenienced.

Plans have been made to deal efficiently in the future with a volume which has now grown beyond our control without major staff additions. Your Christmas orders should be sent to the New Jersey address printed on the attached perforated form. They are professionally equipped to respond as quickly as possible. However, the books are still ours as is the cause they promote.



HISTORY OF THE SIERRA NEVADA

by Francis P. Farquhar

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AMERICAN ALPINE JOURNAL 1966

Published by the American Alpine Club

Here are the first hand accounts of the great ascents of 1965, written by the men who met the challenge of these mountains. Men like David S. Roberts who tells of his ascent of Mount Huntington's 12,240 feet and the death of his co-climber, Edward M. Bernd. Here is the account of the ascent of Mount Kennedy with Robert F. Kennedy in the party on his first climb. Dramatically documenting these climbs are 83 plates showing these men meeting their challenge. Also included are records of all major climbs and expeditions, full details of American Alpine Club activities and reviews of all books pertaining to mountain climbing. 250 pages. \$4.00



A CLIMBER'S GUIDE TO PINNACLES NATIONAL MONUMENT

by Steve Roper

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There are two exciting new Exhibit Format books—note how cheaply you can get them by taking advantage of the pre-publication prices. Mountaineers and those who are looking for a gift for a mountaineer should note that we have added the latest issue of the American Alpine Journal to our list and a new Climber's Guide to Pinnacles National Monument, and certainly no mountaineer — or no one who loves mountains — should be without *Everest* which the president of the Chicago Mountaineering Club has called, "the outstanding book, not only of 1965, but of a lifetime."

An especially appropriate member's gift to himself or to others is Francis Farquhar's *History of the Sierra Nevada*, which you can get at substantially less than list price by applying your membership discounts.

Put your order in soon. Get others to go in with you, since savings on large orders are spectacular.

The publications staff wishes you the happiest of Christmases—with books.

JOHN R. SCHANHAAR

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Text and Photographs by Robert Wenkam.
Edited by David Brower.

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Edited by David Brower.

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Edited by David Brower.

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Route of the proposed Mammoth Pass Road passes between camera position and crest in background. Jagged peaks at right are the Minarets. Photo by Irene Rask.



Of myths and mountains

The Mammoth Pass Road

by Judge Raymond J. Sherwin

Raymond Sherwin is Judge of the Superior Court, Solano County, California. A resident of Vallejo, Judge Sherwin is Chairman of the Sierra Club's Nominating Committee.

CALIFORNIA STATE HIGHWAY ENGINEER J. C. Womack recommended on March 4, 1966, that the proposed trans-Sierra highway from Califa in Madera County across Minaret Summit to Mono County—long known as the Mammoth Pass Road—not be added to the State Highway System and not be included in extensions of the Interstate Highway System.

Womack's report,¹ which concludes with this negative recommendation, is the most encouraging development in the long fight to preserve the wilderness character of the mountains through which this road would pass, and to protect the Muir Trail.² This does not mean that the fight is over, but it does reveal conclusively that the arguments in favor of this trans-Sierra highway are based on fantasy, not fact.

The route studied begins just west of Los Banos and ends at the California-Nevada line east of Benton, a total distance of 213 miles. It intersects U.S. 99 at Califa and U.S. 395 about 25 miles south of the Tioga Pass Road.

Conclusions of the State Highway Engineer's study can be summarized briefly: high costs, low use.

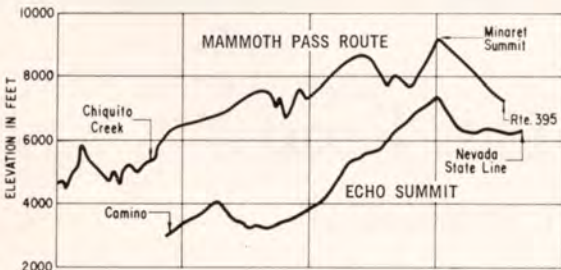
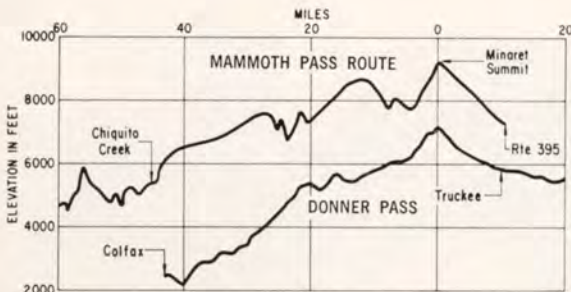
The costs include an initial \$125 million for construction—32 miles of new road across the Sierra crest (from Squaw Dome to Minaret Summit), and improvement of the rest of the route to standards suggested by 1965 State Senate Resolution No. 89. These standards are for a two-lane, 60 mph, 6-percent-grade highway—the minimum standards for a trucking route. Construction cost of the 75-mile mountainous section, from North Fork to Minaret Summit, is estimated at \$79 million.

¹ "Study of Feasibility of Including in the State Highway System and the Interstate System a Trans-Sierra Highway Connecting with Interstate Route 5 West of Los Banos to the California-Nevada State Line Near Benton Station, Passing Near Califa, North Fork and Minaret Summit"; published by the State of California, Department of Public Works, Division of Highways.

² No paved or through road crosses the Muir Trail along its 200-mile route from Yosemite Valley to Mount Whitney. The proposed road would cut it in two and significantly alter its wilderness environment for several miles near Reds Meadow.

The report also includes the costs of upkeep and snow removal. If this trans-Sierra route were to be kept open through the winter, a further investment of \$6.5 million would be necessary for snow-removal and maintenance equipment. An additional \$1.3 million *per year* would be needed to keep the road repaired and open.³ To understand these extraordinary figures, one must realize that above 5,000 feet, the Sierra is subject to very heavy snowfall. Department of Water Resources Bulletin No. 129, *Snow Survey Measurements Through 1964*, shows that snow is frequently 100 inches or more deep on April first in the route area.

Profiles in the report reveal that the proposed trans-Sierra route would reach higher elevations and would have more miles under heavy snow than any present all-year route in California. The graphs comparing the proposed route with Interstate 80 over Donner Summit and State 50 over Echo Summit look like this:



Potential traffic between Squaw Dome and Minaret Summit, where no road now exists, is estimated at 420 vehicles per day at present and perhaps 1,250 per day by 1985—assuming a high standard highway kept open the year round. Assuming winter closure, these figures shrivel to 210 and 770 respectively.

Womack's engineering study also includes this significant remark: "The terrain in the extremely narrow corridor between the easterly boundary of the Minaret Wilderness and the westerly boundary of Devils Postpile National Monument is very rugged and includes Minaret Falls. The construction of a high standard highway in this corridor could have a high possibility of lessening the natural scenic value of the area, including that of Minaret Falls."

Since the road's proponents, now banded together as the Minaret Summit Coordinating Council, have indicated that they have no intention of lessening their pressure for its construction despite Mr. Womack's report, it is timely to take a fresh look at the record and at the feasibility study of 1957.

When the John Muir and Dana-Minaret Wilderness Areas were first established as Primitive Areas by the U.S. Forest

Service almost 40 years ago, a gap was left between them as a corridor for a road, if and when necessary. The proponents of the road,⁴ including the Chambers of Commerce of Madera, Fresno and Bakersfield, and the Boards of Supervisors of Fresno and Madera Counties, made their first serious efforts to procure construction monies in 1955. In that year, their representatives secured a California Assembly resolution (Assembly Joint Resolution No. 5) calling for consideration of the Mammoth Pass Road as a defense highway. In 1961, the State Senate passed a resolution (Senate Joint Resolution No. 43) requesting the road's inclusion in the Forest Highway System.

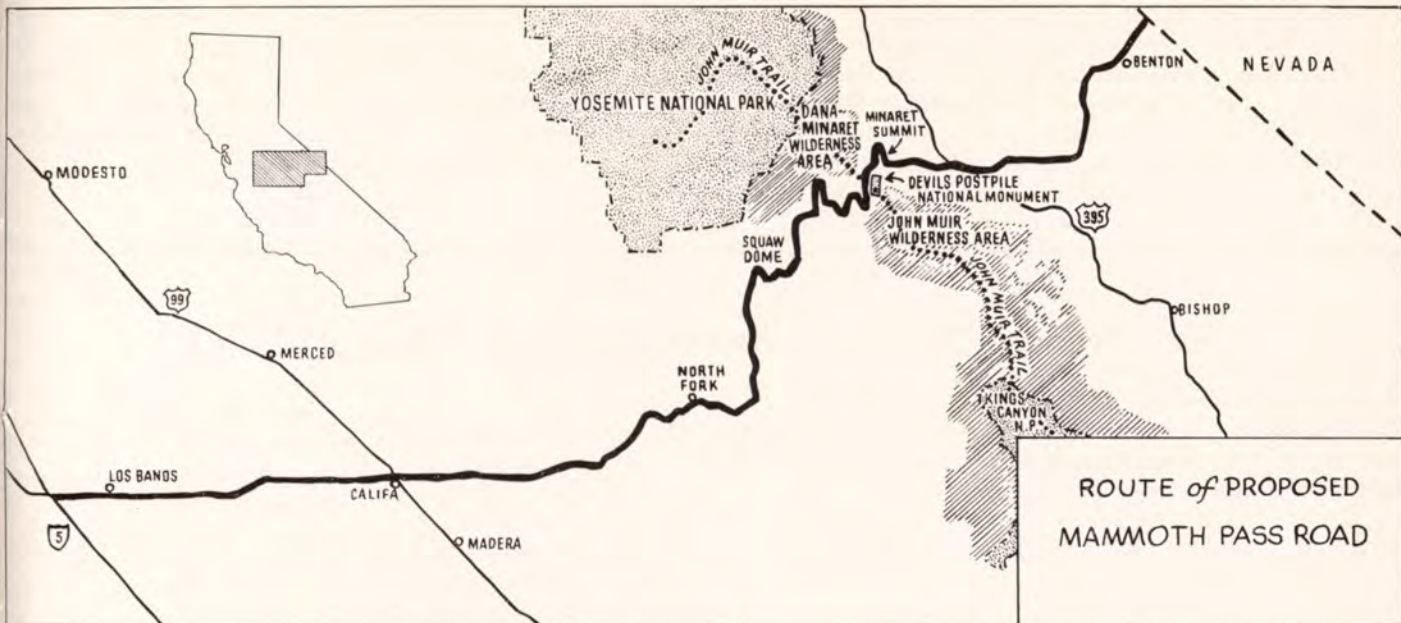
Meanwhile the U.S. Forest Service, the U.S. Bureau of Public Roads, and the State Highway Department made a joint feasibility study. The results of the first reconnaissance were published in April, 1957, with a supplement published in November.⁵ The tenor of the report and supplement was that the construction of a trans-Sierra route in this area was "feasible" and "practical," although neither was defined—and although the report stated that no cost-benefit ratio study was attempted because of the absence of traffic data. However, it was estimated that the construction of a 32-mile road between Squaw Dome and Minaret Summit would cost about \$10.2 million if built to Forest Highway standards—40 mph speeds, 7 percent grades, and a minimum radius of 450 feet on curves. At a 1961 hearing, this estimate was upped to \$17 million if the existing road between North Fork and Squaw Dome were to be improved to similar standards.

The 1961 public hearing was held in Fresno, and in spite of opposition by many conservationists and sportsmen, both individuals and organizations, a road across either Mammoth Pass or Minaret Summit was declared feasible. Subsequently, though no consideration was given to the question of whether the road was *desirable* as distinguished from *feasible*, the road was included in the Forest Highway System. It was also made eligible for federal funds for aid to secondary highways.

In re-reading the 1957 study, one is struck by the introduction, which states that there are few possible routes through the narrow, rugged terrain of the corridor and that *none can be expected to provide for year-round traffic*. In the light of this statement, the exhibits attached to the November supplement make strange reading. For the greatest use of the road in projected traffic estimates is by skiers driving to facilities on Mammoth Mountain—thereby assuming a year-round road in contrast to the introductory statement.

In addition to conservative cost estimates and optimistic assumptions of heavy skier traffic, the 1957 study depreciates the potential hiker-camper use of the Dana-Minaret Wilderness Area to a mere 10,000 visits per year by 1980—and mentions the John Muir Wilderness Area not at all. Yet even in 1957, the Forest Service was estimating far heavier wilderness use. In that part of the wilderness lying north of Fish Creek, statistical methods developed since 1961 show averages four times the 10,000 visitation figure—over 40,000 visitors annually, or 125,000 man-days, with use increasing.

Currently, the ad hoc committee of road proponents which calls itself the Minaret Summit Coordinating Council is criticizing the March 1966 report. The council's primary complaint is that the State Highway Engineer erred in assuming that a high-standard highway was desired. But since the Senate resolution that instigated the study referred to the



ROUTE of PROPOSED
MAMMOTH PASS ROAD

need for a direct trans-Sierra crossing to tap the potential eastern market for products grown and manufactured in the San Joaquin Valley, and vice versa, the engineers can hardly be faulted for deducing that trucking-route design standards of 60 mph and 6 percent grades were necessary.

It seems that if the March 1966 study kills the chance of the Mammoth Pass Road ever becoming a major state or interstate highway, proponents will continue to push for whatever kind of road they *can* get. A likely alternative is a Forest Highway because of its lower-cost, lower-speed design—and the availability of federal funds for its construction. It does not seem to matter to proponents that such a highway would not be suitable for an all-year truck route, whose necessity has been cited as the prime argument for building a road in the first place.

Money for roads comes from three sources: the county, the state, and the federal government. Since Madera County—through which the major portion and most expensive portion of the road would go—could not possibly supply the money to build the road itself, proponents will cast about for whatever combinations of road funds they can find. The road's proponents are now seeking a further study based on standards more like those of Forest Highways (as in the 1957 study), with certain sections designed for 50 mph speeds and with additions such as turnouts, viewpoints, and other improvements necessary for maintenance and snow removal.⁶

There is no doubt that Mammoth Pass Road, whatever its design standard, would be costly to build and extraordinarily expensive to keep open during the winter. If it were built as a high-speed state highway, keeping it open would consume 17 percent of the state's budget for snow removal. If it were built to Forest Highway standards, on the other hand, maintenance would be the responsibility of the county, not of the state. Would Madera County be willing to buy all the equipment necessary for snow removal, and in addition, to pay the annual costs of keeping that equipment moving?

The real danger is that continuing pressure by the road's proponents will lead to the construction of *some* kind of road

—probably a low-standard, five-months-a-year road—across the now roadless primitive country between Squaw Dome and Minaret Summit, regardless of cost-benefit ratios. Once such

³ The report does not break these annual expenses down. However, the Controller of the State of California, by letter dated May 18, 1965, informed the author that during fiscal year 1962-63, the Highway Department spent \$242,000 for maintenance and snow removal on the 26 miles of Highway 50 between Kyburz and Tahoe Valley. Of this, \$165,000 was for snow removal and sanding icy pavement, the balance for other maintenance. Presumably these relative costs would be applicable elsewhere.

⁴ The road's proponents have, through the years, advanced various arguments to justify the road—national defense, access to timber stands and ore bodies, need for a trucking route. All have proved without substance. Possibly a few merchants would benefit from roadside business, such as operators of motels, service stations and hamburger stands. But at what a cost to taxpayers, especially Madera County taxpayers! The motivation of the proponents is elusive, but some San Joaquin Valley residents have suggested that it is simply claustrophobia.

⁵ "Reconnaissance Report of Proposed Mammoth Pass Road—Sierra and Inyo National Forests, Madera and Mono Counties, California," April 4, 1957; and "Supplemental Report, Proposed Mammoth Pass Road—Sierra and Inyo National Forests, Madera and Mono Counties, California," November 1957.

⁶ Assembly Concurrent Resolution No. 44, adopted June 16, 1966. From the tenor of the resolution it is apparent that the proponents have not absorbed the contradiction implied in asserting the need for a commercial trans-Sierra highway of Forest Highway standards, but have appreciated the potential economic drain on Madera County taxpayers. The resolution reads, in part: "Whereas, The future welfare of the people and the economic growth of the great San Joaquin Valley would be enhanced by an all-year commercial trans-Sierra highway crossing to the east; and Whereas, Equity requires that the county of origin, having already provided a major share of its available funds to this purpose, should not be burdened with the sole responsibility of maintenance and snow removal, the cost of which would be substantial; and . . ." If we assume that a road of slightly better than Forest Highway standards would cost \$150,000 a year for maintenance and snow removal, it would be equivalent to an increase of .13 plus cents per \$100 valuation on the Madera County tax rolls. Of course, road construction and maintenance funds come from gasoline tax, not property tax. But whether from gasoline tax allocations or from the state highway budget, monies are allocated by formulae involving population and traffic, and would have to be diverted from other Madera County streets, highways, and roads.

a road is built, no matter what the standard, the quiet solitude is gone. Have you ever camped near a highway grade and tried to sleep to the music of diesel rigs shifting their gears? Wilderness is destroyed, scenic beauty is damaged, and the Muir Trail is bisected.

Growing appreciation and use of wilderness means that

time is on our side. If we can frustrate this improvident scheme to desecrate the scenic resources of this wild country, the time will very likely come when it will be widely recognized that the corridor between the Dana-Minarete and the John Muir Wilderness Areas should also be classified as wilderness—that this is its highest and best use. ■

Club's Nominating Committee Appointed, Begins Its Work

THE PRESIDENT HAS APPOINTED the following members to serve as the Nominating Committee for the 1967 election to the Board of Directors:

HONORABLE RAYMOND J. SHERWIN, Chairman
727 Ohio Street
Vallejo, California 94590

MR. STEWART OGILVY
FORTUNE Magazine
Time and Life Building
New York, New York 10020

MR. NICHOLAS CLINCH, JR.
2644 San Pasqual
Pasadena, California 91107

MR. RICHARD M. NOYES
2014 Elk Avenue
Eugene, Oregon 97403

L. BRUCE MEYER, M.D.
P.O. Box 3782
Carmel, California 93921

Alternate members are MR. ROBERT HOWELL (555 Market Street, San Francisco, California) and MR. RANDAL DICKEY, JR. (116 Sheridan Road, Oakland, California).

The election will be held April 8, 1967, so the same schedule for submission of Committee nominations and nominations by petition will be used as last year. The Committee will submit its nominations by November 15, 1966, and the time for submission of nominations by petition will expire December 15, 1966.

The Committee requests all members to help in the selection of the best possible candidates for the Board of Directors. Suggestions may be sent to any of its members.

RAYMOND J. SHERWIN
For the Committee

1966-67 Winter Season at Clair Tappaan Lodge

ONCE AGAIN the season of snow, brilliant sun, good food, and a variety of winter activities is coming to the club's Donner Summit ski lodge. Enjoyable for either a short visit or an extended vacation, the lodge is located on old Highway 40, two miles above the freeway turn-off to Soda Springs and Norden, and only a few minutes walk or drive from most major ski resorts in the Donner area. The lodge address is Box 36, Norden, Calif; phone number is area code 916, GARfield 6-3632.

During the summer and autumn, the trails, lakes, streams, and forest scenery of the lodge region draw many visitors. In the winter, skiing, snowshoeing, and ski touring become the main outdoor

attractions. Opportunities for overnight trips to nearby ski huts and shelters are available. The lodge operates the longest rope tow in the West. For those who want assistance, ski instructors are on hand and weekly fun races are held.

The lodge has a capacity for 150 people and provides hot meals morning and evening, and food for bag lunches. Dormitories, dormettes, and two-bed rooms are equipped with beds and mattresses, but no sleeping bags or blankets are provided. In the evening, the dining room is available for cards, music, or movies; the living room for square, modern, or folk dancing; and the library for reading or studying. Since the lodge is run in a cooperative fashion, with only a paid

manager and a cook, each person must sign up for a daily housekeeping or maintenance chore. This is a *must!*

Advance reservations for meals, lodging, or chartered bus will be needed from December 1 through April 9. Requests for these reservations will be accepted at the Sierra Club office from November 7 until April 6, and can be made in person, by mail, or by telephone if money is on deposit for this purpose.

To stay at the lodge before December 1 or after April 9, telephone or write the lodge manager, telling him the time of your arrival, the length of your stay, and the size of your party.

Application envelopes containing information on lodge rates and procedures

should be used when requesting reservations. These envelopes can be obtained from the club office or the lodge. Applications for minors under 18 must have signed approval of parents.

Reservations at the office will be made only for weekends of two full days (lodging and three meals for each full day) and for any number of weekdays. Anything less than a full weekday or a full weekend must be arranged with the lodge manager. If the lodge is filled and reservations cannot be confirmed, names will be kept on a waiting list, money refunded, or payments credited to the member's account for future use as indicated on the application. Full payment must be made before a reservation can be issued. Members are encouraged to send money in advance as a deposit to draw upon during the season. Records are kept and any balance will be refunded upon request.

Deadline for making lodge reservations at the office for a weekend is 1 P.M. on the Thursday before that weekend; but charter bus transportation may be reserved all day Friday. If there have been cancellations, space may be reserved at the lodge on Fridays by telephoning the manager. Until Wednesday of each week, a maximum of ten non-member guest reservations will be accepted. After Wednesday, additional guest reservations will be accepted if space is available. Sponsors must accompany their non-member guests for their entire stay.

The chartered bus will run from January 6 through April or May as long as there is sufficient demand for it. There will be no bus service on Easter weekend. The bus will leave San Francisco Fridays at 6:15 P.M., from the United States Mint, Market and Duboce Streets, and will stop for passengers at Berkeley at 7 P.M. at the Southern Pacific Station, Third Street and University Avenue. Arrival at the lodge is planned for about 11 P.M. Departure from Norden will be after Sunday dinner, with arrival in Berkeley about 10:30 P.M. and San Francisco about 11 P.M. There is ample space for skis and luggage. When arrangements have been made at the office, passengers with hand luggage (no skis) may be picked up near the freeway at Vallejo, Davis, and Sacramento. Aside from private car, this chartered bus is now the only direct transportation to

Norden; the trains and Greyhound bus no longer stop there.

Applications for Christmas and Easter holiday weeks will be accepted after November 10 but will be held until December 1 and March 1 before being acted upon. If demand exceeds available space, the lodge will be filled by lot, and remaining applications kept on a waiting list or the money refunded or credited. Members desiring the three days at Lincoln's Birthday should get their applications in early.

If a reservation has to be cancelled, telephone the office or lodge as soon as possible; there are graduated cancellation charges. Ask the name of the person receiving the call and follow up at once with a letter of confirmation enclosing the reservation slips. If cancellation of a weekend reservation is made after 1 P.M. Thursday, it is necessary to telephone the lodge manager. However, even on Fridays, charter bus cancellations must be cleared through the club office.

Any member may be required by the lodge manager to produce his membership card.

Hutchinson Lodge, with a capacity of 20 guests, is available during the winter only to groups, which must supply their own food. Rates are \$2 per day

per person, with a minimum non-refundable payment of \$16 per day due at the time the reservation is confirmed. Preference will be given to Sierra Club groups that make reservations a month or more in advance. All Hutchinson Lodge arrangements and reservations must be made by the Clair Tappaan Lodge manager and not through the club office.

Memorial Ski Huts are primarily for the benefit of Sierra Club groups, but if space is available they can also be used by other conservation groups. Food and supplies must be carried in to all four huts, although food may be supplied by the lodge if arrangements are made in advance. Always clear your stay through the Clair Tappaan Lodge manager. A life was lost in 1965 when a party, without notice, attempted to reach a hut but met inclement weather and avalanches. The suggested voluntary rate per person is \$1 per day, which may be paid by using the remittance envelopes provided at each hut. The lodge manager is responsible for refusing assistance to any group that in his judgment is inexperienced or lacks necessary equipment; or if weather conditions or other factors would, in his judgment, make the trip to a hut too great a risk.

JAMES B. CLIFFORD

1966-1967 Winter Rates at Clair Tappaan Lodge

<i>American Plan by Reservation</i>	<i>For members, applicants, and guests</i>
7 consecutive days (not to start with Saturday lodging).....	\$30.00
5 weekdays—Sunday lodging through Friday dinner.....	22.50
5 weekdays—children under 12 except Christmas weeks.....	15.00
Weekends—Friday lodging through Sunday dinner.....	10.00
Single days—Weekdays may be reserved at the club office.....	5.00
Single days—children—weekdays only except at Christmas.....	3.50
Chartered bus transportation—round trip.....	7.00
one way	4.00

Partial reservations made only at the lodge

Lodging—available only at the lodge.....	2.50
Breakfast " " " "	1.50
Breakfast and lunch " " " "	2.50
Lunch alone or as first unit of stay.....	not available
Dinner	1.50

Cancellation charges

Minimum charge for cancellation of meals and lodging, \$1.00.....	Bus \$2.00
Cancellation with more than six days' notice.....	10 per cent
One to six days' notice.....	25% meals and lodging; \$3.00 bus (\$2.00 one way)
Less than 24-hour notice—meals and lodging.....	\$1.75 per day
chartered bus	\$4.00 (\$2.00 one way)
Failure to arrive or give notice of cancellation.....	100 per cent
Except for failure to arrive, the maximum charge per person for cancellation of meals and lodging reservations shall be \$5.00.	

All cancellation charges will be figured to the nearest 25 cents. Reservation slips must be returned with request for cancellations and refunds. Late arrival, early departure, or not completing a reservation, must be certified by the lodge manager before a refund can be considered. Unscheduled snow-camping or car-camping in the vicinity that involves entering or using any lodge supply, service, or facility shall be at a minimum of \$1.00 per day per person. All such camping must be approved by the manager.



Afternoon on Redwood Creek. Photo by David Van de Mark.

Progress On Redwoods

by Michael McCloskey

Michael McCloskey is the Conservation Director of the Sierra Club.

THOUGH CONGRESS FAILED to act on redwood national park legislation in the current session, its leadership apparently recognizes that the Congress convening in January 1967 must come to grips with such legislation. It has taken two and one-half years to move proposals for a redwood park onto Congress's work schedule, and some 4,000 acres of virgin timber in proposed park areas have been lost in the meantime. But at last, the Interior Committees of both Houses of Congress agree that they must give priority next January to the question of what kind of redwood national park there shall be, and where. Senator Henry Jackson, Chairman of the Senate Interior Committee, has promised to report a bill out within 60 days after the session begins. Representative Wayne Aspinall, Chairman of the House Interior Committee, has indicated that his committee will hold field hearings in January or February.

These commitments to act are tied to a one-year moratorium on logging parts

of the two areas being proposed as sites for a redwood national park. In early September, Senator Jackson and California's senior senator, Thomas Kuchel, negotiated an agreement with five lumber companies operating in the two areas for voluntary restrictions on their cutting through October 1967. Details of the restrictions have not been entirely worked out, and some disastrous cutting will continue in areas of prime park value, but the rate and magnitude of destruction will certainly be decreased. By slowing down the pace of destruction, Congress could apparently rationalize postponing action until next year.

Under terms of the agreements, three companies have been fairly specific about their plans. The Pacific Lumber Company, which owns only a little land in the area of the Redwood Creek proposal, has agreed to defer all cutting there. Arcata Redwood Company, one of the two major owners of virgin timber in the Redwood Creek basin, has merely stated that it would continue cutting in the Lost Man Creek area while staying out of the main valley of Redwood

Creek. (Lost Man Creek's tributary watershed, however, contains some of the best stands of virgin timber in the whole Redwood Creek drainage basin.) Both Georgia-Pacific and the Simpson Timber Company have been ambiguous about their plans, G-P stating it would adjust logging operations "to minimize cutting in proposed redwood park areas" and Simpson saying it would "continue to defer harvesting timber in superlative stands of redwood trees critical to areas seriously being considered for inclusion in the national park system." In the Mill Creek area proposed as a park by the Administration, the Miller Redwood Company agreed to move its cutting to upper slope areas where the intermixture of douglas fir with redwoods is greater. Under great pressure from Senator Kuchel, the company promised that it would "immediately cease cutting down trees in the area near the alleged park-type redwoods on the flats which are adjacent to the Jedediah Smith State Park."

At hearings in Crescent City, California, in June, and at Washington, D.C. in mid-August, Senator Kuchel repeatedly appealed to the Miller Company to stop cutting a wide swath along the southern boundary of Jedediah Smith State Park. Interior Secretary Stewart Udall joined in the appeal, but the company adamantly refused. In the face of this intransigence, the Administration proposed drastic action to preserve a remnant of its proposal. On September 1, the President asked Congress to authorize instant condemnation of all cutting rights within its proposed park for a one-year period. A \$50,000 fine for cutting trees within that area was set. In response, the Miller Company worked through the Del Norte County Chamber of Commerce to deluge the President and Congress with telegrams of protest. The Chamber phoned almost all citizens of the county asking permission to use their names on telegrams it was sending. Children were let out of school to attend a mass rally. But the Miller Company was in a test of strength with senators and an Administration that were not accustomed to being rebuffed. The company came to realize that instead of simply voting to condemn cutting rights, an aroused Congress could quickly bring a park bill itself to a vote. Faced with this prospect and with senators anxious for concessions, the Miller Company

agreed to shift its operations out of the flats to high ground. Because the Senate Committee had not yet decided which area it preferred for a park, it negotiated with companies operating in the Redwood Creek basin to extend the moratorium to that area also. As this was being accomplished, some 14 Representatives and three Senators were preparing to introduce bills extending the condemnation of cutting rights to the Redwood Creek area.

Probably all of the lumber companies involved were somewhat amenable to restrictions on cutting because of the current depression in the lumber mar-

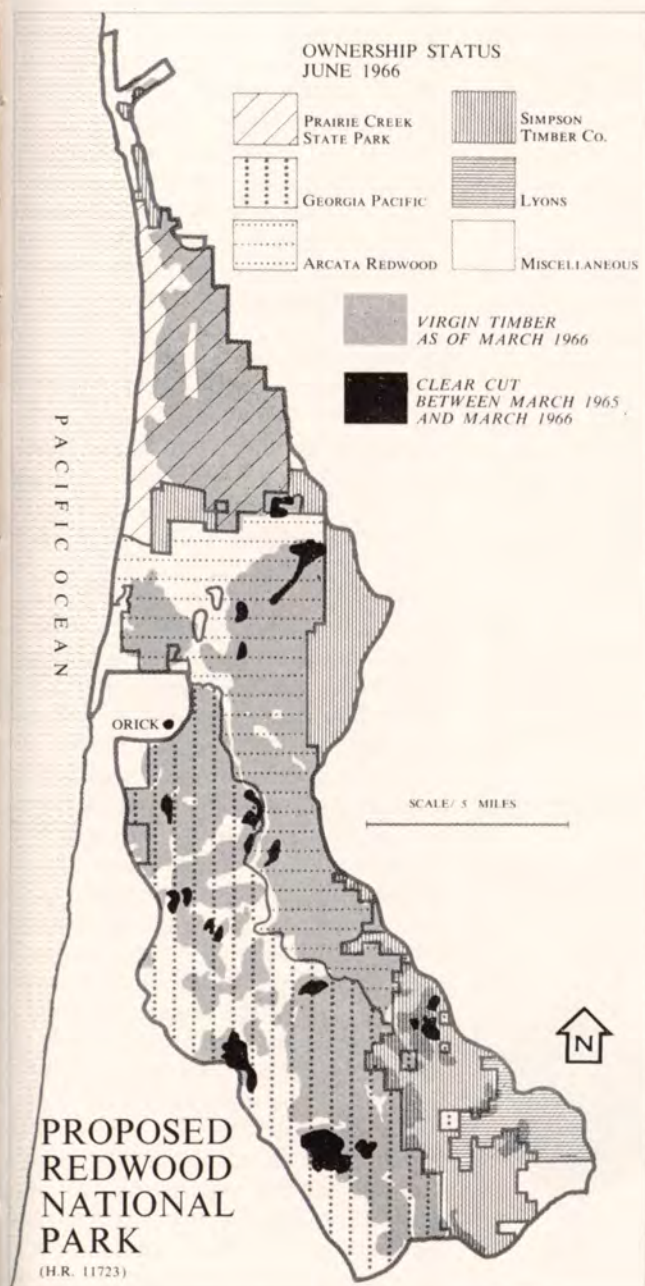
ket. The tight money market has resulted in a pronounced slump in new housing starts. Just a week before they agreed to cutting restrictions, most of the companies put their crews on reduced working shifts. One production manager was quoted as saying: "The markets are the slowest I have seen in the 15 years I have been with Simpson. We regret the curtailments but must trim production to stay in line with orders."

As a result of the Senate hearings and bargaining over limitations on cutting, strong pressures for compromise are developing. The Administration faces

the blunt fact that the hearings revealed little public support for its park plan. Of the 152 witnesses who appeared at the two hearings, only eight spoke in favor of the Administration's Mill Creek proposal. Not one person from Del Norte County spoke in its behalf. In contrast, more than three dozen people spoke in favor of the Redwood Creek proposal backed by the club—many of them from Humboldt County, where the park would be located. The bulk of the nation's conservation groups also went on record in favor of a park at Redwood Creek.

The impression persists in Washington that the Administration has gotten itself committed to a plan that it is less than enthusiastic about, but which it does not know how to let go of. Some of those who support it do so merely because it is an Administration measure; they would gladly switch to Redwood Creek if the Administration would. Secretary Udall attempted to justify the choice of Mill Creek by asserting that the Administration wanted to "pick a park, not a fight." But it is clear now that instead of picking a park, Udall has picked *two* fights—one with conservationists, and the other with the people of Del Norte County. He has forfeited the support that would certainly have been forthcoming if he had backed his own National Park Service's recommendation for a park in the Redwood Creek watershed.

Speaking for the Sierra Club at the hearing in Washington, Dr. Edgar Wayburn made it clear that the most immediate issue before Congress is not one of cost or size of the park. "The issue is *site*." If Congress is not willing to allocate enough funds to buy a park of 90,000 acres on Redwood Creek, said Wayburn, "we still believe we should put our funds into the biggest park possible on Redwood Creek. Dollar for dollar, the values are definitely greater there. . . . It is amazing to us that officials of the Interior Department who first selected the Redwood Creek area now suggest that only the Mill Creek area can be tailored to fit a figure of \$56 million. In 1964 and 1965, the National Park Service itself presented six different alternate plans showing how parks of different size and price could be designed in the Redwood Creek area. Plans 1, 2 and 3, and A, B and C, all had varied designs for Redwood Creek."



Map of proposed park at Redwood Creek was prepared by Gordon Robinson and is reprinted by courtesy of Cry California, in which the map originally appeared.

Two new publications on the subject of redwoods are now available from the club. One, entitled "Redwood Creek Is the Place," is a reprint from the *Congressional Record* of testimony the club presented at Senate hearings in June and August. It contains the most complete exposition to date of the club's case for a redwood national park on Redwood Creek, including statistics and tables. It is being mailed to all members.

The other publication is Fact Sheet No. 2: "Perpetuation of Primeval Redwoods." This, an updating of an earlier fact sheet summarizing basic facts involved in the redwood controversy, is especially useful for educators and editors. Club members may write for limited quantities of both. They are urged to use these publications to disseminate information about the redwoods in the weeks before Congress takes up the matter again.

After the hearing, Congressman Jeffrey Cohelan asked the National Park Service for its estimate of the costs of its original Plans 1, 2 and 3. The Park Service provided the following estimates: Plan 1, \$95 million; Plan 2, \$70 million; Plan 3, \$45 million.

Senator Kuchel continues to urge conservation groups to join forces behind a single plan. Officers of the club met recently with officials of the Save-the-Redwoods League to explore common ground, and have agreed to do so again early in the next session of Congress.

Significantly, even newspapers in the redwood region are taking a second look at their position in opposition to all national park proposals. The *Del Norte Triplicate* of Crescent City recently conceded that "it seems apparent that the Congress will not buy the Redwood Park and Recreation Plan [an industry plan to open logged-over lands to the public rather than establish a national park] as it now stands. . . . There has been talk of reviving interest in putting the national redwood park in southern Humboldt County. We don't think the right people will buy it. The Department of the Interior looked at it once and refused to take a second look at the request of the State of California. The major conservation groups don't want it. . . . It seems apparent, therefore, especially with statements attributed to Washington officials, that the park will be in Northern California and that both Del Norte and Humboldt counties may have a part of the park."

Congressman Don Clausen, who represents the redwood region, later proposed connecting the three redwood state parks in Del Norte and Humboldt counties with narrow corridors, and supplementing this with a 50-mile-long strip of beach running from the lagoons south of Orick to the vicinity of Crescent City. While this plan would protect one of America's most magnificent reaches of coastline, it would do almost nothing to save threatened virgin redwoods.

If a redwood national park is to receive firm and unequivocal public support, the park site clearly must be on Redwood Creek. To be viable, proposals in the next Congress must be based on this premise.

(BROWER, *continued from page 4*)
in turn, because members pay the dues that let it exist—we have:

1) An unequalled cadre of voting volunteers, who, by virtue of belonging and caring, give more than any organization could afford to pay for; 2) An outing program that is unsurpassed in fulfilling the original mission that John Muir and Will Colby envisioned when they predicted that the people who know a place can save it, no one else; 3) A publications program good enough to earn that Carey-Thomas Award for the most outstanding contribution to creative publishing in the United States.

This we did. There is more to do. We have just begun, and 25 cents a week (as opposed to the old 19 cents) can keep our momentum and our guard up. It can help us retain the initiative. Is this worth an additional six cents, deductible or not? Is it worthwhile to make as certain as we can that part of America's scenic resources will endure?

The decision to raise dues is a hard one to make, and only the members can make it. We hope that as they decide, they will bear in mind the difference between price and value.

DAVID BROWER

(GUNSKY, *continued from page 5*)
pressure, we saw no more than eight other persons on the way to Muir Grove, and only one person while we were there.

The stillness of the place was accentuated by the small sounds of a woodpecker, a scampering squirrel, the wind in the boughs far overhead. We caught sight of a doe feeding quietly in the brush, but when she moved off and vanished we heard nothing at all.

Although white bracts of dogwood and golden petals of wallflower attracted the eye, this was a many-pillared temple of red-brown trunks and soft green leaves. As far as we could see, the mixed forest was dominated by huge, ancient sequoias. Their grandeur, the fitness of their stately procession through many ages, including that of man, emerged in this remote, quiet canyon as had not been possible in front of the Sherman Tree or in the trampled space around Tharp's Log.

The trees in the Muir Grove have not suffered the impertinence of being named. The cone I stole deprived some squirrel, but there were enough left on the ground and still growing to replenish



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the stock. Not quite primeval—rangers had cut two or three trees, not sequoias, to clear the trail—this forest promises to survive.

Cross-country pilgrimages such as Muir made through here with his little brown mule in '75 are no longer possible. But you can take a solitary walk like ours, just beyond the tourist track. The big trees will be waiting, and they will grace your days.

Letters

THE UNSIGNED EDITORIAL in the July *Sierra Club Bulletin* with its bumbling personal attack on Representative Udall does a great disservice to the Sierra Club as a whole and to the Grand Canyon fight in particular. Those of us who have been trying to explain to western Congressmen, legislative candidates, and newspaper editors the valid reasons against the building of the two dams will now have our arguments nullified by the irrationality of this piece of polemic.

I would suggest that you print an apology to Mr. Udall and to the readers, retire the unfortunate author of the editorial, and return to the legitimate issues involved in this important fight.

MARJORIE SILL
Reno, Nevada

I TAKE ISSUE with the editorial criticism of Walt Disney Productions and their proposed development of Mineral King in the July-August *Bulletin*. I feel these are the sort of developments that the Sierra Club should encourage, not resist. An estimated 2.4 million visitors are expected annually in this narrow valley. This is more than are presently visiting Yosemite National Park, but the exclusion of cars from Mineral King should make it a much more satisfactory area. The public conveyance provided in lieu of private cars enables this high intensity of use under conditions which are excellent for recreation and for preserving the quality of the environment. I predict that Sierra Club members, including myself, will enjoy this area as much as any.

Our growing population needs recreation; the aim of the club should be to provide it as efficiently as possible with as little damage to the natural environment as possible. Mineral King prom-

ises to do this. The source of the need for recreation, and the real source of the disfigurement of the countryside, is the growing population. I would like to see the Sierra Club direct more attention in this direction.

WARREN A. JOHNSON
Three Rivers, California

IN YOUR JUNE ISSUE, the article title on page 14 states that "Phreatophyte control is a highfalutin name for deforestation." As Chairman of the Phreatophyte Subcommittee, a unit of the Pacific Southwest Inter-Agency Committee, I feel that certain fallacies and faulty implications should be pointed out.

Phreatophytes grow along and in the flood plain of streams, around the shores of water bodies such as lakes and reservoirs, especially in the deltas of reservoirs where the water table lies at a shallow depth. Wherever phreatophytes grow, their roots reach into the capillary fringe overlying the water table, and obtain a lasting supply of water. They deplete the flow of streams and contents of reservoirs.

The Phreatophyte Subcommittee has been primarily interested in the aggressive spread of an introduced species, tamarisk or salt cedar, which has covered nearly a million acres of western land since it first became established about 40 years ago. These flood plain and river bank lands are now completely dominated by this almost worthless shrub at the expense of native vegetation. It is this intruder which we are most concerned with in the control of phreatophytes. True, tamarisk does have some value for shelter of wildlife but a proper system of management could continue these values, reduce the excessive water losses, and use the reclaimed land

for grazing or other beneficial uses.

Your pictures imply that the clearing work shown is a type of "Phreatophyte Control." Nothing is farther from the truth. You show examples of pinyon-juniper control which is common practice in range areas of the Southwest. Juniper-dominated lands have a very low value for grazing, are worthless for timber, almost valueless for recreation, and low in wildlife production. To convert to grass has many benefits. Again, juniper is a native species which has spread rapidly in many grasslands during man's occupancy of the West. We must have lands for production of timber and grass, and I believe that lands of low esthetic value such as flat juniper-dominated lands are best managed for grass.

J. S. HORTON, USFS
Tempe, Arizona

ON JULY 5 THIS YEAR it fell my lot to pick cans and assorted trash from a well known public beach near San Francisco, McClure's Beach in Marin County. The day was foggy, the breeze was brisk, the surf high, and the beach without humans other than myself. All in all a rare day.

For no great impelling reason I decided to do a small statistical study of the brand preferences of the slobos who litter beaches with empty beer cans. I carried over 700 cans to the garbage cans, and can now reveal to the world that Coors is the slobos' choice by 1.4 to 1 over the second choice, Hamm's.

My next such study will be concerned with the taste choices of soft drink consumers.

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A tarn beneath Mt. Blanc in the French Alps. Photo by P. Tairraz.

First announcement of 1967 trips to the Alps, page 10