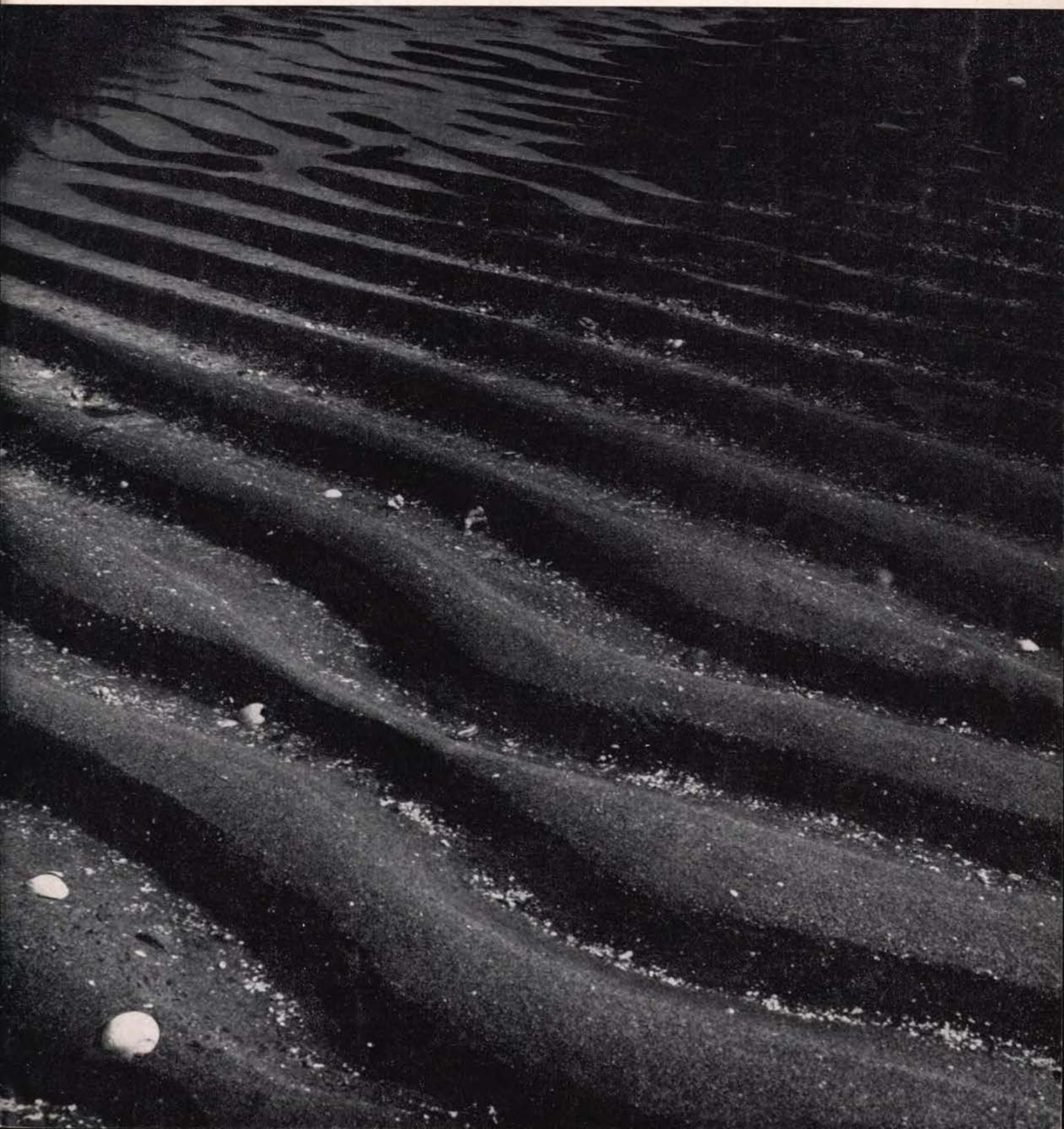


JULY 1969

# Sierra Club Bulletin



**EDITORIAL:  
Mr. Hickel Has A Choice**

Pollution from oil drilling off Santa Barbara and Taconite ore wastes—60,000 tons of it every day—dumped into Lake Superior have presented the new administration with clear opportunities to translate conservation talk into real action. There has been nothing like real action yet.

The Department of Interior has decided to allow both drilling and dumping to continue without substantial challenge. The Department says it will keep the several operations under “continuing surveillance.” So will we, but we will also question the reasoning behind the Department’s decisions, which amount to a go slow policy on pollution control.

We question why the panel, whose advice to continue drilling the Department accepted, had no truly independent public representatives as members; why its two short meetings were secret; and why the basic data the panel considered has not been made public.

In the Lake Superior case, we question why the Department edged toward putting aside its most effective weapon at present, the statutorily conceived program of public water pollution abatement hearings, and suggested it would shift to a strategy of informal non-public “negotiations.” We question why a Department spokesman has referred to the public hearings as a mere “yelling and screaming” process.

In short, we question why the richest nation on earth should be anything but publicly forthright and aggressive about stopping the national disgrace of pollution NOW. The country should not wait until the impact on the environment is worse, nor until the problems have been studied to death, nor until the last buck has been made from causing the pollution itself. This country should not wait, nor should its Department of Interior.

PHILLIP S. BERRY,  
*President*



**Sierra Club  
Bulletin**

JULY, 1969  
VOL. 54 — No. 7

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

COVER: This photograph of sand ripples left on a British Columbia Beach by a receding ocean tide was taken by Dale Potter.

MR. HICKEL HAS A CHOICE	<i>Phillip S. Berry</i>	2
NEWS NOTES		3
THE EVERGLADES JETPORT—ONE HELL OF AN UPROAR	<i>Gary A. Soucie</i>	4
“LET’S FILL THE BAY” AD		8
1968 TREASURER’S REPORT, FINANCIAL STATEMENTS AND AUDITOR’S REPORT		10
SIERRA CLUB NOMINATIONS OPEN	<i>R. P. Howell</i>	13
BOOK REVIEWS		14
PATAPSCO	<i>Robert Wirth</i>	15
WASHINGTON REPORT	<i>W. Lloyd Tupling</i>	16

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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Published monthly by the Sierra Club, 1050 Mills Tower San Francisco, California 94104. Annual dues are \$12 (first year \$17), of which \$3 is for subscription to the *Bulletin*. (Non-members: one year \$5; three years \$12.00; single monthly copies, 50c; single *Annuals*, \$2.75.) Second-class postage paid at San Francisco, California. Copyright 1969 by the Sierra Club. All communications and contributions should be addressed to Sierra Club, 1050 Mills Tower, San Francisco 94104. \*Reg. U.S. Pat. Off.

## NEWS NOTES

### **AEC to test nuclear warhead in wildlife refuge**

The most powerful underground nuclear test ever made by the United States is scheduled for October on Amchitka Island in the Aleutian Wildlife Refuge of Alaska. Reportedly a test of the Spartan warhead, the blast will have about a one-megaton yield. If Amchitka Island can absorb that shock, three future tests in the two-megaton range reportedly have been scheduled. Alaskans are concerned that the blast will trigger earthquakes, and conservationists fear irreparable damage to the 56-year-old sea otter and water-fowl refuge. The AEC claims the blasts will not set off damaging earthquakes, but the Commission does admit that some marine life will die. Senator Michael Gravel, D-Alaska, has introduced a bill in Congress calling for a presidential commission to study whether underground nuclear testing could cause earthquakes and to report on ecological contamination.

### **Park status near for Florissant Fossil Beds**

After a 16-year struggle for inclusion in the National Park System, Florissant Fossil Beds may be the first new unit added to the National Park System under the Nixon Administration. The Senate passed S. 912, co-sponsored by Senators Gordon Allott, R-Colo., and Peter Dominick, R-Colo.; the House Parks and Recreation Subcommittee reported out favorably Rep. Frank Evans', D-Colo., bill (H.R. 6223) to the House Interior Committee. The bills have minor differences, but both call for a 6000-acre national monument and authorize about \$3 million for acquisition of land, much of which has been threatened by real estate subdivision development. (See June SCB.)

### **Hickel issues new Park Service Magna Carta**

In 1918 the "Magna Carta of the National Parks" was written by Secretary of the Interior Franklin K. Lane to the nation's first Director of the National Park Service, Stephen T. Mather. Those broad guidelines, added to in 1925 by Secretary Hubert Work and in 1964 and 1969 by Secretary Stewart Udall, undergird the management philosophy of the National Park Service. Recently Secretary Hickel issued an 11-point policy directive to Park Service Director Hartzog supporting the administrative policies of the former secretaries and adding several new guidelines reflecting the changing role of the National Park System in modern America. Secretary Hickel called for an

action program to bring parks to people. He requested a study of what opportunities exist for an expanded program of Federal acquisition of park and recreation lands in the large urban centers. Asking that federal parks near the cities be made a "vital meaningful part of the total environment of these urban centers," he encouraged work with school districts to develop outdoor laboratories and a creative program of environmental education.

Noting that an environment of quality knows no national boundary, the Secretary said, "I would like to see a park and recreation plan for the North American continent developed by this country and our neighbors by 1972, the 100th anniversary of the establishment of Yellowstone—the world's first national park." He urged Director Hartzog to move ahead on wilderness classification studies and to work toward rounding out the National Park System. Stating that the automobile is impairing the quality of the park experience, the Secretary directed that a thorough study be made of alternative methods of access and mass transportation before any major park road construction is initiated in the future. Secretary Hickel also directed that the Park Service, not concessioners, operate campgrounds and indicated his concern that camping opportunities be made available to the youth of the nation through an expanded program of hostels and group camps.

### **Murphy, Teague propose new Santa Barbara bill**

Senator George Murphy, R-Calif., and Representative Charles M. Teague, R-Calif., have introduced bills in Congress to designate the Santa Barbara Channel as a Naval Petroleum Reserve. The bills would bar oil drilling in the channel except during times of national emergency. The oil companies now working in the channel would be allowed to bid on a competitive basis for leases on comparable tracts in the Elk Hills Naval Reserve, a 46,000-acre preserve in Kern County, Calif. Meanwhile, the Senate Minerals, Materials, and Fuels Subcommittee held hearings July 10 on S.1219, introduced by Senator Alan Cranston, D-Calif., to terminate oil and gas leasing in the channel and to phase out operations off Santa Barbara.

### **Texas Water Plan, a \$13.5 billion land overhaul**

The Texas Water Plan, which goes before Texas voters in a \$3.5 billion bond referendum this August, would divert water from the Mississippi River south of New Orleans and distribute it by means of two major canal systems to the Gulf Coast of Texas and to the High Plains of West Texas. In addition to the two principal water diversion canals, the plan calls for 67 major reservoirs covering 4500 square miles (an area almost the size of Connecticut); canals stretching 2000 miles; upstream watershed control programs on 29,000 square miles; 2150 flood water retaining structures; and 1193 miles of channel improvements. This overhaul of the whole geography, topography, and ecology of a vast portion of Texas will eventually cost

*Continued on page 12*

"Moving the jetport will cause one hell of an uproar, but it can be done," Senator Gaylord Nelson of Wisconsin told the Senate Interior Committee June 3 during discussion of the threat to Everglades National Park posed by the gigantic airport now under construction only six miles to the north of the park. But, if Everglades National Park isn't saved, there is **really** going to be one hell of an uproar. For if the Everglades are lost, America will have gone one hitless inning toward losing the whole environmental ballgame.

## THE EVERGLADES JETPORT—ONE HELL OF AN UPROAR

by Gary A. Soucie





**T**HE NATION'S third largest national park is in trouble, serious trouble. As Undersecretary of the Interior Russell Train stated at the June Senate Interior hearings on the Everglades, "Everglades National Park has the dubious distinction of having the most serious preservation problems facing the National Park Service today. . . ." Everglades National Park is in as much jeopardy as the 22 endangered species of fish and wildlife that find refuge within its boundaries.

The fragile, unique ecology of Everglades National Park is utterly dependent on a reliable supply of pure, fresh water. But the sources of this supply exist outside the park's boundaries, in the sloughs and sawgrass savannahs of the Everglades to the north, in the strands and marshes of the Big Cypress Swamp to the north and west, in Lake Okeechobee almost 70 miles north, and even in the Kissimmee Prairie beyond the lake. And, ever since the 1880's, man has been busy as the proverbial beaver draining, diking, ditching, and otherwise "managing" this water.

The real trouble began in 1948 when Congress authorized the construction of a gigantic flood control, drainage, and reclamation project north of Everglades National Park. Still under construction (at latest count it was \$170 million old and still only 48 per cent complete), the project already has the capability of completely shutting off the park from its source of surface water, which was proved during the long and severe drought of the early 1960's.

Designed and built by the Army Corps of Engineers, the project is administered by a state agency, the Central and Southern Florida Flood Control District (FCD). Both of these agencies have been notably more understanding of the project's other water users: citrus growers, beef ranchers, sugar-cane growers, vegetable farmers, real-estate developers, and municipal water users. However, since the appointment

of conservation-minded Chevrolet dealer Robert W. Padrick to the chairmanship of the FCD's board of governors, the national park has fared considerably better.

But there is no way to insure that the next FCD chairman will be as understanding of the park's problems as Bob Padrick; so the only long-range solution is to secure for Everglades National Park a guarantee to its miniscule, but absolutely necessary share of the project's water. The Corps has several times entered into agreement with the National Park Service, but has backed off each time. The people of the United States have been waiting 21 years now for this guarantee, and in each of those 21 years Congress has appropriated several millions of public dollars to advance construction of the flood control project. It's high time for Congress to secure for the people of the 49 other states their interest in Everglades National Park. That's precious little to ask for all that equity in the water project.

#### THE NEW ENEMY

But, while conservationists and the National Park Service were engaged in this long struggle to secure the park's water supply, Everglades National Park took a mean blow below the belt from an entirely different foe. On September 18, 1968, ground was broken in the ecotone between the Everglades and the Big Cypress Swamp for the world's largest airport. Just imagine, an airport of 39 square miles, large enough to hold Kennedy, Los Angeles, San Francisco, and Washington national airports with plenty of room left over to spare; with runways six miles long, capable of handling the largest and fastest jet transport aircraft — and just six miles away from, and "upstream" of, Everglades National Park.

Though not exclusively a water problem, the jetport certainly will have an impact on this resource. First consider the

degradation of the waters flowing into Everglades National Park from the use of pesticides, fertilizers, and detergents on the airport site, from the inevitable fuel spills, from the effluent of the 35 to 40 million passengers it is expected to serve by 1985. Then, consider the tons of hydrocarbons, petrochemicals, and carbon particulates from unburned and partially burned fuel that will be dumped into water on its way to the park during approach, landing, takeoff, and climbout.

Perhaps even more important is the broad threat to both water quality and quantity posed by the massive development of the Big Cypress Swamp that will be spurred by the construction and operation of the world's largest jetport. It has been estimated that a city of 500,000 to one million inhabitants will spring up in the wilderness of the Big Cypress Swamp. The drainage required by a development of this magnitude (remember, this is Florida swampland) would siphon off a substantial portion of the park's Big Cypress water supply. And the potential pollution of the rest is fantastic.

In April of this year, the Sierra Club joined with 20 other conservation organizations to oppose the jetport's development at the present site and requested Secretary of Transportation John Volpe to withdraw his department's support and to actively encourage the relocation of the facility.

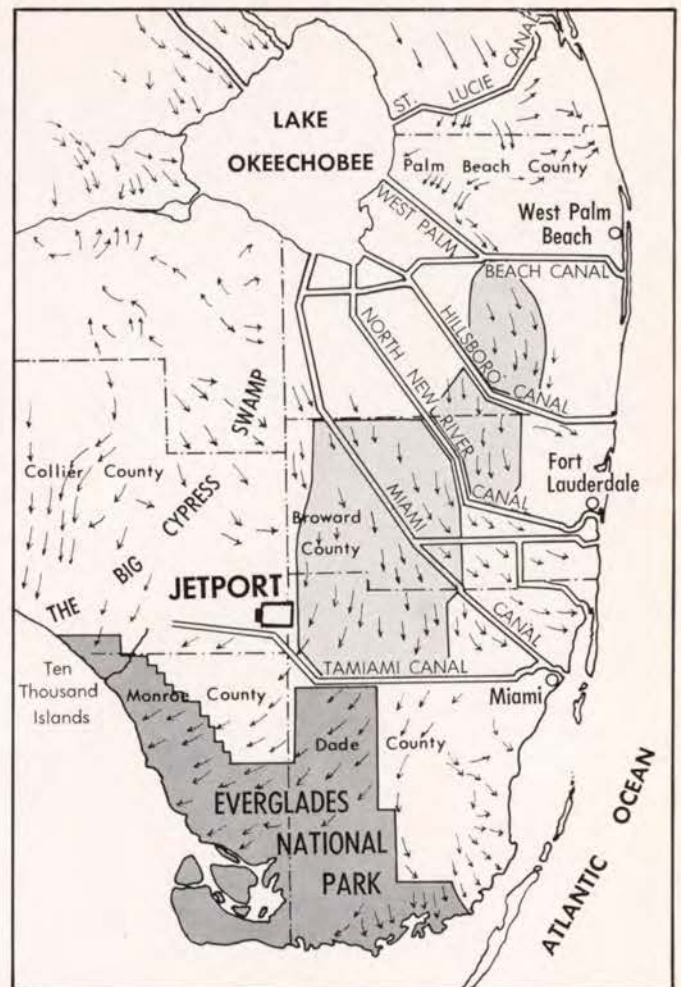
Jetport backers, including not only the Port Authority but also other Miami and Dade County economic interests and several major airlines, are quick to point out to conservationists that the Big Cypress lands in Collier and Monroe counties are subject to undesirable development whether or not the jetport is developed at the present site. True, but the jetport will accelerate and magnify the development. As Nathan P. Reed, special assistant to Governor Claude R. Kirk, pointed out to the Senate Interior Committee:

For years competent biologists and ecologists have wondered what would happen to the park if the peripheral Big Cypress lands were ultimately developed. Due to the money squeeze, the problem remained insoluble. In my opinion, the park cannot be saved for future generations if the Big Cypress is allowed to be developed. Even "planned development" will surely wreak havoc with the water route.

Without the development catalyst of the jetport there might, just might, be time to acquire enough of the Big Cypress and to zone enough of the rest to preserve the western Ten Thousand Islands section of Everglades National Park. With the jetport, that slim chance is lost.

#### TRANSPORTATION ACT VIOLATED

Last year, at the urging of Senator Henry M. Jackson, Congress amended the Transportation Act to require consultation between the Secretaries of Transportation and Interior prior to approval of any transportation program or project which uses park, wildlife, or recreation lands of federal, state, or local significance. This language was designed to prevent just the sort of disaster that now threatens the Everglades. The FAA has made an airport construction grant of \$500,000 to the Dade County Port Authority without the required consultation between the Secretaries of Transportation and the Interior, and without the required demonstration that (1)



*JETPORT IN THE EVERGLADES.* The jetport is under construction at the site shown on the map. The arrows indicate the direction of surficial drainage in southeastern Florida. The drainage pattern at the jetport and in northern Monroe County is south-southwest. Due to space restrictions the arrows could not be drawn in on this section of the map. The dark gray area represents Everglades National Park and the three light gray sections are State Water Conservation Areas. State Water Conservation Area No. 3, mentioned in the text, is the southernmost and largest patch of gray.

there was no "feasible and prudent alternative" and that (2) the airport program included "all possible planning to minimize harm" to Everglades National Park and State Water Conservation Area 3, an important state outdoor recreation area. Not only that, but the Department of Transportation's Federal Railway Administration has announced a \$200,000 grant to study high-speed ground transportation connecting the jetport with Miami, 52 miles to the east, and plans are under way to route Interstate Highway 75 connecting Tampa-St. Petersburg and Miami past or through the jetport site.

Port authority and FAA officials have lately been given to public expression of conservation platitudes, but the record is clear: it's the same old flim-flam. The memorandum from the Port Authority staff to the Dade County commissioners recommending the jetport project mentions Everglades National

Park just once: "The Everglades National Park south of the site at Tamiami Trail assures that no private complaining development will be adjacent on that side." This great national park was seen exclusively as a buffer, "with no one to complain about the noise except the alligators." And as for the "environmental concern" the jetport sponsors profess to share with the Interior agencies and private conservation organizations, *Aviation Week & Space Technology* published the following statement in their May 22, 1969 issue — before the rising tide of public concern began to well up:

The bulk of the takeoffs will be out over the 15 miles of clear zone of the undeveloped state-owned water conservation area. . . . Climbouts could then turn south over the Everglades National Park, providing what the airport officials believe to be optimum environmental operating conditions.

This doesn't pass muster as sound environmental planning.

At present the air over Everglades National Park is pure and clear. But what will it be like if the jetport is developed at the present site? Figures on pollutant emissions from jet aircraft engines are readily available from the Department of Health, Education, and Welfare or the Society of Automotive Engineers and are highly reliable. But some inside-outside figure can be calculated to provide an idea of the magnitude of the air pollution problem. Based on 900,000 flights a year — the projected operation level as a full-blown commercial jetport — the airport's annual contribution to the Everglades atmosphere will be something like this:

Carbon monoxide:	9,000 to 72,000 tons
Nitrogen oxides:	4,150 to 6,000 tons
Hydrocarbons:	13,000 to 40,250 tons
Aldehydes	About 1,000 tons
Particulates:	1,260 to 3,250 tons

That is big-league air pollution.

And the prognosis for noise pollution isn't much rosier. The supersonic transports the jetport is being built to accommodate (the sign at the gate bills it as "the world's first all-new jetport for the supersonic age") are expected to be noisier than the current generation of jets. And how noisy is that?

When the Anglo-French Concorde made its maiden flight this past winter, NBC reported, "On takeoff, the rear of its four engines could be heard in villages 20 miles away." And the Concorde is expected to be even noisier on approach. Last year *Aerospace Technology* reported, "It is expected that the Concorde will exhibit sideline noise levels of about 118 PNdB [decibels of perceived noise], according to U. S. engineers, and may show a rather startling 124 PNdB figure during approach. . . ." Boeing's studies show that its larger, faster, and more powerful SST will probably generate a sideline noise level of 122 PNdB. As a yardstick, 120 decibels is considered the threshold of pain. The current subsonic commercial jets at takeoff generate noise levels three miles away in the range of 120 PNdB.

It is difficult to determine what the noise levels would be within Everglades National Park, but it's a safe bet that they would be considerably higher than a typical national park "noise" — the rustling of leaves, which is rated at 10 deci-

bel. Talk about uproar; if the jetport is developed at the present site, it will turn the wilderness quietude of Everglades National Park into bedlam. Nine hundred thousand flights a year averages out to more than 100 flights an hour, 24 hours a day, 365 days a year.

#### NEEDED: ONE HELL OF AN UPROAR

Fortunately, Section 4(f) of the Transportation Act gives the Department of Transportation a clear mandate to move the jetport if a "feasible and prudent alternative" exists. At the June 3 hearing before the Senate Interior Committee, alternative sites were identified by two state witnesses: Nat Reed of the governor's office and FCD Chairman Padrick. The sites they identified are both on state-owned land, so a land swap with the Port Authority would make things relatively simple.

But the push for another site isn't going to come from Miami, not while either alternative would benefit Fort Lauderdale, West Palm Beach, and other cities north of Miami along Florida's Gold Coast. The push is going to have to come from Washington, by shutting off the federal subsidy for development at the present, destructive site. And Washington isn't likely to push too hard without a push from the general public. Everglades National Park might well become the first national park to be dis-established, unless the American people stand up in its defense. So far, through the various federally supported programs and projects of diverse agencies and departments, the American public has unwittingly been subsidizing the destruction of Everglades National Park.

As long as the various federal departments and their agencies pursue their separate ways, ignoring the several laws that exist to promote — and that even require — inter-departmental coordination and sound environmental planning, there can be no hope for preserving and restoring the American environment. In many ways the Everglades problems are symptomatic of an even larger problem. Hopefully, President Nixon's new Environmental Quality Council will roll up its collective shirtsleeves and go to bat for Everglades National Park. For if the Everglades are lost, America will have gone one hitless inning toward losing the whole environmental ballgame.

The first step down the long road toward saving Everglades National Park is moving the jetport away from the park. As Senator Nelson observed, moving the jetport will cause one hell of an uproar in Dade and Collier counties. But the jetport isn't likely to be moved unless there is one hell of an uproar in the 50 states of the Union over the threat to Everglades National Park. Conservationists who want to see Everglades National Park given at least a fair chance of survival, are writing President Richard M. Nixon, as well as their senators and congressmen. If the jetport isn't moved, say goodbye to the continent's only subtropical national park and to the world's only Everglades.

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*Mr. Soucie is the Sierra Club Eastern Representative*

The Sierra Club placed this ad in the following California newspapers on July 7, 1969: San Francisco Chronicle, San Francisco Examiner, Sacramento Bee, Fresno Bee, Stockton Record, Bakersfield Californian.

# LET'S FILL

## WHAT HAVE WE GOT TO LOSE?

*Maybe a few useless, DDT filled fish. Maybe a few birds. Maybe some salt ponds, marshlands, mudflats. But what's more important? Wildlife and mud—or people? We simply must fill the Bay to make room for more people!*

...So go the arguments of developers and others who would turn one of California's greatest natural resources into little more than a river for their own profit or political gain.

But there's a much bigger picture. The San Francisco Bay Conservation and Development Commission (BCDC) has been scientifically studying the Bay for over a four year period — at a cost to California taxpayers of nearly 3/4 million dollars. Here are some of the factual results of that study.

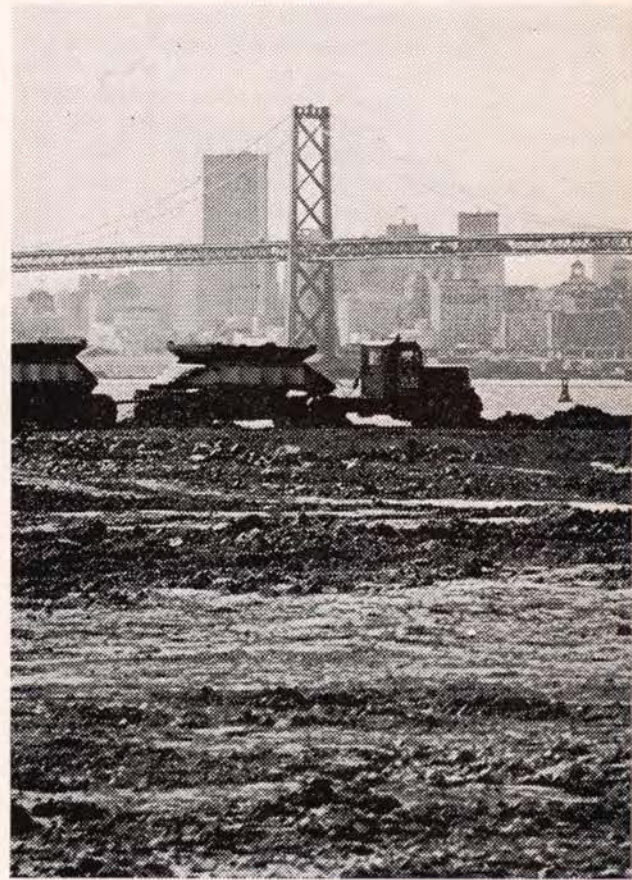
• The San Francisco Bay area is perhaps the most equable living environment on this planet. It is a true marine climate with an impact extending miles inland into the San Joaquin and Sacramento valleys.

• Already, man has shrunk the surface of the Bay from 680 square miles to 400 square miles!

• Shrink the surface of the Bay, and we will increase smog in the Bay area. The atmosphere on a heavy-smog day is the equivalent in lung damage of two packs of cigarettes for every man, woman and child in the area. The more we fill the Bay, the more we fill our lungs with smog!

• Fill the Bay and we are certain to raise summer temperatures, injuring crops and increasing the demand for water, already in short supply.

• Fill in the salt flats, marshlands and mudflats, and we choke off their ability to produce life supporting oxygen necessary to combat pollution in the Bay.



• Fill the Bay and we destroy the spawning grounds for over 100 species of fish; destroy the primary migratory refuge for hundreds of bird species on the great Pacific Flyway.

Alter the balance of nature in this body of water, and we affect every living body in much of Northern California. If we can't save San Francisco Bay, what about the waterfowl areas of the Central Valley?—the Sierra, Yosemite, the California Coastline?

### SAVING THE BAY IS NOT ENOUGH!

BCDC must have a measure of shoreline control. Public access to the Bay must be assured. At present, the public has access to only 10 miles of the Bay's 276 miles of shoreline.

More  
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recreat  
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# AL THE BAY!



cover, the shoreline must be conserved so that there will be room for related industries which will need to be located in the Bay in future years. We must not afford to turn all this valuable shoreline into housing developments, shopping centers, convention halls, restaurants and parking lots. The BCDC San Francisco Bay Plan not only preserves the Bay, it also calls for maximum utilization of the Bay for the development of commerce, and recreation of all sorts. The BCDC Plan serves the best interests of all Californians.

**FATE OF SAN FRANCISCO BAY IS AT STAKE—NOW!**  
Right now 13 men in Sacramento—members of the Senate Finance Committee—

are determining whether or not San Francisco Bay will remain a bay or be reduced to a river. Only one of these committee members lives in the Bay area. Californians living elsewhere, who are concerned with the possible loss of this great resource, must reach the other twelve. If the State Legislature adjourns without enacting strong legislation to support BCDC, San Francisco Bay is doomed!

**WRITE, WIRE OR PHONE YOUR STATE SENATOR TODAY!**  
(State Capitol, Sacramento, 95814)

Also write the members of the Senate Finance Committee (your Senator may serve on it—see list below):

1. Demand passage of strong legislation that will make the Bay Conservation and

Development Commission a permanent agency.

2. Demand the passage of legislation that will adopt the BCDC Plan.

3. Insist that BCDC be granted control over the shorelines, salt ponds, and marshlands to insure orderly development of the Bay.

Members of the Senate Finance Committee are:

**Randolph Collier**, Chairman,  
206 4th Street, Yreka 96097

**Stephen P. Teale**, State Capitol,  
Room 5082, Sacramento, 95814

**Gordon Cologne**, P.O. Drawer 1270,  
Indio, 92201

**Lou Cusanovich**, 14921 Ventura Blvd.,  
Sherman Oaks, 91403

**George E. Danielson**, 217 West 1st St.,  
Los Angeles, 90012

**Ralph C. Dills**, 255 West 5th St.,  
San Pedro, 90731

**Richard J. Dolwig**, 181 2nd Ave.,  
San Mateo, 94401

**Donald L. Grunsky**, 211 Lettunich Bldg.,  
Watsonville, 95016

**Robert J. Lagomarsino**, 21 S. Carolina  
St., Ventura, 93001

**John G. Schmitz**, 520 E. 4th St.,  
Tustin, 92680

**Jack Schrade**, 1904 Hotel Circle,  
San Diego, 92110

**Alan Short**, 2626 North California St.,  
Stockton, 95204

**Walter W. Stiern**, 930 Truxton Ave.,  
Bakersfield, 93301

Financial contributions are urgently needed to pay for this ad and to defray other costs of this campaign. Make checks payable to Save the Bay Fund and mail to the Sierra Club, 1050 Mills Tower, San Francisco, California 94104.

**ACT TODAY—  
SAVE THE BAY!**



# Sierra Club Treasurer's Report, Financial Statements, and Auditor's Report for the year 1968

**TO THE MEMBERS OF THE SIERRA CLUB:**

The Sierra Club's financial report, certified by the independent accounting firm of Price Waterhouse & Co., is presented below.

Fund balances were reduced during the year as a result of expenditures substantially exceeding revenue. Publications, which reported a deficit of \$36,000, were affected by a change in deferral of initial book printing costs, (See Note 3) which increased Publications costs by \$42,000, and by a write-off of pre-production costs amounting to \$46,000, relating to books and films, which, it has now been determined, will probably not be produced or will be done in a format or content that will not utilize the material for which expenditures have been made.

The Unrestricted Funds are operating amounts that include conservation, publications, member services and outings. Restricted Funds are designated by the Board of Directors for specific purposes and include reserves for outings and lodges. Also included are contributions specifically designated for special projects.

The Permanent Fund is the club's principal reserve and, under Bylaw XVIII, cannot be expended and must be "separately and securely invested." A substantial part of this fund is pledged as security for short-term notes. Generally such notes have been retired by receipts from Fall book sales. Retirement of present borrowing is dependent on the success of sales that will not include, this year, any new Exhibit Format books, and on the continued growth of the club's membership. Our cash position may also be affected by a recent proposal for a fund-raising and development program on a full-time continuing basis.

Recommendations are being made that, if approved by the Board, will change the club's fiscal year from the calendar year to one ending September 30. Such a change would result in the high revenue months for publishing falling in the early part of the accounting year and thereby enable much more realistic estimates of annual income and permit tighter and more effective cost management during the entire year.

CHARLES B. HUESTIS, *Treasurer*

## Statement of Financial Condition

	December 31	
	1968	1967
<b>Assets:</b>		
Cash .....	\$ 114,441	\$ 75,358
Accounts receivable, less allowances for returns and doubtful accounts of \$20,000 in 1968 .....	645,338	374,046
Inventories, at the lower of cost (first-in, first-out) or market:		
Books on hand (Note 3) .....	540,878	471,790
Books in process .....	54,736	82,621
Other .....	92,221	48,753
Marketable securities, at cost, \$358,409 pledged as security for notes payable to bank in 1968 (market value, 1968 — \$578,000; 1967 — \$622,000) .....	378,282	493,566
Advance royalties, travel deposits and other deferred charges .....	50,455	138,516
	<u>1,876,351</u>	<u>1,684,650</u>
<b>Liabilities:</b>		
Notes payable to bank, 6¾% to 7%, secured by marketable securities .....	300,000	225,000
Noninterest bearing loans .....	12,047	12,047
Accounts payable .....	796,037	632,310
Accrued royalties and other expenses .....	204,485	116,328
Advance travel reservations, royalties, publication sales and other deferred revenue .....	212,226	203,393
	<u>1,524,795</u>	<u>1,189,078</u>
<b>Net assets</b> .....	<u>\$ 351,556</u>	<u>\$ 495,572</u>
<b>Fund balances:</b>		
Unrestricted funds .....	(\$237,275)	(\$103,112)
Restricted funds .....	160,867	211,588
Permanent fund .....	427,964	387,096
	<u>\$ 351,556</u>	<u>\$ 495,572</u>

## Statement of Revenue and Expenditures

	Year ended December 31	
	1968	1967
<b>Revenue:</b>		
Sales of publications, etc. ....	\$1,266,308	\$1,046,542
Royalties .....	307,011	49,160
Dues and admissions (Note 2) .....	582,803	477,712
Trip reservations and fees .....	641,074	423,005
Contributions (Note 4) .....	237,636	252,522
Life memberships .....	40,038	31,937
Miscellaneous revenue .....	37,065	40,144
	<u>3,111,935</u>	<u>2,321,022</u>
<b>Expenditures:</b>		
Cost of publications, etc. ....	643,701	535,156
Salaries and related costs .....	463,858	324,165
Charter transportation and other outings costs .....	462,278	285,262
Printing .....	277,580	164,600
Royalties .....	196,011	121,757
Advertising .....	166,653	102,769
Chapter allocations .....	60,702	48,851
Outside services .....	337,110	296,829
Shipping and mail listing .....	64,067	44,043
Travel .....	113,128	90,227
Office supplies and postage .....	109,105	75,644
Commissions .....	39,938	46,668
Rent .....	63,600	43,046
Interest .....	20,476	7,330
Other .....	252,633	200,226
	<u>3,270,840</u>	<u>2,386,573</u>
Excess of expenditures over revenue .....	<u>(\$158,905)</u>	<u>(\$65,551)</u>

## Summary of Changes in Fund Balances

	Year ended December 31, 1968			Total
	Unrestricted	Restricted	Permanent	
Balance at beginning of year .....	(\$103,112)	\$211,588	\$387,096	\$495,572
Excess of revenue over expenditures (expenditures over revenue) .....	(197,337)	(2,436)	40,868	(158,905)
Appropriations, transfers and other changes .....	63,174	(48,285)		14,889
Balance at end of year .....	<u>(\$237,275)</u>	<u>\$160,867</u>	<u>\$427,964</u>	<u>\$351,556</u>

NOTE 1: The balance sheet and operating accounts of the Club's Clair Tappaan Lodge and the various Club Chapter organizations are accounted for separately and are not included in the accompanying financial statements. The combined net assets of the Lodge and the Chapters amounted to approximately \$51,000 at December 31, 1968 and their combined revenues and expenses for the year were approximately \$203,000 and \$195,000 respectively.

NOTE 2: The accounts of the Club are maintained generally on the accrual basis except that:

(a) Members' dues, which are billed in advance, are recorded as revenue on a cash basis when received.

(b) Land, buildings and equipment owned by the Club and held or operated for use by its members, guests or the public are not recorded on the books but are charged against revenues when acquired.

NOTE 3: In the year 1968, upon further study and in light of recent historical sales volume of Exhibit Format books, the Club changed its unit book basis for expensing certain initial book printing costs from 40,000 books to 15,000 books to be sold or a period of five years, whichever is more rapid. The effect of this change on 1968 operations was to increase cost of publications and the excess of expenditures over revenues by \$42,000.

NOTE 4: The Club currently qualifies for tax exempt status under Section 501 (c) (4) of the Internal Revenue Code as a civic organization operated exclusively for the promotion of social welfare. Under this section of the Code contributions to the Club are not deductible for tax purposes by the donors. Previously the Club qualified for tax exempt status as an educational and scientific organization under which contributions were deductible. The Internal Revenue Service revoked this exemption in mid-year 1968. The Club intends to contest this decision.

NOTE 5: Employees of the Club who have been employed for more than one year and are 30 years of age are eligible to participate in an insured pension plan which provides monthly benefits to the participants at the time of retirement.

Participating employees contribute a portion of their monthly salary to the plan in addition to contributions by the Club which totaled \$9,661 in 1968 of which \$1,417 was provided toward past service liability.

## Opinion of Independent Accountants

TO THE BOARD OF DIRECTORS OF THE SIERRA CLUB:

In our opinion, the accompanying statements of financial condition, revenue and expenditures and summary of changes in fund balances present fairly the financial position of the Sierra Club (excluding the Clair Tappaan Lodge and the various Chapters of the Club — see Note 1) at December 31, 1968 and the results of its operations for the year, in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year. Our examination of these statements was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

PRICE WATERHOUSE & Co.

San Francisco, May 12, 1969

*Continued from page 3*

well over \$13.5 billion and presumes to take care of the state's water needs for the next 50 years. The Lone Star Chapter of the Sierra Club, after a detailed analysis of the Texas Water Plan, publicly opposed the plan for the following reasons:

(1) "It is not based on a scientific population estimate, but rather on a projection prepared by the industrial community motivated by profit-making considerations." The Texas population, now at about 10 million, is projected in the Texas Water Plan to triple in the next 50 years to 30.5 million. Demographic projects set the biological increase within 50 years at approximately 16 million. If Texas is going to have 30.5 million people by 2020, immigrants will have to flood into the state at the rate of a new Houston almost every four years.

(2) "Under even the best of conditions the farmers in the High Plains could afford to pay only for the power necessary to pump the water up to them, leaving no user fees available to repay the \$10.5 billion construction costs or the operating and maintenance costs."

(3) "It is quite likely that the water supposed to be available in the Mississippi River does not exist." The Bureau of Reclamation and the Corps of Engineers are conducting studies to determine the availability of water from the Mississippi, but these studies will not be completed until July 1973. In times of drought in past years water from the upper Missouri River reservoirs in Montana and North Dakota was combined with releases from reservoirs as far away as West Virginia and Pennsylvania to save the municipal water supply system of New Orleans. The plan assumes that in future periods of drought Montana, North Dakota, Pennsylvania, Georgia, and other far away states will drain their reservoirs to irrigate West Texas.

(4) "The plan will produce a major deterioration of our environment." Lowlands, natural rivers, bays, and estuaries will be lost, and ecologists warn that the Texas Water Plan could change the climate of the state.

**Conservationists seek stronger Sawtooth NRA bill** After a day-long hearing July 10 on the proposed 508,000-acre Sawtooth National Recreation Area in central Idaho, the House Parks and Recreation Subcommittee took no action. The bill (S.853) passed the Senate on July 2 with an amendment to add more than 157,000 acres of the White Cloud Range to the recreation area. Conservationists have been concerned recently about plans for a molybdenum mine in the heart of the White Clouds wilderness. (See May SCB.) The sponsors of the bill, Senators Frank Church, D-Idaho, and Len Jordan, R-Idaho, offered the amendment to include the White Clouds in the recreation area so that the Forest Service would have the authority to regulate mining in the White Clouds. Though the bill provides no protection against existing claims and only minor regulatory controls over future mining activity, the mining lobbyists severely attacked the measure during the

House subcommittee hearings. However, conservationists hope the House will strengthen the bill by withdrawing the lands within the recreation area from entry and patent under the United States Mining Laws and by directing the Secretary of Agriculture to permit the removal of minerals only when there would be no adverse effect on the recreation area. This type of protection has already been extended to several other national recreation areas in the west.

### **Action on Volcanic Cascades**

In a recent full-page newspaper advertisement, Oregon conservationists called for public support for study bills of a possible national park in the Oregon Cascades introduced in Congress on April 25 by Senators Mark O. Hatfield, R-Ore., and Robert W. Packwood, R-Ore. The bills provide for a comprehensive one-year study of the range and how it can best be managed for public use.



The bills have been prompted by logging which has now reached into critical inner recesses of the range in the last decade and new cutting is planned in seven crucial areas which would be included in the study bill. In French Pete Creek, one of these seven "areas of controversy," the greatest single battle in the Cascades continues (see SCB November, 1968). On one front a delegation of four Oregon citizens has just met with the Secretary of Agriculture to discuss a request that he review the decision made by the Secretary in 1957 which originally excluded French Pete and three other drainages totaling 53,000 acres from the Three Sisters Wilderness—in effect, turning them over to logging. In a separate action, the recent decision of the Regional Forester to log French Pete Creek is being appealed on behalf of several different organizations. Pending outcome of these actions, logging continues. Photo above of four peaks in the Three Sisters Wilderness area is by the late David Simons.

### **Desolation Valley wilderness — a 4000-acre cut**

"The argument of absolute purity," a device used by opponents of wilderness to defeat or at least reduce wilderness proposals, has been brought to bear again—this time against the Desolation Valley wilderness in California. An amendment to the Desolation Valley wilderness bill proposed by the House Public Lands Subcommittee would exclude about 4000 acres from the wilderness because of two small high-mountain reservoirs. The amendment to delete the acreage was proposed to assure access to the reservoirs by utility companies. However, the

1964 Wilderness Act guarantees existing prior rights, and proponents of the bill feel it is not necessary to exclude 4000 acres in order to insure a right of access. The Senate passed a 63,500-acre Desolation Wilderness bill including both reservoirs.

### **Conservation needs lawyers**

With increasing opportunities to effect conservation purposes through court and administrative proceedings, the Legal Committee needs lawyers to assist in formulating policy, to bring actions and to appear on behalf of the club. The committee is well-staffed with lawyers in Northern California but it needs volunteers across the country. Especially needed is assistance in the immediate vicinity of *de facto* wilderness areas in the Pacific Northwest (Alaska, Washington, Oregon and Idaho). Lawyers who are willing to serve are asked to contact Donald Harris, chairman of the Conservation Legal Committee, 311 California Street, San Francisco, Calif., 94104. Telephone: (415) 421-4600.

### **Mineral King hike-in August 16**

The second annual Mineral King Hike-In will be held Saturday, August 16, at 10 A.M. in Mineral King. Invitations to participate in discussion on the proposed ski resort to be built in Mineral King have been extended to congressmen, the Disney Corporation, and the U.S. Forest Service. The purpose of this Hike-In will be to learn the facts behind the controversy. For those interested, take Highway 198 just beyond Three Rivers. From this point the drive to Mineral King will take 1½ hours. For further information contact Lyal Assay, 2453 Mountain Ave., Upland, Calif. telephone (714) 982-0978, or Brian Jones, 1714 S. Beverly Glen, Los Angeles, Calif., telephone (213) 835-4665.

### **Notes from the Membership Department**

The dues rate increase which was voted by the membership in the recent election went into effect June 1, 1969, for all new applicants and for all old members billed on or after that date. (See May SCB, page 14, for complete schedule.)

We would like to remind members that the membership card is sent as an attachment to the annual dues notice, *not* as a receipt for dues payment. Reminder notices for dues are printed according to the payment records available at the end of each month. Therefore, payments sent late in the month may not be received in time to prevent sending of a reminder.

A number of years ago, the Board of Directors established a status of "courtesy" life membership. Persons who have had continuous membership for 30 years or more may request this status; it is not given automatically. Like the regular life membership, it exempts the member from future dues payments.

All members of the club are entitled to the club publications and mailings. Where several in the family are club mem-

bers, this may cause unwanted duplication. *Upon request*, we are happy to put any member in an "off mailing list" status in which he will be sent only ballots and dues notices. Such status will be continued until we are notified to restore the member to the mailing list.

Since our deposits are handled directly by the bank, most checks are never seen in the club office. If you will please enclose an identifying dues notice, statement, invoice, or letter with your remittance, it will enable us to credit your remittance correctly and immediately. Thank you.

SUSAN E. MILLER, *Membership Manager*

### **Research study on wilderness users**

At its June 21-22 meeting the Board of Directors approved plans for a three-year study of the conservation and wilderness movements to be conducted by two University of California social scientists, Professor James McEvoy III and Arthur St. George. The study will include an extensive questionnaire to be sent to 5000 club members chosen at random and interviews both with club members who participate in outings and with non-club wilderness users. Members who receive the original questionnaire will be sent a follow-up form 18 months later, requesting opinions on conservation issues that have emerged within the intervening period.

## **Nominations Are Now Open**

With the 1969 election behind us and the new directors installed, we must begin our planning for the election next year.

The Nominating Committee urges club members to suggest the names of persons potentially qualified to serve on the Board of Directors. There are, of course, no standard qualifications for such people. The Committee is looking for responsible and articulate members who have taken an active interest in the club, who would reflect the varying viewpoints of the membership, and who could be expected to work together toward the club's goals.

Members of the Nominating Committee are Robert P. Howell, chairman, 555 Market Street, Room 519, San Francisco, Calif., 94120 (San Francisco Bay); Richard A. Cellarius (Mackinac); Richard M. Noyes (Pacific Northwest); David Sive (Atlantic); and Mrs. Anne Van Tyne (Los Padres). Alternates are Ned Robinson (San Francisco Bay) and Lanphore B. Graff (Kern Kaweah).

If you would like to suggest candidates, will you please send their names and some identifying comments to the chairman (address above) or to any member of the committee.

*Let us hear from you!*

R. P. HOWELL, *chairman*

## BOOK REVIEWS

**AMERICA'S CAMPING BOOK.** By Paul Cardwell, Jr. Illustrated. 591 pages. New York: Charles Scribner's Sons, 1969. \$10.00.

The purpose of this book is to tell how to enjoy oneself camping, without taking tons of special (and expensive) equipment. A virtual encyclopedia of camping, it contains 56 chapters covering the philosophy and ethics of camping, the selection of equipment and the making of one's own equipment, cooking, photography, fishing, hunting, climbing, spelunking, surfing, canoeing, emergencies and first aid, state campsite regulations for all states, and other subjects too numerous to list.

Unfortunately, there is too much information here to be adequately covered in 591 pages, and the author frequently has trouble distinguishing between what is relevant and what is of incidental interest. Although some of the chapters have valuable information for beginner and expert alike, others are mere lists of equipment or of activities, and do little to help the confused beginner in deciding what to take camping.

The book is well-organized and, while not especially helpful itself, its "Camper's Library" section which lists other books covering specific subjects in more detail can be invaluable for showing the reader where else to look. Also included is a strong case and plea for conservation, and a description of conservation organizations throughout the country. For the person discovering camping and wilderness for the first time, and who is interested in enjoying it further and preserving it for others to enjoy, this book is a handy reference.

BOB CRAWFORD

*Past President, Yale Mountaineering Club*

**EXPLORING OUR NATIONAL PARKS AND MONUMENTS.** By Devereux Butcher. 370 pages. Boston: Houghton Mifflin Company, 1969. \$8.95. The revised, sixth edition will boost this book's already booming popularity. Devereux briefly describes all national parks and monuments in the U.S. Alphabetized and concise, each description is invaluable to travelers planning on visiting these areas. The reader learns what each place is like—the wildlife, plants, hiking trails, and overnight facilities he might expect to find. Representative photographs are interesting and informative. This edition is packed full of conservation "shorts" such as who planned to destroy what wilderness, where, and how. More than a travel guide, the book is for one to read and enjoy; it spreads the conservation cry for the few remaining natural areas in the country.

**OPEN HORIZONS.** By Sigurd F. Olson. Illustrated. 231 pages. New York: Alfred A. Knopf, Inc., 1969. \$5.95. Like many others before it, this book is the autobiography of a man who loves nature. Better than most, the prose comes from a man who understands nature. Spurred on by the pipes of Pan, the local fairies, and a child's innocence, Olson describes his boyhood in a tiny northern Wisconsin town and tells of the thousands of miles through which he canoed in the beautiful, wild Quetico-Superior lake country. Olson writes especially for the outdoorsman, mixing a sense of humor and adventure with a feeling of compassion for the preservation of wild places.

*Washington Report, continued from back page*

long-established practice, the Budget Bureau is recognized as the President's spokesman on legislative proposals. Thus, the absence of the Bureau's commitment leaves in doubt whether the Administration is for or against a proposal, even though a departmental report might state a position.

This situation was brought to light when Interior Department spokesmen appeared at Senate Interior Committee hearings on bills to establish the Buffalo National River and Florissant Fossil Beds National Monument. Glowing press releases were issued by Secretary Hickel's office on the two measures. This gave the impression that the Administration looked favorably on the measures. The official letters of transmittal to the Committee showed, however, that Budget had withheld approval.

The chasm of misunderstanding between the Congress and the White House was further emphasized in the House Interior Appropriations Subcommittee report. The Subcommittee eliminated all funds for expenses of the Environmental Quality Council and the Citizens' Advisory Committee on Environmental Quality, established a month earlier by President Nixon with much fanfare. Mr. Nixon, by executive order, set up the Council as an inter-departmental task force to deal with problems such as pesticides and air pollution.

After deleting the funds, the Committee reported the action "should not be interpreted as lack of appreciation for the need of strong federal guidance in environmental control. On the contrary, the Committee is seriously concerned with environmental problems facing our nation today and feels that immediate and drastic action is needed to combat the deterioration of all phases of our environment. However, a patchwork approach such as envisioned by the executive order establishing this council and committee would be little better than nothing. Several bills have been introduced in the Congress providing for the creation of an environmental council. This is proper procedure. Upon the creation of an organization which will be in a position to take concerted action as the result of enactment of such legislation, this committee will be receptive and sympathetic to the fund requirements necessary to achieve this objective."

House members, no doubt, were showing that they, too, have veto power—by turning off the money faucet.



Robert Wirth

Bernard Amtmann



Bernard Amtmann

A graphic design instructor at the Maryland Institute, College of Art, Robert Wirth wages his own war against civilization's apparent indifference to keeping natural areas unscathed by the scars of pollution. For four years, his classrooms have created exhibits from sketches and photos taken on field trips to potentially endangered lands of the Maryland area. Here, the Patapsco River is presented to the world dressed like many of its sister rivers across the country.

## PATAPSCO

By Robert Wirth

Shock of a dirty river  
 coursing forty miles  
 in weathered valley  
 past first train up  
 bright water down—  
 through wooded land  
 and railroad weeds,  
 water shouting  
 at marks in stone;  
 quiet receptor  
 from circled tubes  
 of man's discards,  
 invention's vomit—  
 river living  
 only in motion,  
 poisoned opaque  
 near hill hung towns,  
 the picnic park.  
 And when Patapsco  
 reaches the liquid dump  
 called harbor,  
 it has aged  
 from happy child  
 to ancient bones.



## WASHINGTON REPORT

By W. Lloyd Tupling

THE FUTURE FOR NATIONAL PROGRAMS for park and open space land acquisition, clouded since President Nixon cut back the budget for the Land and Water Conservation Fund by 20 per cent, became more doubtful this month as the nation entered the first fiscal year of the 70's.

### BUDGET SLASHES

The seriousness of the situation was emphasized when the House Interior Appropriations Subcommittee issued its report allocating only \$124 million to the Land and Water Conservation Fund for fiscal year 1970—\$40.5 million less than appropriated by Congress for fiscal year 1969. To be sure, the \$124 million figure was the amount recommended for both federal and state park purposes by President Nixon; but warnings from congressional leaders that this level of funding would bring an end to new authorizations had raised hopes of many who sought additions such as Sleeping Bear Dunes, Apostle Island, Florissant Fossil Beds, Big Thicket, Buffalo River, increased funds for Point Reyes and many other parks and recreation units.

In 1968, after a major campaign, conservationists convinced Congress the fund should be increased to \$200 million a year for five years—a \$1 billion package. Congress decided that a portion of revenues from leasing of outer continental shelf lands for oil drilling should be earmarked for this purpose and President Johnson signed this act into law, thus establishing what amounted to a national commitment to put up the money for acquisition of scenic areas while some remain unspoiled.

However, Mr. Johnson's budget message at the close of his administration requested only \$154 million (\$46 million be-

low the authorized level), and Mr. Nixon, after review, lopped off another \$30 million. The House Appropriations Subcommittee, despite the year-old commitment, supported the Nixon Administration judgment as to what portion of U.S. resources should be devoted to park purposes for the coming year.

Of the \$124 million proposed for the Fund in fiscal year 1970, a total of \$75 million is allocated to the states for recreation purposes, leaving \$49 million for all National Park, Forest Service, and Bureau of Sport Fisheries and Wildlife land programs. The net result is a kind of non-policy for new scenic and wildlife units. The Appropriations Subcommittee's action comes despite warnings to the Administration that fund cutbacks will mean that new authorizations will have to be curtailed. In a letter to Rep. Julia Butler Hansen, chairman of the Appropriations Subcommittee, urging appropriation of the full \$200 million to the fund, Reps. Wayne Aspinall, chairman of the House Interior Committee; John P. Saylor, ranking minority member of the Interior Committee; and Roy A. Taylor and Joe Skubitz of the Parks and Recreation Subcommittee, declared: "It is obviously not fruitful for our committee and the Congress to assume our responsibility to satisfy the national need for outdoor recreation facilities if they are to be of severely limited public usefulness because those in the executive branch are unwilling to recommend adequate funds for the necessary land acquisition, administration, and development."

Nevertheless, Rep. Hansen's subcommittee approved the Nixon allocation, and the initiative now passes to the Senate Appropriations Committee. Historically, the Senate has been more generous in allocating funds for these purposes. If the Senate group goes along with the Nixon Administration recommendation as did its House counterpart, then the hopes for saving much parkland in the first year of the 1970's will be dim indeed.

### A CREDIBILITY GAP

In addition to objections to the funding level, Chairman Aspinall has taken exception to the lack of Budget Bureau clearance of many Interior Department proposals. Through

*continued on page 14*