

Sierra Club

BULLETIN/NOVEMBER-DECEMBER 1970



EDITORIAL

The environmental cause got off to a good start this year—but hypocrisy and cynicism finished ahead. Of the numerous examples of this (Nixon's soft timber order, Department of Interior authorizing further offshore oil drilling, approval of the SST in the House of Representatives, etc.) none proves the case better than the defeat of State Proposition 18 in California—the referendum for clean air.

Had it passed, Proposition 18 would have enabled diversion of 25 per cent of gas tax revenues by local governments for non-highway purposes related to abating air pollution. Funding of rapid transit systems and research were seen as the prime benefits Proposition 18 would provide.

The Proposition had the support of conservation groups, civic organizations, major papers and most politicians (though some only half-heartedly). The opposition came from the highway lobby and most notably four oil companies: Standard Oil of California, Shell Oil, Union Oil and Texaco. Massive amounts were spent by these companies in an attempt to suggest falsely that Proposition 18 would raise taxes. The oil industry's well-financed campaign, involving heavy use of billboards and a TV blitz in the closing days before the election, was the target of a lawsuit by the Sierra Club and others asking for an injunction against unfair and dishonest election practices. (Though application for an injunction before the election was unsuccessful, the still pending suit may result in unusual civil penalties against the defendants.)

The oil companies' deplorable lack of public spirit in opposing Proposition 18 is heightened by their cynicism, also displayed in earlier successful industry opposition to legislation for removing lead from gasoline. Unfortunately they feel immune from public opinion, as further demonstrated by the fact that all but one of these same companies were indicted this year for willful violations of law of the same type by which Standard Oil caused one of the largest oil slicks in history in the Gulf of Mexico. (While Standard's Chairman of the Board Otto Miller emphatically denied any wrongdoing at a meeting of shareholders last May, shortly thereafter his company admitted 500 separate violations and paid a fine of \$1 million.) Union Oil caused the Santa Barbara oil disaster, and in answer to requests for information from the Sierra Club about ongoing operations which might cause further trouble, Union's President suggested the Sierra Club shift its attention to the *real* pollution problem: getting dirty books off the newsstands.

The performance of Standard Oil is particularly ironic. Since January, 1970, it has engaged in a massive advertising campaign designed to capitalize on legitimate public concern over air pollution to induce the public to buy its gasoline additive F-310. This effort was condemned by the Sierra Club in the early summer of this year as misleading, because the primary benefit claimed for F-310 — that it produces clean auto exhaust — could not be proven. Following the initial Sierra Club attack the claims for F-310 were progressively reduced. Ultimately the Federal Trade Commission joined the fray issuing a complaint against Standard Oil for fraud on a number of grounds including those originally raised by us.

Conservation conflicts with the oil industry are increasing, and as drilling operations move more and more into offshore waters and fragile areas like Alaska's North Slope, the conflicts will intensify. Likewise with air pollution.

This industry is far more affluent and accustomed to having its own way than the lumber industry and other interests we have had to fight. Fortunately, the attitudes of most oil companies toward the environment are an improvement over Standard Oil's disgraceful record, but it is well to remember that arrogance and hypocrisy such as Standard Oil displays could flourish only in an industry which feels relatively insulated from public opinion. That insulation and the conflicts it generates mark down a challenge for the 1970's.

Phillip S. Berry
President



Sierra Club

BULLETIN/NOVEMBER-DECEMBER 1970

VOLUME 55 · NUMBER 11

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

COVER: Hells Canyon, on the Idaho-Oregon border, is the subject of a Club brief before the Federal Power Commission to prevent the Pacific Northwest Power Company and the Washington Public Power Supply from building a dam on the deepest gorge on the continent. See page 4 for two other areas endangered by power companies.

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CREDITS: Cover, 4 bottom, 5, 6 bottom, 7 top, Steve Marts · 4 top, 6 top, 7 bottom, Lawrence Pringle · 12, 13, Dale Burk · 24, Patricia Caulfield.

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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NEWS

MINERAL KING

The Sierra Club has filed a petition with the United States Supreme Court requesting review of an earlier court decision which essentially granted permission to the Walt Disney Corporation to construct a massive resort development in Mineral King valley of the Sierra Nevada. The Club's petition to the High Court came after a Ninth Circuit Court of Appeals' decision in September that the Club did not have standing to sue, nor an economic interest in Mineral King.

The Ninth Circuit ruling contradicted an earlier court decision, when conservation groups were granted standing in the Hudson River Expressway Case. At that time, the Second Circuit maintained that conservation groups may have standing to represent the public interest.

"We believe that it is terribly important for the conflict between the Second Circuit and the Ninth Circuit to be resolved, so that those with a concern about administrative acts which they believe to be illegal will know they can bring the act to the attention of the court," Leland R. Selna, Jr., attorney for the Club, said. "But standing is only a preliminary factor in this case. It is critically important that the Supreme Court review several errors committed by the Ninth Circuit in deciding that the defendants' plans for the commercial development are legal," he added.

NUCLEAR PLANT

As a result of a recent ruling by the Atomic Energy Commission Licensing Board, the Consumers Power Company's Palisades Plant, the first of thirty projected nuclear plants on the Great Lakes, may stand idle for several months. The ruling requires that the Atomic Energy Commission staff must make an environmental study of pollution effects in order to comply with the National Environmental Policy Act (NEPA). The ruling of the Licensing Board has been referred to the Licensing Appeal Board, and a final decision is expected soon. In a hearing last July the Sierra Club contended that Consumers Power must not be granted a provisional operating license for their plant because of possible thermal effects and violation of NEPA.

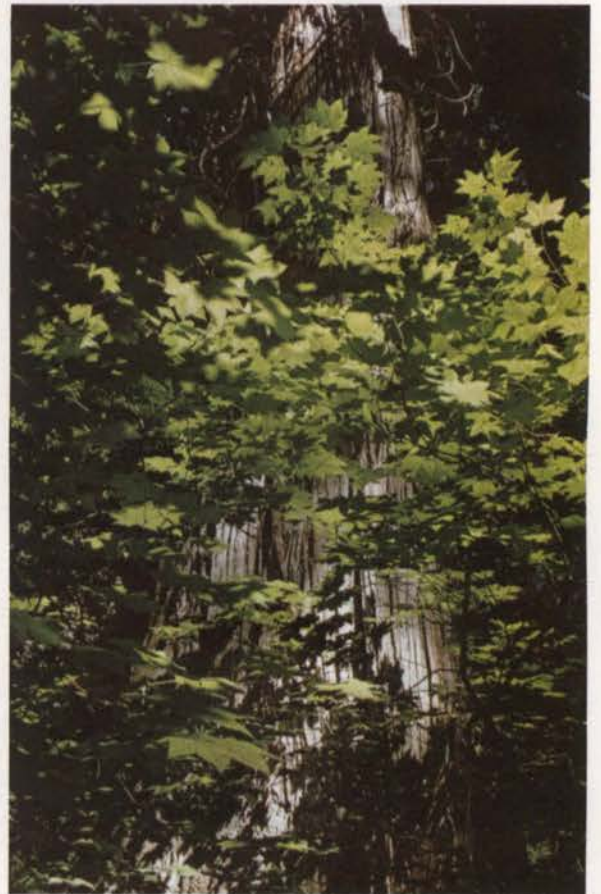
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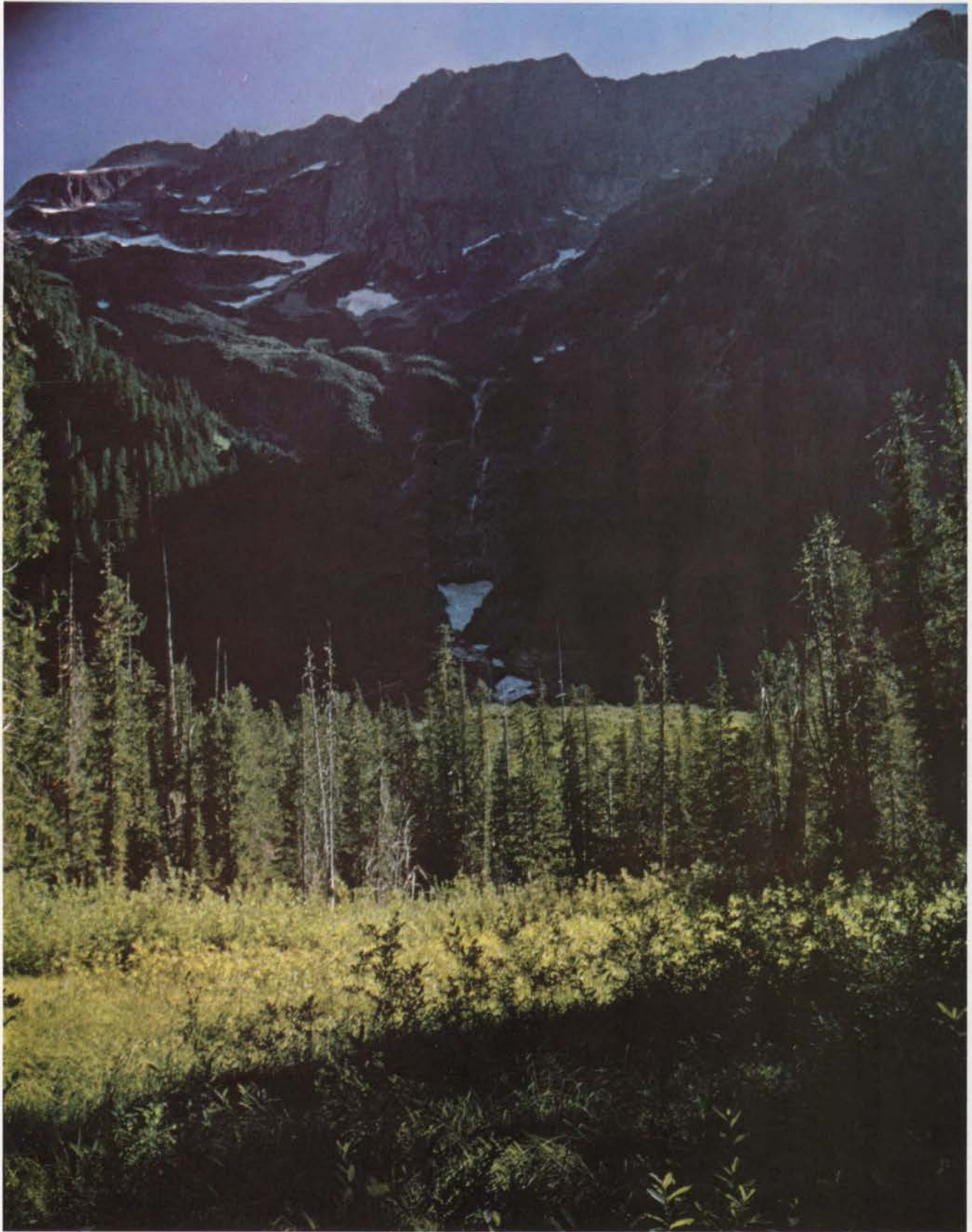


Storm King

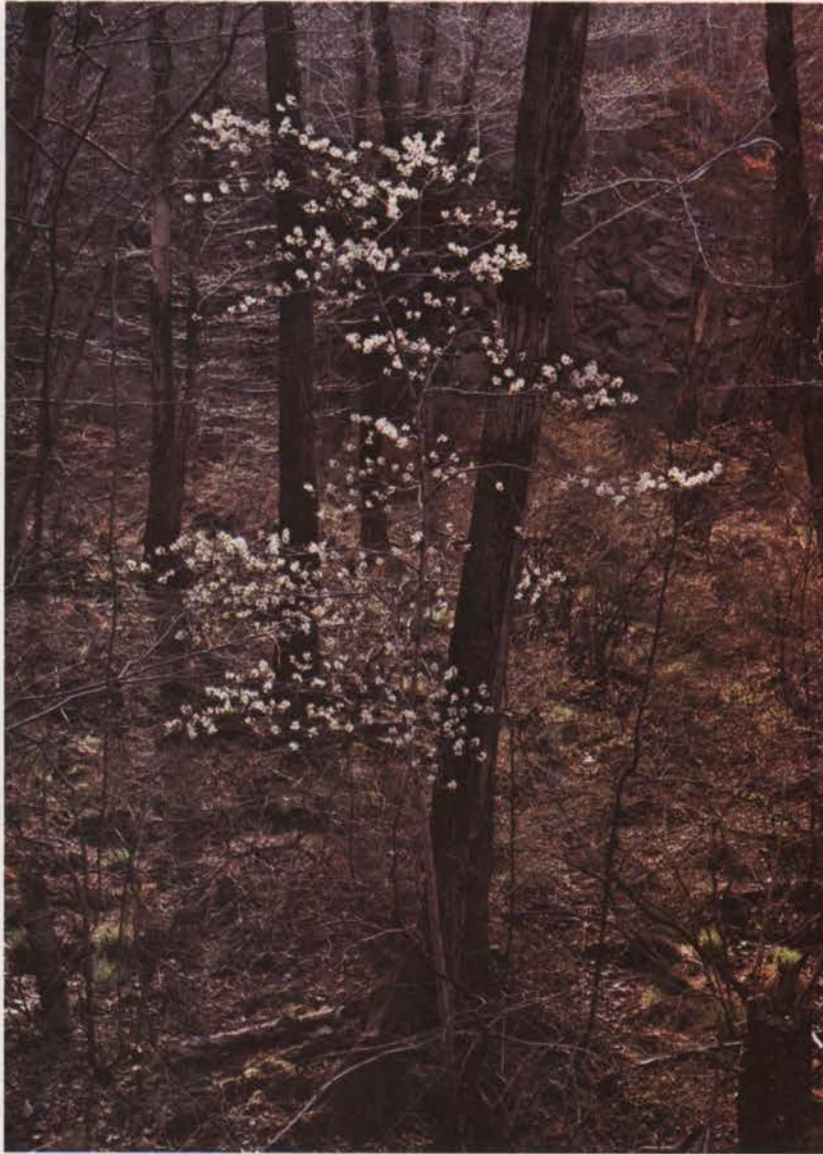
MON- OPOLY GAME



Big Beaver Valley



Big Beaver Valley 5

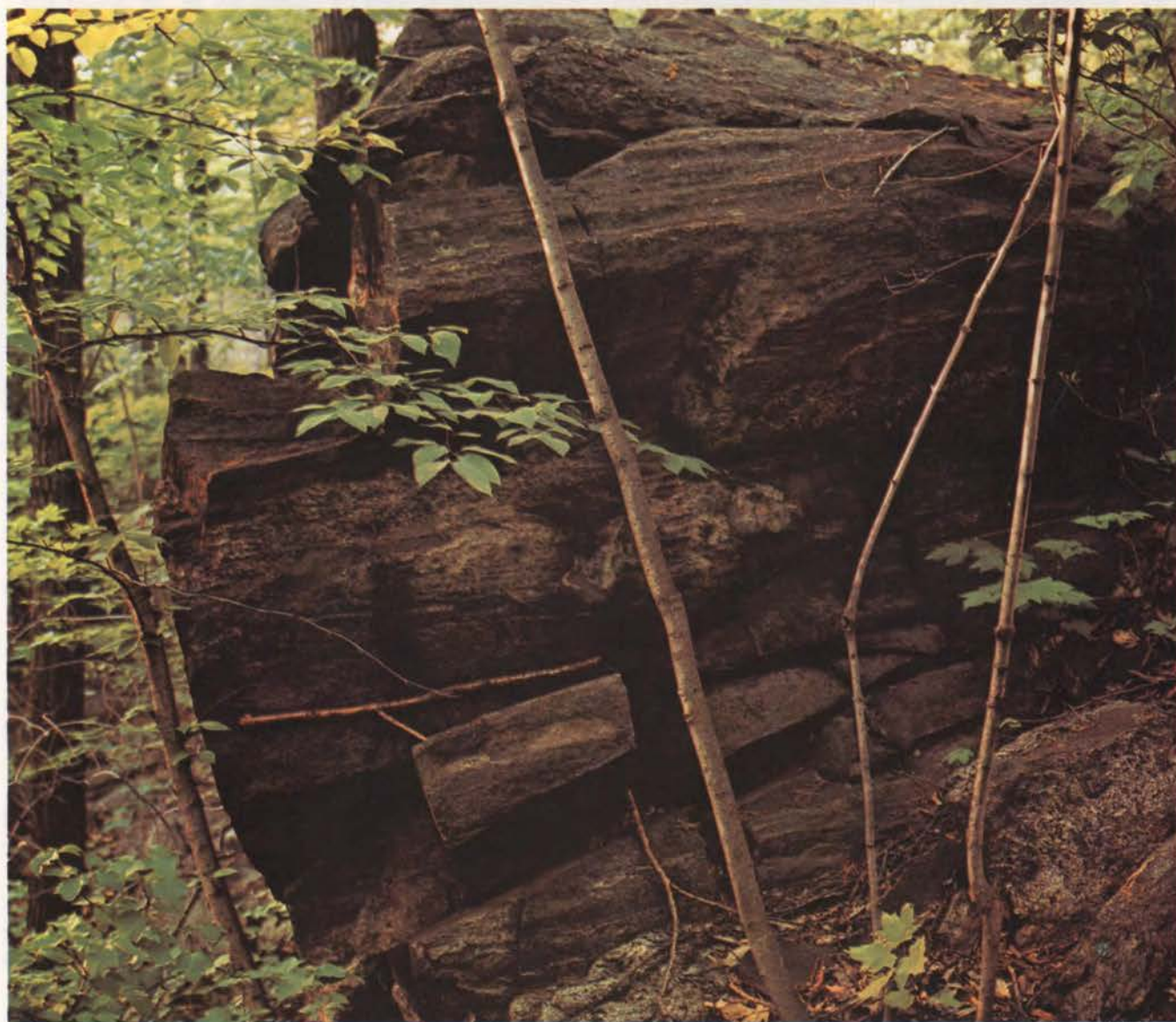


Big Beaver Valley

*In Seattle,
The power company
Promotes air conditioning,
Building brownouts
for the future;
Latter day hucksters,
Selling ice boxes
to Eskimos;
Creating their own rationale
for flooding
Big Beaver Valley
in the North Cascades.
Across the continent
Con Ed doggedly pursues
Its goal of destroying
Storm King
in the face of
Massive opposition,
Citing "demand" developed
by its ad department
a few years earlier.
The game continues,
Players and spectators
for the most part
Unaware that real
Park Places
are being traded
for electric toothbrushes.*

—J.R.

Big Beaver Valley



Storm King 7

SIGNS OF OUR TIMES

By Joseph E. Illick



ILLUSTRATIONS BY BOB GUMPERTZ

"For over three centuries the beauty of America has sustained our spirit and enlarged our vision. We must now act to protect this heritage. . . . A new and substantial effort must be made to landscape highways and provide places of relaxation and recreation wherever our roads run. Within our cities imaginative programs are needed to landscape streets and to transform open areas into places of beauty and recreation."

Thus spoke President Lyndon Baines Johnson in his State of the Union address, January 4, 1965. The Great Society would become also the Good Society; quantity would be matched by quality. In this speech the former President also promised more open space and the control of pollution. But he closed on a disturbing note, unintended probably, by recalling that the story of America was one of growth, progress, building over wilderness. Preservation, conservation — these ideas are not part of our heritage.

The highways of the United States are testimony to this fact. A motorist may now plunge across the country unaware of the change in locale, save for his odometer reading and its correspondence to the map. Off the new interstates, local color is too often available in the form of outdoor advertising ("Isn't Pennsylvania Beautiful?" asks a sign along U.S. 22, a question illogically answered: "Stop at the Hotel Bethlehem").

Like every American, I grew up with billboards. Endless trips were relieved by Burma Shave signs and alphabet games. As kids we didn't care, but a time comes to put away childish things.

The beginnings of maturity may be dated from 1954. This year marked not only the landmark decision in civil rights. Highway beautification also received a major judicial sanction in the case of *Berman v. Parker*, a case involving the removal of urban blight

GIVE A GIFT TO SOMEONE

**Do someone (and the club) a favor.
Give a gift Sierra Club membership.**

**Now more than ever before the
Sierra Club (and the environment)
need concerned, active members to
help in the fight to save us all from
ecological disaster. Fill out the
application form on the attached page.**

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highway," he had told the White House conferees, "is not just a concrete ribbon; it should serve all human needs.") The fourth bill, which specified that one-third of federal expenditures should be used for the scenic development of secondary roads, ran into so much opposition from county officials and state highway officials, that it was eventually killed. Hearings were held over the summer months in the subcommittees on Public Roads in both houses. It was here that the opposition made itself felt.

Outdoor advertising is, of course, a business. It has a vested interest in protecting itself and, indeed, uses its position as a major employer and spender to rationalize its continued existence. Ignoring the case of *Bender v. Parker*, the billboard people openly doubt that legislation can be determined on aesthetics alone. Yet, they are not above asserting the beauty of their open-air murals. To the charge that road signs are a safety hazard, the advertisers deny any correlation between billboards and accidents, and cite the findings of an Iowa traffic safety expert that "signs seemed slightly beneficial — by about 10 per cent — in that they provided visual stimuli tending to relieve highway monotony and to keep the driver awake" (Foster and Kleiser pamphlet). But most billboards, it is pointed out, are urban; probably 90 per cent are in areas zoned commercial or industrial — that is, in areas where there is little need to "relieve highway monotony," indeed, where it is most important to watch the road.

In September, 1965, a Highway Beautification Bill cleared the Senate Subcommittee on Public Roads, embodying the three original Johnson proposals regarding billboards, junkyards and roadside landscaping, with a significant change. Rather than follow the former Administration's recommendation that states use their police power to remove billboards, it was specified that the federal government would fully compensate owners for the removal of billboards and junkyards (in the final version, states took on twenty-five per cent of the burden), as well as allowing ample time for amortization. Furthermore, signs were allowed to be notably closer to the roads, and state legislatures could decide what constituted commercial and industrial areas where billboards would be uncontrolled. A *New York Times* editorial accused the Subcommittee of yielding "to the arrogance of the highway builders (who killed the scenic secondary roads provision) and the industries allied with them," who were "more solicitous of private interests than public sensibilities."

"The worst feature," the *Times* observed, "is inevitably the billboard provision." This was also the

SIGNS OF OUR TIMES

By Joseph E. Illic



"For over three centuries the beauty of America has sustained our spirit and enlarged our vision. We must now act to protect this heritage. . . . A new and substantial effort must be made to landscape highways and provide places of relaxation and recreation wherever our roads run. Within our cities imaginative programs are needed to landscape streets and to transform open areas into places of beauty and recreation."

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from Washington, D.C. Never before had the aesthetic considerations alone justified the enactment and enforcement of a municipal ordinance. Now Supreme Court Justice William O. Douglas declared (representing a unanimous opinion): "The concept of the public welfare is broad and inclusive. The values it represents are spiritual as well as physical, aesthetic as well as monetary. It is within the power of the legislature to determine that the community should be beautiful as well as healthy. . . ."

As early as 1956, Congress began consideration of controlling outdoor advertising during discussion of the interstate and defense highway system. Though the Federal Highway Act of 1958 established standards of size, lighting and spacing of billboards, it left not only the manner of conforming to these standards entirely to the states, but also the decision to conform. Complying states could expect a bonus of one-half of one per cent of the highway project's cost, a small enough incentive and limited to roads outside commercial and industrial areas. Only the state of Maryland had sought to take advantage of it by the end of the Eisenhower Administration, and incoming President John Kennedy attempted but failed to have Congress double the bonus. However, by June 1965 (when the authority for the existing program of advertising control would expire) twenty-five states had agreed to control outdoor advertising. All but two exercised their police powers for the removal of non-conforming signs after an amortization period (set by law) had expired. (A law authorizing states to use three per cent of highway federal funds for roadside beautification and protection had been ignored by all states.)

President Johnson vowed to improve on this situation. In his State of the Union address, quoted earlier, he promised that more ideas for a beautiful America would emerge from a White House conference on natural beauty. This conference met in late May, a gala affair. Hundreds of potted pink geraniums and seats for one thousand invited guests were placed on the White House lawn. As the military band began to play for the festive occasion, the skies opened and the rains fell. It was an ominous sign.

The President carried through on plans "to prohibit billboards along federal-aid highways . . . except in commercial and industrial areas," sending drafts of four bills to the Senate and House that same month. The first such billboard control bill called for the removal of illegal signs by July 1, 1970. The second demanded the screening or removal of junkyards, and the third designated that three per cent of federal highway subsidies be spent on roadside landscaping. ("A

highway," he had told the White House conferees, "is not just a concrete ribbon; it should serve all human needs.") The fourth bill, which specified that one-third of federal expenditures should be used for the scenic development of secondary roads, ran into so much opposition from county officials and state highway officials, that it was eventually killed. Hearings were held over the summer months in the subcommittees on Public Roads in both houses. It was here that the opposition made itself felt.

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opinion of the California Roadside Council (CRC), which was supporting the bill as a result of an amendment allowing state and local governments the explicit right of legislating more restrictively. CRC President, Helen Reynolds, pointed out that the bill was passed "at an appalling price. The insidiousness of the 'compensation' factor is apparent only to those who have followed the sound and patient judicial vindication of these zoning principles and their application to roadside control. . . . Billboard and junkyard interests were, without doubt, the source and the pressure behind it. Lack of full understanding of its technical implications accounted for its acceptance."

The control feature of the bill was weakened further when the Johnson Administration, under pressure from state governors, introduced an amendment reducing the loss of federal funds for non-compliance with the bill from one hundred per cent to ten per cent. Thus, the Federal Highway Beautification Act, passed in October, 1965, was crippled from the beginning. The *New York Times* labeled it "a piece of fakery."

The Highway Beautification Act has not been a success. An article appearing in the summer 1967 issue of *Cry California* notes: "It is clear that, today, the billboard companies are in a better position than ever to confound efforts by public agencies to unclutter the landscape . . . because of the Highway Beautification Act." Not only was there an unresolved conflict between the federal demand for compensation



(through the use of eminent domain) and the state use of the police power for sign removal, but the 90th Congress had not appropriated money to buy signs or sign rights. Not surprisingly, only eighteen states had, by November, 1968, agreed to control outdoor advertising.

California was one of these states, having passed the Collier-Z'berg Act in 1967 "to provide for the effective control of outdoor advertising required by the Highway Beautification Act." Thus, the California statute calls for "just compensation" but adds "the sole intent of the Legislature in enacting this paragraph is to comply with federal law, and it is other-

wise not the intent of the Legislature to in any manner relinquish any of its powers relating to the removal of advertising displays under the police power." It specifies that "if compensation is required by federal law" a billboard will not be removed without requisite federal funds, and that the Act "shall not apply to the removal of any advertising display for which no federal share is payable." (A survey of 200 California cities in 1967 showed that 116 prohibited off-premise advertising in commercial areas and seventy in industrial areas; over half of them intended to enact more restrictive legislation.) The California Division of Highways will not issue billboard permits in conflict with the Collier-Z'berg Act, and there has been removal (not so dramatic as in Vermont, where billboards have virtually disappeared) of an estimated twenty per cent on main highways, according to *New York Times* reporter Gladwin Hill, who judges that in the country as a whole there has been little change as a result of the Highway Beautification Act.

It is certainly ironic that states must be devious if they are to remove billboards in the face of the Highway Beautification Act, and it is hardly surprising that most states are not taking any action. (No state has been penalized the ten per cent loss of federal subsidies for noncompliance.) Those who do comply can expect little federal aid. Between 1965 and 1969 Congress authorized \$325 million but appropriated only \$167 million, of which ninety per cent was designated for landscaping and ten per cent for billboard and junkyard removal. But only \$25 million was appropriated for highway beautification in fiscal 1970, although the Citizens Advisory Council on Environmental Quality pointed to the enormous disparity between Congressional promises and deeds.

When, in June, 1970, Secretary of Transportation John A. Volpe urged that a small portion of highway funds be used for billboard removal, members of the House Subcommittee on Public Roads simply voiced their opposition and no more was heard.

The lack of positive accomplishment is staggering. According to the Bureau of Public Roads, over one million billboards were made illegal by the Highway Beautification Act but only 750 were known to have been removed. Of 17,000 junkyards outside industrial areas, 121 were cleaned up and 1,427 screened from public view. The role of the Bureau of Public Roads is itself debatable. It is responsible for interpretations and standards for implementation of the Act, but the CRC judged that it "in too many ways . . . perpetuated the very defects and loopholes we hoped would be remedied" and paid too much attention to the complaints of the advertising industry and its allies.

The Outdoor Advertising Association of America thought the opposite.

Recalling that "it was in favor of the Highway Beautification Act of 1965 and urged its passage," the OAAA claimed that the Bureau of Public Roads in-



tended to implement the Act "contrary to the intent of Congress," partly by invading "the proper authority of state and local government" — conveniently ignoring the fact that the Act undercut this authority to the OAAA's own advantage regarding "just compensation." What the OAAA wanted understood was that the federal government must accept any state's most lax definition of areas zoned commercial or industrial, recognizing, for example, that agricultural areas in some instances might be so zoned. The OAAA pointed out that the idea of national standards regulating billboards was "misleading" and overlooked the need for "flexibility."

Nevertheless, it would be misleading to place the blame for the failure of the Highway Beautification Act solely on the outdoor advertisers or other special interest groups. It is true that these interests do gain a better hearing from Congressmen in key positions in the Senate and House Public Works Committees, but there are groups — such as the Roadside Councils — who represent that vaguely defined body called the public. The CRC has pointed out: "The fundamental mistake lay in the lack of guidance by experts in the field of zoning and billboard control. . . . A slight error or two can change a constructive piece of

legislation into a destructive one." In other words, interested citizens must also maintain well-informed lobbyists.

The strength of the outdoor advertising supporters is not simply in their financial ability to produce an array of witnesses, or in their ability to put loopholes in the law. They convince Congressmen by speaking in the traditional American social idiom: free enterprise and the rights of business, competition serving the best interests of the public, sanctity of private property. Those who would attack are so thrown on the defensive that it is almost forgotten that the public has its rights, too, that the Supreme Court has indeed underwritten aesthetics as a criterion of zoning, and that with technological changes there will also have to be changes in our social philosophy.

But billboards are an easy target. As the late Howard Gossage, San Francisco ad man, noted: "It is so strange that billboards exist at all that the current controversy about whether outdoor advertising should exist along federal highways achieves the unreality of a debate on whether witch-burning should be permitted in critical fire areas." What happens when we go beyond the problem of visual pollution to noise, water, air; when we get involved with industries which, unlike outdoor advertising, have real social usefulness but a special interest at stake as well?

President Nixon has clearly recognized that concern with improving the quality of the environment — unlike such divisive issues as race or peace — will bring people together in support of a cause. But that is assuming that the environmental issue remains in the realm of grand pronouncements and good intentions. Once the parties who are fouling the air, putrifying the water, forcing us to see and hear the most unpleasant of sights and sounds — once these people are identified in a specific way and litigation is begun, and legislation is instituted — what then? Will we have more Highway Beautification Acts, palliatives that serve some good, soothe a few consciences but fail to deal with the fundamental problems?

Editor's Note: In September, 1970 Interior Secretary Hickel banned an estimated 7500 billboards from all public lands managed by his department. However, with Hickel's firing this policy decision may be reversed.

Mr. Illick is Associate Professor of History at San Francisco State College. In the past seven years he has driven across the United States thirteen times, and has become interested in the phenomenon of American billboards in the process.



Floaters on the Middle Fork.

MONTANA WILDERNESS

By Dale Burk

The future of a wilderness so vast—and so threatened—that it needs the protection of two major conservation laws is now at the crossroads in Montana. Up to 700,000 acres in the Flathead River drainage in northwestern Montana face multiple threats and need protection of both the Wilderness Act and the Wild and Scenic Rivers Act.

The Wilderness Act would protect the land and forests of this region from being logged, and the Wild and Scenic Rivers Act would protect its free-flowing waters from being dammed. Together, these laws would form a strong union to withstand the overtures of any would-be despoiler.

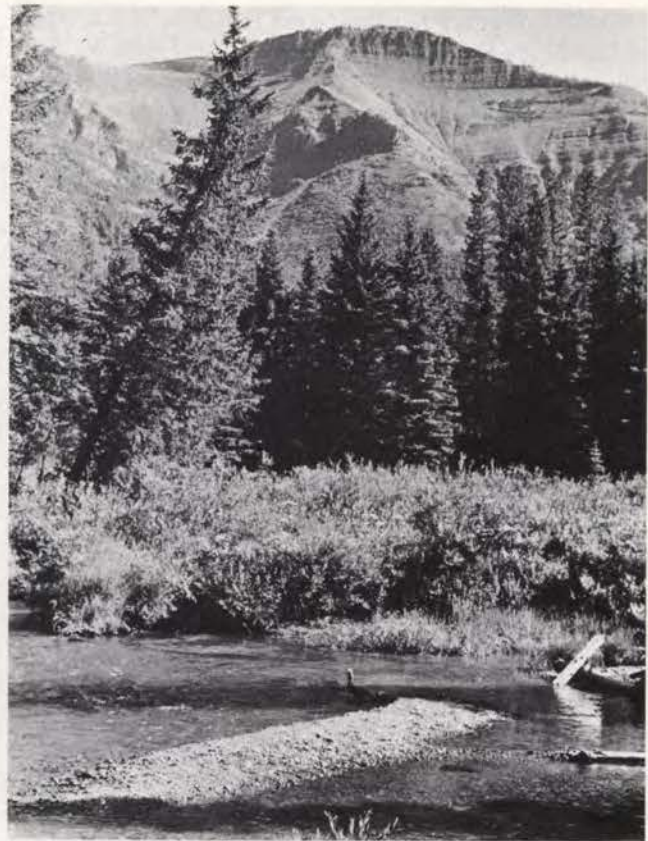
The wilderness area involved is formally known as the upper Middle Fork of the Flathead River in northwestern Montana. The river is a cold, clear blue chute of pure mountain water. Once known as Big River, it is one of three forks of the huge Flathead

River system that drains much of northwestern Montana. There are over two hundred miles of water in the river system, but the portion for which wild river protection is sought is only about thirty-five miles long.

However, it is the most critical portion of the river—its headwaters. The Middle Fork watershed encompasses an enclave of fragile, steep slopes and a multitude of tiny mountain streams and larger tributaries. Its waters flow to the Pacific Ocean via the Flathead, Clark Fork and the Columbia Rivers. It is located exactly between Glacier National Park on the north and the Bob Marshall Wilderness on the south, with the basic area in question—the river basin itself—covering approximately 200,000 acres of land. There's more to be considered than just the river bottom. Montana conservationists insist that any attempt to establish protection for the basic



Dirty Face sale for "insect control" on the Middle Fork drainage.



Quiet waters of a Middle Fork tributary stream.

wilderness land along the Middle Fork River itself must also include surrounding lands that meet the criteria of wilderness — and therefore are deserving of protection.

It takes in quite a stretch of land, even by Montana standards. To the west of the Middle Fork lies the drainage of the South Fork of the Flathead River — both rivers flow northwesterly — and while logging has laid a heavy hand on this drainage, conservationists intend to seek wilderness protection for all South Fork terrain now classified by the Forest Service as high or alpine zone. This would add approximately 150,000 acres of land to the wilderness proposal.

Eastward from the Middle Fork drainage proper one crosses the Continental Divide into a vast contiguous area of some 300,000 acres of high forested ridges that are basically roadless. This land, in the Lewis and Clark National Forest, provides an ideal extension of the proposed Middle Fork wilderness to the east, encompassing an area along each side of the Continental Divide.

"We've got to look at this whole area as one comprehensive wilderness," states Chris Roholt, executive secretary of the recently established Middle Fork Preservation Committee. "We've simply got to meet

our responsibilities of defending what is one of the largest unroaded area in the contiguous United States whose fate remains undetermined."

Roholt, from Columbia Falls, Montana, is to lead the fight to save the Middle Fork area. A school teacher at Columbia Falls who put hundreds of hours into a personal field study of the Middle Fork area last summer, Roholt knows whereof he speaks. As little as one year ago, the Middle Fork "wilderness" appeared as good as lost.

It would have been, too, except for the persistence of a handful of men who saw the area being chewed up by the Forest Service and a voracious timber industry and set out to save it. Dr. Loren Kreck of Columbia Falls, an orthodontist transplanted from Los Angeles who has become one of Montana's leading conservationists, had sought protection for the Middle Fork area for almost fifteen years. All the while he watched one timber sale after another leapfrog the roads and clearcut blocks into the upper Middle Fork. The sales began to assume a pattern that he and other conservationists feared would lead to destruction of all wilderness qualities in the Middle Fork drainage.

"The roads and timber sales were set up to tie up

with other logging roads coming from the South Fork of the Flathead," Kreck states. "The Flathead National Forest's transportation plan was designed to ring the Bob Marshall Wilderness with roads so that we couldn't expand the wilderness base in the area."

Others had feared the same thing a decade earlier. In fact, Clifton R. Merritt, now field services director for The Wilderness Society, first attempted to protect the Middle Fork area in the mid 1950s when he was working for the Montana Unemployment Commission in Kalispell, Montana, to the west of the Middle Fork. He was joined in his efforts at that time by Dr. John Craighead, nationally known for his research on grizzly bears and one of the originators of the concept that led to the Wild and Scenic Rivers Act. They worked with a Kalispell fisherman and conservation leader, Dallas Eklund, in getting a resolution through the Montana legislature to protect the area. But when it came to the Forest Service, they got exactly nowhere. And the Middle Fork issue slipped into limbo.

*"Then the timber sales began quietly up
along the Continental Divide . . ."*

Then the timber sales began quietly up along the Continental Divide at the northernmost portion of the Middle Fork drainage and just south of Glacier National Park. It was in an area that attracted little attention and for a time went unnoticed. However, disquieting reports came from the woods. "They're cutting right into the heart of the wild country," one outfitter who has packed into the area for thirty years said. "They get those roads run down onto the river and nothing will stop them from cutting out the whole drainage," a boating enthusiast, who likes to raft the Middle Fork's wild water, reported.

They were right. The Skyland Creek sale came in 1965, 10,955,000 board feet with the volume "revised upward" to include the salvage of 1,800,000 board feet of "insect infested spruce." It was a familiar ploy.

Next was Dodge-Morrison in June 1966, with the sale of 19,000,000 board feet — a sale with thirty-three cutting units and the largest sale in the Hungry Horse District on which the Middle Fork is located. Then came Twenty-five Mile Creek in April 1968 for 12,100,000 board feet, Challenge-Lodgepole Creeks in February 1969 for 4,950,000 board feet, and Puzzle Creek for 12,410,000 board feet in December 1969. They meant roads would be pushed to within three miles of the Middle Fork some twenty-seven miles upstream from where the river flows along a highway.

Today the Middle Fork campaign is attracting national attention. Renewed efforts are underway to give the Middle Fork the wild river status long advocated for it, for the fact is that it was the Middle Fork of the Flathead that first inspired John Craighead with the vision of creating a nationwide system of wild rivers. But conservationists are well aware that wild river status would protect the stream only up to a quarter of a mile from its banks—although the provision to preclude the construction of a dam is powerful motivation to so classify the river. The Middle Fork needs area-wide protection, too.

Thus, the cry is for both wilderness and a wild river. Together they would protect the Middle Fork from further encroachment by the economically-motivated timber industry and the dam builders. But it won't be an easy battle. Both have staked a claim in the area—the loggers to harvest what timber there is in the drainage and the Corps of Engineers to construct a dam at Spruce Park some five miles upriver from where the river reaches U.S. Highway Two and flows along the southern boundary of Glacier National Park.

"Both must be stopped on the basis of protection of the wildlife and fishery alone," Don Aldrich, executive secretary of the Montana Wildlife Federation, reports. "The Middle Fork area is a vital lifeline for grizzly bear between Glacier Park and the Bob Marshall, as well as supporting a substantial native elk population, moose, deer and other wildlife."

The upper Middle Fork and its tributaries are also the spawning grounds of two native fish species — the Dolly Varden (*Salvelinus malma*) and the west slope black-spotted cutthroat trout (*Salmo clarkii*). These fish travel from their holding water in huge Flathead Lake some hundred miles downriver to spawn in the cold and clear tributaries of the upper Middle Fork; thus the river and its watershed are vital to their continued survival.

*" . . . the usual Chambers of Commerce and
timber industry cries of lock up are being made."*

It is now literally impossible that one group alone will have to fight the Middle Fork issue. The Sierra Club's Northwest and Northern Rockies Chapters are continuing their fight to save the area. The Federation of Western Outdoor Clubs passed a resolution demanding wilderness status for the area at its recent annual meeting. The Wilderness Society determined as early as 1957 that it would work for wilderness status of the area. To these, add the voices of the

National Wildlife Federation and Trout Unlimited.

This alliance, however strong, faces strong opposition. The portion of Montana in which the wilderness is located is basically logging country and the usual Chambers of Commerce and timber industry cries of lock up are being made. However, most of the Middle Fork area is considered to be of marginal commercial value at best. Far from the mills and basically consisting of smaller types of timber — mostly lodgepole pine, alpine fir and spruce — the Middle Fork represents marginal logging operations. However, some opposition has developed in the Flathead Valley on the basis that the area is adjacent to the Bob Marshall Wilderness and that the Flathead National Forest "already has too much wilderness."

Others find fault with the philosophy that inspired the Forest Service to open up the area in the first place. "This area is so marginal that it should never have been cut," a high-ranking member of a university-level forestry school staff told me a year ago. "These trees are serving a more important purpose right where they're at than they could by cutting them down and hauling them off to a mill."

That was all last year. Conservation groups now have a beachhead from which to launch their coming offensive. The Forest Service that once turned a deaf ear to the requests of conservationists now is declaring that its policy is "quality over quantity" and where better to start than the Middle Fork of the Flathead. Recently, two studies involving the Middle Fork drainage have been announced by the Flathead National Forest.

One is a study of the desirability of placing all three forks of the Flathead River system under the Wild and Scenic Rivers Act. Mr. J. M. Pomajevich, supervisor of the Flathead National Forest, has indicated that it will take two years to complete the study, and that no action that might interfere with the free-flowing nature of the river can be undertaken during the preparation of the study or during another three years, while congressional approval is sought.

However, this assurance offers no interim protection to portions of the Middle Fork drainage outside the quarter-mile strip along the river. Those who think that the wild river study and ultimate classification will protect the area in itself are viewing the situation with tunnel vision.

Consequently, it was considered a major conservation breakthrough when Pomajevich announced that a "Coordinated Resource Management Plan" would be instituted in conjunction with the wild river study to inventory a variety of resource values in the area.

He said that the two-year inventory, to be conducted by Flathead National Forest personnel, will include such resource values as minerals, timber, water, wildlife, recreation opportunities, and soils.

There are a couple of major catches, however. Pomajevich included in the study two areas for which he said decisions had already been made for management. One is 90,000 acres of land already classified as wilderness in the Bob Marshall. The other is 39,000 acres in the Dodge-Morrison and Challenge Cabin area where the Forest Service's timber management program has resulted in the construction of roads and the removal of what the agency terms "high risk timber." His announcement did not mention the fact that the main access road constructed in the area southward from U.S. Highway 2 has created serious soil slip problems at several locations that the Forest Service has not yet been able to solve, although logging trucks continue to roll over the road.

A third catch is that the CRM study simply doesn't take in enough territory. It ignores the high zones along the divide between the South and Middle Fork rivers. It ignores the large area northwest of the basic Middle Fork area to Water Ousel Creek near West Glacier. It ignores the neighboring Spotted Bear River area and Dean Ridge country on the southwestern corner of the Middle Fork drainage. And it ignores all of the potential wilderness area contiguous to the Middle Fork east of the Continental Divide.

"Conservation groups are . . . convinced that the wilderness values of the area will offset any proposals for commercial development."

Independent of the agency's inventory, conservation groups are compiling data of their own — convinced that the wilderness, wildlife, esthetic, and recreational values of the area will offset any proposals for commercial development. At the same time, they intend to insure that they have adequate information to support their contention that the Middle Fork area should be protected under both the Wilderness Act and the Wild and Scenic Rivers Act.

Mr. Burk is state editor and environmental columnist for the Missoulian in Missoula, Montana, as well as a freelance writer and photographer. He is the author of a book on clearcutting to be published next month by the Jursnick Printing Company, Great Falls, Montana. Information on the Middle Fork Preservation Committee may be obtained by writing Box 542, Columbia Falls, Montana 59912.

ACTION NOW

ALDO LEOPOLD WILDERNESS

The Sierra Club and other conservation organizations recommended reclassifying 232,000 acres of the Black Range Primitive Area as the Aldo Leopold Wilderness during recent Forest Service hearings in New Mexico. The Forest Service's 182,000-acre proposal is some 50,000 acres smaller than the Club's because the Forest Service felt a number of peripheral areas were disqualified because of some past man-made intrusions. Conservationists feel that the effects of man's activities on the additional 50,000 acres are not substantial, and in most cases are related to livestock grazing, which is permitted under the Wilderness Act.

Even before the hearings convened, the timber industry criticized the Forest Service proposal for including what the industry claims is 105,000 acres of commercial timber. John McComb, the Club's Southwest Representative, states that, "although a significant portion of the proposed wilderness is forested, the amount of timber which this area could support on a sustained yield basis is small. This timber resource is much more valuable standing as trees in a wilderness than as wood products." Letters supporting a 232,000 Aldo Leopold Wilderness should be sent immediately to: Regional Forester, Forest Service, 517 Gold Ave., N.W., Albuquerque, N.M., 87101.

ENVIRONMENTAL EDUCATION ACT

In early November President Nixon signed into law the Environmental Education Act (H.R. 18260). The measure establishes an Office of Environmental Education within the Office of Education. The program also calls for the development of improved curricula and authorizes the Commissioner of Education to make grants to non-profit corporations working in the field of environmental education.

INTERIOR SHUFFLE

"Secretary Hickel was not as strong as we would have liked on some conservation issues, but on the whole he had a creditable record, and we were not anxious to see him leave," Michael McCloskey, the Club's Executive Director, said after learning of Mr. Hickel's dismissal in late November as head of the Interior Department. Maryland Congressman Rogers C. B. Morton, Hickel's replacement, served for several years on the House Interior and Insular Affairs Com-

mittee, and the Merchant Marine and Fisheries Committee.

Prior to Mr. Hickel's dismissal, the Secretary announced the Interior's decision to ban the U.S. importation of virtually all whale products, by placing eight whale species on the Endangered Species List. These include the fin, sei and sperm whales (hunted extensively by commercial whalers). But, as the *Bulletin* went to press, indications were this policy would be reversed.

AIR QUALITY

House and Senate conferees on the Air Quality Standards Act of 1970 reached agreement before the election recess on the measure's key provision, that 1975 autos must meet anti-pollution standards that will reduce emissions levels some ninety per cent below current levels. Conferees met again after the election recess to continue working out the differences between the House and Senate bills. Conservationists support the much stronger Senate version which provides that no motor vehicles can be sold after the 1975 deadline unless they conform to the new standards.

The measure also provides that the Secretary of the Department of Health, Education and Welfare can ban fuel or fuel additives harmful to human health or welfare or which impair the effectiveness of emission control devices. In addition, the bill tightens regulations governing pollution from stationary sources, and provides for citizens' suits in federal courts to enforce or require enforcement of any provision of this act.

BRAMAN RESIGNS

J. D. Braman, Assistant Secretary of Transportation for Urban Systems and Environment, has resigned from the post he has held for the past eighteen months. Braman, sixty-nine years old, is retiring, and his former assistant, Mike Cafferty, has been named acting Assistant Secretary. Conservationists feel that Braman is chiefly responsible for the recent improvement in the environmental record of the Department of Transportation. He was instrumental in rerouting or even scrubbing altogether highways imperiling the French Quarter of New Orleans and Franconia Notch in New Hampshire. DOT, under his influence, eventually reversed its position on the Everglades jetport, and recently championed the most ambitious Mass Transportation Act in the nation's history.

NOMINATIONS OPEN

The Nominating Committee urges Club members to suggest names of persons potentially qualified to serve on the Board of Directors. The Committee is looking for responsible, articulate members who have

taken an active interest in the Club, who would reflect the varying viewpoints of the membership, and who could work together toward the Club's goals.

Nominating Committee members are: Tony Ruckel, Chairman, Rocky Mountain Chapter; Dwight Steele, San Francisco Bay Chapter; Bruce Kennedy, Mother Lode Chapter; Virginia Prentice, Mackinac Chapter; Dick Searle, Angeles Chapter; and Walter Ward, Loma Prieta Chapter. Members who would like to suggest candidates should send their names and identifying comments to Chairman Tony Ruckel, 70 Clarkson St., #9, Denver, Colorado 80218.

NBC-TV SPECIAL

NBC-TV will present an environmental special, "The American Wilderness," on January 22, 1971. (For time of broadcast, consult regional TV listings.) The documentary will review conservation controversies including Okefenokee, Aravaipa Canyon, Yosemite, San Geronio, Boundary Waters, Eagle Cap Wilderness, Hells Canyon and French Pete.

HIGHWAY ACT

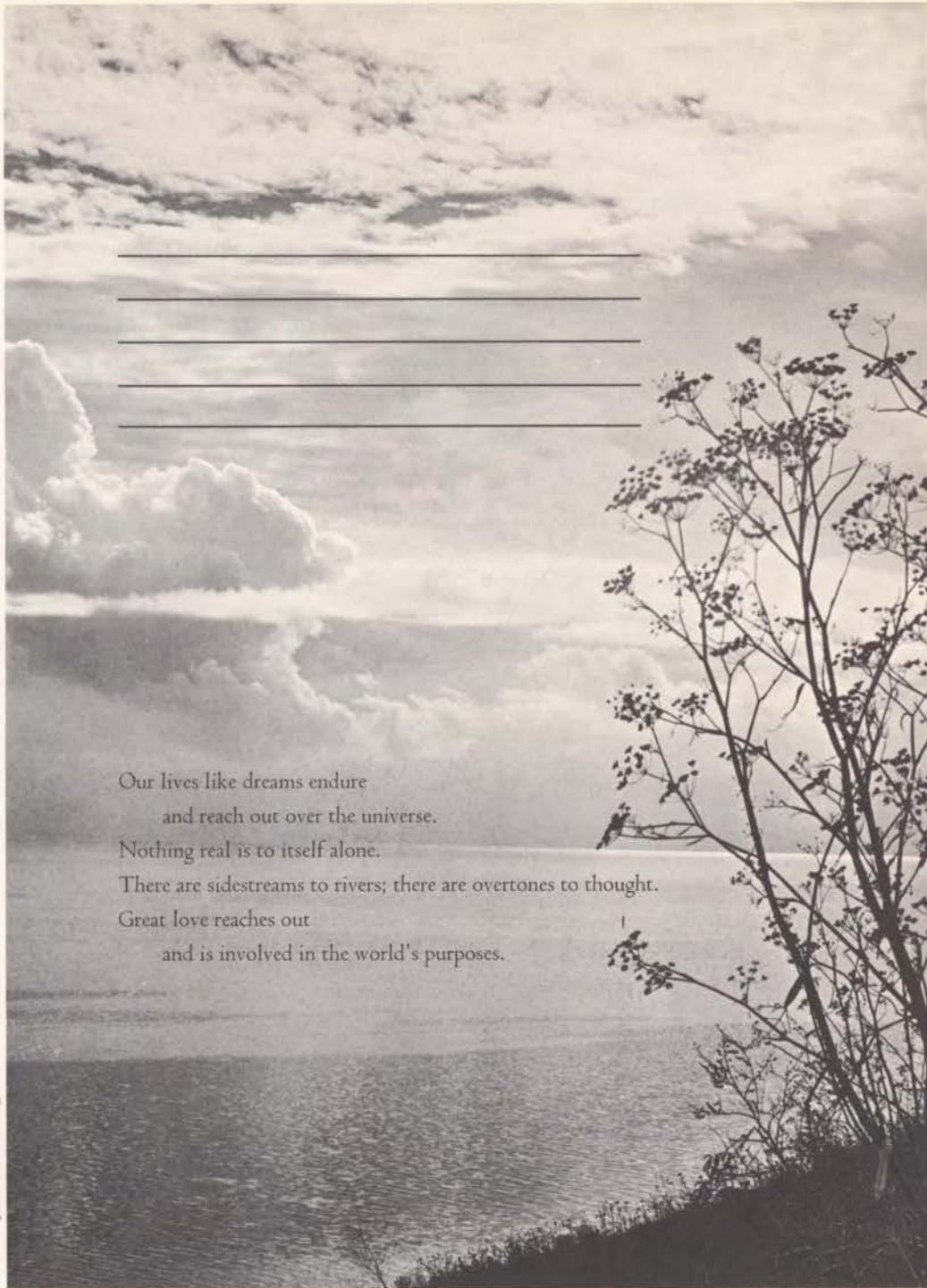
Prior to its election recess, the Senate unanimously passed S.4418, the Federal Aid Highway Act of 1970. Although a few amendments were made and accepted, the bill passed in essentially the same form as it was reported by the Public Works Committee. A major section of the bill establishes a federal aid urban system which is intended to oversee the construction and financing of highway systems within cities of more than 50,000 people.

The Senate-passed measure also requires that the Secretary of Transportation establish guidelines by 1972 for minimizing the social, environmental, and economic impact of highways. After 1974 he can no longer approve any project unless the 1972 guidelines are followed. Highway beautification sections were strengthened and financing made available from the Highway Trust Fund. The Senate bill also repeals a section of the 1968 Highway Act which specifically directed the District of Columbia to build certain portions of their interstate system, such as the controversial Three Sisters Bridge.

RANDALL HENDERSON

Randall Henderson, rugged mountain climber, journalist, founder and longtime editor of *Desert Magazine* died recently. He had served as an Honorary Vice President of the Sierra Club since 1947. His devoted energy in the field of conservation will long be remembered by Club friends, and by those who have found strength in his writings.

Use this card to tell someone they will receive a gift membership in the Sierra Club from you.



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 and is involved in the world's purposes.

Photo by Cedric Wright.

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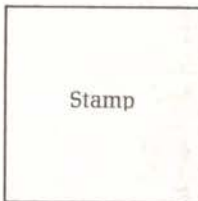
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TO:



Report of the Wilderness Classification Study Committee

by Francis Walcott, Chairman
James Eaton
Karen Harvey McClung
Richard Sill

The Wilderness Classification Study Committee, established in 1966, is the Club's wilderness watchdog. It plays an important role in conservation by organizing studies of potential wilderness areas and presenting testimony on them at public hearings, to insure that areas deserving wilderness status are given adequate consideration for reclassification, under the 1964 Wilderness Act. For the past four summers, the Committee, funded by grants from the Sierra Club Foundation, has sponsored field trips to Idaho, Montana, North Dakota and Wyoming wilderness.

The following report is the result of a year-long study on wilderness — our need for it, and what we must do to keep it. The report was approved in principle as Club policy by the Board of Directors in 1970.

I

The Need for Wilderness. Toward a New Land Ethic.

Rapidly increasing environmental pollution, uninhibited resource and land exploitation, and population growth threaten a livable environment on this planet. Resources, air, water and open space are finite. Man can no longer survive under the old land ethic, where he was instructed to be fruitful and to conquer the earth. A new land ethic is essential for man's survival, one in which man must love, respect and admire the natural world, one under which he has an obligation to protect nature and the earth from his own activities. Man's laws must adapt to this obligation, and he must adjust his way of life to live as a member of the land community, rather than as a

conqueror. When man seeks to introduce change, it must be studied carefully to make certain it will not upset the balance of forces that determine the ecosystem. Man must realize that each of his actions will affect countless other things, and have consequences far beyond those intended.

The new land ethic must be based on the concept that a thing is right when it tends to preserve the integrity, stability and beauty of the biotic community. It must encompass a broad spectrum of land use, from land devoted to the single-minded purposes of the city, to agricultural land, to producing forests, and finally to wilderness. Land use must rest on two cornerstones: that which is limited for the single-purpose needs of man in the city, and that which is preserved so that man's effects are those of a visitor who does not remain.

Man must begin to live within the limits of his renewable resources. The exploitation of nature for immediate economic gain runs counter to the new land ethic.

In the new land ethic, wilderness must be preserved

for its inherent value. Portions of the planet must be protected from man's impact, for the primary value of wilderness is the natural environment preserved within it.

II

Values and Purposes of Wilderness.

About 500 generations ago, man was a nomad in the wilderness, with only rare contact with large groups of other men. Wilderness is still part of man's biological need, for the time lapsed since then is too little for any significant changes to have occurred in his genetic makeup.

—It is essential that an adequate wilderness system be established and maintained if civilized man is to survive.

—Ultimately, a high quality of life, one that permits and encourages man to develop his highest virtues, calls for an unspoiled environment containing a significant amount of wilderness.

—Man should be welcome in any wilderness area only on the condition that he accepts it as wilderness and does not damage it, and only in such numbers as an individual area can withstand without noticeable impairment. Only recreational and scientific facilities compatible with preservation of an area should be allowed in any wilderness.

—Wilderness has other values, as well:

It protects wildlife. Human activity has placed enormous stress on many species of wildlife. Wilderness provides a natural habitat free from logging and other unwelcome, destructive human intrusions.

It provides scientific and educational information. The study of wilderness lands provides knowledge of the natural processes of land regeneration, biological balance, and the effects of man's interference with nature.

It affords human relaxation and enjoyment. Wilderness provides a refuge from urban harassment, deepens man's appreciation of his natural origins, and increases his understanding of the rigors faced by his pioneer forefathers.

It provides long-range economic and social benefits to urban communities. Wilderness provides watershed protection, helps to control floods, harbors plant life which generates oxygen, and provides other vital

services. Areas of little apparent economic value may actually be indispensable to the long-term stability of civilization.

III

The Quality of Wilderness: Management.

In order to maintain an adequate system of wilderness areas, including an essential part of the range of natural ecological systems and their natural environments, some minimum amount of management is needed. This includes modifying management of areas adjacent to, and especially upstream and upwind of, designated wilderness. Wilderness management must maintain the natural processes of biological selection, natural succession and autogenic change, erosion, growth, decomposition, predation, migration and fire with a minimum of human interference. For, one important purpose of wilderness is to serve as a biological reference.

Transition areas — those not suitable for wilderness status but adjacent to wilderness boundaries — could be established where recreation and limited commercial exploitation co-exist. In this way wilderness values could be effectively restored to a degree, without sacrificing any of the wilderness itself. In addition, we need areas not suited to wilderness that can meet recreational needs now placing too heavy demands on wilderness. This could include areas designated as Back Country Areas, Scenic Areas, Pioneer Areas, and the like. This would help prevent wilderness overuse.

Wilderness must be managed so that alterations of ecosystems are not due to man's influence. A lack of any management at all would result in the destruction of the wilderness resource for lack of physical protection. Management in the manipulative sense, however, is contrary to the objective of maintaining wilderness. Therefore, management must be minimal, unobtrusive and protective in nature. It should be noted that a decision not to manipulate is a management decision.

—Facilities should not exist solely for man's convenience, and none can be tolerated that will attract man into the wilderness for reasons other than appreciation of the wilderness itself.

—In the absence of a truly adequate wilderness system — and perhaps even with one — restriction on

entry may become necessary, and in some areas may be required very soon.

—Once admitted entry, a visitor should ordinarily experience no further restrictions on travel, because for man, wilderness values are those of isolation, contemplation and unprogrammed recreation. In certain cases, however, interior zoning restrictions may be necessary to protect a portion of wilderness from overuse.

IV

Quantity of Wilderness.

Not only must wilderness be of appropriate quality, but there must be enough of it.

—Some land which could otherwise qualify for wilderness status has suffered because of intrusions of a limited nature. Its integrity has been fractured in the recent past, perhaps by a jeep road or by a mining claim soon to be exhausted, or by some similar use in a portion of the area. This land can be termed "de-fracto wilderness;" it can recover naturally or be reclaimed by careful management to become wilderness once again. Other land once exploited, perhaps heavily, but since abandoned, it now rapidly returning to a wild state. This land is "feral land," and is already or soon will be valuable wilderness. Still other land, while not formally recognized as wilderness or given legal protection as such, is still unexploited and undamaged, and is, in fact, wilderness. This is "de-facto wilderness." All three are important, and none should be usurped for any use until carefully reviewed for existing or potential wilderness value.

—To achieve an adequate wilderness system, it is essential that administering government agencies adhere to the terms of the Wilderness Act. Congress should direct them to administer all Primitive areas, de-facto and de-fracto wilderness areas and feral lands in such a way that wilderness values may be maintained or restored. Where doubt exists, Congress should instruct administrators to view land as potential wilderness until it has been shown not to meet wilderness standards or is incapable of meeting them, unless some other use can be shown to be essential for the general welfare.

—While there is no precise means of specifying an adequate total amount of wilderness which should be

preserved, it can be suggested that within the forty-eight contiguous states the two extremes of land utilization — wilderness and total development — should be approximately equal. We can better evaluate how much wilderness we need by looking at how much has already been adopted for highly specialized, intensive and often single-purpose urban uses such as buildings, roads, parking lots, railroads and airports.

Within man's dominion balance between land reserved for, and land reserved from man's intensive use, cannot possibly be sustained without specific guidelines. Therefore, to assure that some balance will be preserved through time, a guideline might be that at least twice the area now devoted to the above-mentioned urban uses could be considered to constitute an adequate wilderness reservation. This area allows for some growth of man's current intensive land use, until he stabilizes in number and curtails his ecologically damaging activities.

—Regardless of total area, an adequate variety of wilderness types must be maintained. One objective of the wilderness system should be to preserve a sample of each major biologic community in the United States, as well as unique threatened communities. Such areas would be analogous to living museums of natural history.

V

Threats to Wilderness.

The forest products industry is attempting to usurp nearly all forest lands not now protected as wilderness; other developers are attempting to utilize nearly all other land not under some type of protection. Many federal agencies are not observing the letter and spirit of the Wilderness Act; public hearings are not being held on many areas that should be considered for reclassification or restoration as wilderness, or as newly designated wilderness areas. Management decisions that preempt later opportunities to include areas in the wilderness system are increasingly made. Unannounced decisions and confidential master plans not in the best interest of the public are common. Both the Executive branch and Congress do not seem sufficiently aware of the public's urgent feeling that these areas be made subject to complete hearings and given timely protection.

SIERRA CLUB 1970

New chapters, groups, growth and change

By Linda Billings

As another year of unprecedented membership growth closes, the Club has reached a new milestone: with the formation of the Delta Chapter, the Club is a truly national organization, with chapters covering every state in the nation. Since the Bulletin published a map showing chapter boundaries in April, 1969, five new chapters have formed: Uinta, New England, Delta, Joseph LeConte and Northern Rockies. Even more startling is the growth in the number of local groups within these chapters — now totaling almost ninety — double the number in 1969. These groups are becoming the local operating units within the Club. They are filling in chapter territories and reaching communities which in the past had not witnessed Sierra Club activity. Groups have even formed in two Canadian provinces, making the prospect of a "Sierra Club International" real.

The growth of chapters and groups over the years reflects a profound change in the Club's organizational structure. When it was founded in 1892, the basic units of organization were the Board of Directors, its Executive Committee, and various standing committees. This structure worked well for a membership that was largely concentrated in the area around San Francisco Bay. As Club membership spread throughout the state of California, however, it became desirable to adjust the organizational structure to bring activities closer to members. Following an amendment to Club by-laws to allow for chapters to be formed, the Angeles Chapter was chartered in 1911. The addition of further chapters was at first slow, with only eight added by 1950 — when the first chapter outside of California, the Atlantic Chapter, formed.

Since 1950, twenty-seven additional chapters have formed; the Club now has thirty-three chapters, covering the entire country. This growth rate matches that of the Club's membership, which began a sharp rise in the mid-1950s from about 10,000 to nearly 35,000 in 1965. In 1968 Club membership grew by 12,703; in 1969, 16,842, and in 1970 an estimated 26,341 will have joined, bringing the total to 113,416 members.

As chapters grew in number, it was important to bring them together and integrate them into the Club policy-making process. The answer was the Sierra Club Council, formed in 1956, composed of repre-

sentatives from each chapter and specified Club committees. Meeting concurrently with the Board of Directors, the Council makes recommendations to the Board on matters affecting internal organization, including the admission of chapters. The Council also publishes handbooks and other aids for chapters and groups; and it encourages inter-chapter communication, sponsoring biennial Information and Education Conferences.

In another major change, the Board of Directors recently broadened its membership to include six appointed Vice-Presidents. These Vice-Presidents are *ex officio* although non-voting members of the Board and Executive Committee. Chosen from different parts of the country, they will act as advisors and public spokesmen for the Club.

Standing committees are still important parts of Club structure; today, their main function is to provide advice and managerial assistance to Club leaders. Some committees, such as the Outing and Publications Committees, are relatively autonomous and manage complex programs with large budgets. Some standing committees, such as Conservation, have been discontinued, since their functions have been assumed by chapters, groups and staff across the country. New standing committees have recently formed to meet emerging needs, such as the Film and Public Information Committee and the History Committee.

While following certain guidelines, chapter and group organizational structures vary, as leaders in different areas experiment to find approaches that work best in each part of the country. Both chapters and groups are regional organizations, although chapters have clearly defined boundaries, while groups often do not. A group's territory often is the area around the city where its leaders and active members live. Typical of this pattern are the Northeast (Cleveland), Central (Columbus), and Southwest (Cincinnati) groups of the Ohio Chapter. In contrast, a group with a clearly defined boundary is the Maine Group of the New England Chapter.

Chapter organization operates mainly through its committee system — such as the executive, conservation, and outing committees. Committees plan, coordinate and lead volunteer activity. Some chapters have "sections," which draw members together for particular activities, such as rock climbing, or provide

a focal point for activities of various age groups, such as high school and college students.

Groups are subdivisions of a chapter, and derive their authority from the chapter. They enable persons from a community to meet together to form the personal associations so vital to Club efforts. When a group within a territory of a large chapter reaches sufficient membership and organizational strength, it may apply for chapter status. In fact, this is the usual pattern by which chapters form.

Groups, however, form in various ways. Three patterns are currently evident. Some groups form as a result of chapter initiative. For example, the Lone Star Chapter formed many groups (it now has six) through the work of a committee created specifically for this purpose. Recently, the Angeles Chapter announced plans to establish a similar committee. The Mackinac Chapter held a series of public membership meetings in various parts of Michigan to encourage members there to organize into permanent groups. Groups also have formed when a member who has been active in a chapter or group moves to a new locale and starts a group there.

But, most surprising has been the number of groups that have formed spontaneously. Aided by the current popular interest in ecology, the words and actions of the Club have spread across the country. Increasingly, people approach Club offices and chapter leaders, seeking assistance in forming a group in their own community or state. Motivations vary, but often local members want a group to help focus public attention on a particular environmental problem — a proposed dam, power plant, dredging threat, or pollution problem.

However a group is formed, the role of the chapter is important in providing guidance and assistance, and in integrating the new group into Club-chapter organization. For example, the Rocky Mountain Chapter's Executive Committee has responded to interest in forming new groups in its extensive territory by sending chapter representatives to group meetings. The Mackinac Chapter recently sponsored a workshop on group operation, and the Atlantic Chapter holds annual leadership conferences to aid group leaders. Other chapters, such as the Pacific Northwest, place group representatives on their Executive Committees and hold meetings in the cities where groups are located. The Angeles and Los Padres Chapters have formed councils which include representatives of regional groups. Chapter newsletters also provide valuable assistance, publicizing the activities of existing groups and notifying members interested in forming new groups.

Perhaps the most important aspect of chapters and groups is that they are the Club's grass-roots link with the public. Some hold monthly membership meetings open to the public, with speakers and film programs. Others have organized speaker bureaus and present programs to community groups. Many chapters and groups publish excellent newsletters, which carry articles on local conservation campaigns, as well as scheduled activities. A few have opened community conservation centers, either with their own resources or in cooperation with other environmental organizations. Very often, it is at the group level that the nuts-and-bolts work of a conservation campaign is carried out — providing manpower to gather data, prepare law suits, testify at public hearings, influence public officials, and generate the enthusiasm and dedication that will carry to state and national levels, attracting support for our cause.

The Club's conservation activities now form a highly complex fabric of concerns: urban and wildlands, running through local, state and national levels and involving volunteers, professionals, and staff. Chapters and groups centered in metropolitan areas have played a major role in shifting a portion of the Club's conservation concerns to the environmental problems of urban areas, such as air and water pollution, population growth and open space preservation. Groups in smaller communities provide a link between urban and wildland conservation concerns, often involved as they are in campaigns to preserve wilderness areas, parks, and wild and scenic rivers. Here, the outing program can and does play an important role by bringing members together and familiarizing them with areas that deserve protection.

It is often at the group level that a conservation issue is first recognized, and then brought to the attention of the chapter and to the Board of Directors, possibly to become one of the Club's priority campaigns nationally. The process is reversed, though, when appeals go out from the Club's national offices to chapter and group leaders to "activate telephone chains and get wires into Washington!"

The key element in this complex structure, besides funds, public support and staff, is an informed, active membership. The following map outlines the location of current chapters and groups. For information on the one nearest you, write the Club offices at 1050 Mills Towers, San Francisco, California 94104.

Miss Billings is an Assistant to the Executive Director of the Sierra Club, and handles matters pertinent to the Club's internal organization.

The Geography of Growth



Note: The Florida Group has applied for chapter status; a chapter application is expected soon from the states of Georgia and Alabama. Dots represent centers of Club activity.

MAPS BY DANIEL GRIDLEY

Club chapters are listed below alphabetically, including the year of formation, description of boundaries, total number of members as of October 1, 1970, and groups within each. (Note: Groups are listed by the name they use, and in most cases do not have formal boundaries.)

- Alaska** (1968)—State of Alaska. 381 members. Groups: Fairbanks, Juneau, and Sitka.
- Angeles** (1911)—Los Angeles and Orange counties, California. 15,784 members. Groups: Long Beach, Orange County, Palos Verdes, Pasadena, Rio Hondo, San Fernando Valley, West Los Angeles and East San Gabriel Valley.
- Atlantic** (1950)—States of Connecticut, New Jersey, New York, and Pennsylvania. 10,447 members. Groups: Allegheny, Central Pennsylvania, Connecticut, Eastern Pennsylvania, Finger Lakes, Mid-Hudson, New York, Niagara, North Jersey, Ontario, and South Jersey.
- Cumberland** (1969)—States of Kentucky and Tennessee. 689 members. Groups: Nashville.
- Delta** (1970)—States of Louisiana and Mississippi. 397 members. Groups: Baton Rouge, and Lafayette.
- Grand Canyon** (1966)—State of Arizona. 824 members. Groups: Rincon.
- Great Lakes** (1959)—States of Arkansas, Illinois, Indiana, Iowa, and Missouri. 3,258 members. Groups: Missouri, Prairie, and Iowa.
- Hawaii** (1968)—State of Hawaii. 360 members. No groups.
- John Muir** (1963)—State of Wisconsin. 1,076 members. Groups: Southeast.
- Joseph LeConte** (1970)—States of North Carolina and South Carolina. 412 members. No groups.
- Kern-Kaweah** (1952)—Kings and Kern counties, and a portion of Tulare County within Sequoia National Park, California. 786 members. Groups: Kaweah.
- Loma Prieta** (1933)—San Benito, San Mateo, Santa Clara, and Santa Cruz counties, California. 13,753 members. Groups: Peninsula and Santa Cruz.
- Lone Star** (1965)—State of Texas. 1,840 members. Groups: Austin, Houston, North Texas, El Paso, and San Antonio.
- Los Padres** (1952)—Santa Barbara and Ventura counties, California. 1,889 members. Groups: Arguello, Conejo, and Sespe.
- Mackinac** (1967)—State of Michigan. 1,477 members. Groups: Alma, Central Michigan, Flint, Huron Valley, Kalamazoo, Saginaw Valley, and West Michigan.
- Mother Lode** (1939)—Shasta, Tehama, Glenn, Butte, Colusa, Sutter, Yuba, Yolo, Sacramento, Amador, San Joaquin, Calaveras, and Stanislaus counties; portions of Sierra, Nevada, Placer, El Dorado, Alpine, Tuolumne, Siskiyou, and Solano counties, California. 4,459 members. Groups: Delta, Shasta, Yahi, and Yokut Wilderness.

- New England** (1970)—States of Maine, Vermont, New Hampshire, Massachusetts, and Rhode Island. 2,913 members. Groups: Eastern Massachusetts, Maine, Western Massachusetts, Rhode Island and Twin State.
- North Star** (1969)—State of Minnesota. 1,455 members. No groups.
- Northern Rockies** (1970)—States of Idaho, Montana, and Eastern Washington (Ferry, Stevens, Pend-Oreille, Spokane, Whitman, Garfield, and Asotin counties). 443 members. Groups: Middle Snake, Montana, Pullman, and Spokane.
- Ohio** (1969)—State of Ohio. 1,689 members. Groups: Central, Northeast, and Southwest.
- Pacific Northwest** (1954)—States of Oregon and West and Central Washington and Canadian provinces of British Columbia and Alberta. 3,151 members. Groups: British Columbia, Columbia, Eugene, Klamath, Puget Sound, and Rattlesnake Hills.
- Redwood** (1958)—Del Norte, Humboldt, Trinity, Mendocino, Lake, Sonoma, and Napa counties; portions of Solano and Siskiyou counties, California. 1,532 members. Groups: North.
- Rio Grande** (1963)—State of New Mexico. 757 members. Groups: Gallinas, and Mesilla Valley.
- Riverside** (1932)—San Bernardino and Riverside counties, California. 1,185 members. No groups.
- Rocky Mountain** (1965)—States of Colorado, Kansas, Nebraska, North Dakota, Oklahoma, South Dakota, and Wyoming. 1,713 members. Groups: Black Hills, Boulder, Kansas, Oklahoma, Pikes Peak, and Wyoming.
- San Diego** (1948)—San Diego and Imperial counties, California. 2,793 members. No groups.
- San Francisco Bay** (1924)—Marin, Contra Costa, Alameda, and San Francisco counties, California. 23,513 members. Groups: City College.
- Santa Lucia** (1968)—San Luis Obispo County, California. 312 members. No groups.
- Southeast** (1968)—States of Alabama, Delaware, Florida, Georgia, Maryland, Virginia, West Virginia, and District of Columbia. 3,437 members. Groups: Florida (which has four units), Georgia, Greater Baltimore, West Virginia, Delaware, and Birmingham.
- Tehipite** (1953)—Mariposa, Madera, Merced, and Fresno counties and portions of Tulare and Tuolumne counties, California. 691 members. Groups: Merced.
- Toiyabe** (1957)—Modoc, Lassen, Plumas, Mono, and Inyo counties; portions of Sierra, Nevada, Placer, El Dorado, and Alpine counties, California; and the State of Nevada. 688 members. Groups: Las Vegas, Piñon, and Yamani.
- Uinta** (1969)—State of Utah. 337 members. No groups.
- Ventana** (1963)—Monterey County, California. 1,495 members. No groups.

WASHINGTON REPORT

Can Smokey Bear change his personality through self-analysis or group therapy? Will a massive transfusion of dollars bring him abreast of the real world? Or is some more drastic procedure required?

These questions, admittedly facetious, spring from review of recent reports, both outside of and within the Forest Service, concerning the agency's present and future practices and policies in relation to environmental needs of the 1970s. The analyses of Forest Service deficiencies may be an inadvertent spin-off from the controversial National Timber Supply Act, which brought attention to harvesting of timber as the overriding use of publicly owned forest land. Debate over timber supply spotlighted the fact that vaunted multiple-use concepts were more myth than reality.

Whatever the genesis of the appraisals, much soul-searching has come from within the Forest Service itself. Indeed, Chief Forester Edward Cliff has been most outspoken on the need for change. Said Cliff: "Our programs are out of balance to meet public needs for the environmental 1970s and we are receiving mounting criticism from all sides. Our direction must be and is being changed."

Cliff believes the needed reorganization can be achieved with more money and more people in Forest Service programs. "If the Forest Service receives no increases in funding, reprogramming will be necessary, meaning a reduction in our timber sale activities, in order to have a better balance in our programs," he added. Balance would mean greater emphasis on wildlife, watershed, recreation and esthetics.

"The public is increasingly unhappy with us," Cliff declared. Some of that unhappiness was delineated in the report on Bitterroot National Forest issued in mid-November by a select committee of the University of Montana. Dean Arnold W. Bolle of the university's School of Forestry headed the committee, set up nearly one year ago at the suggestion of Senator Lee Metcalf. The Senator expressed concern over Forest Service clear-cutting practices and urged study by an outside professional group.

"The Bitterroot is a typical mountain timbered valley and results of such a study might well be extended to recommendations national in scope," Met-

calf said when he proposed the study.

The Montana University committee issued a devastating statement of findings which lists fifteen Forest Service shortcomings, including: "Multiple use management, in fact, does not exist as the governing principle on the Bitterroot National Forest.

"Quality timber management and harvest practices are missing. Consideration of recreation, watershed, wildlife and grazing appear as afterthoughts."

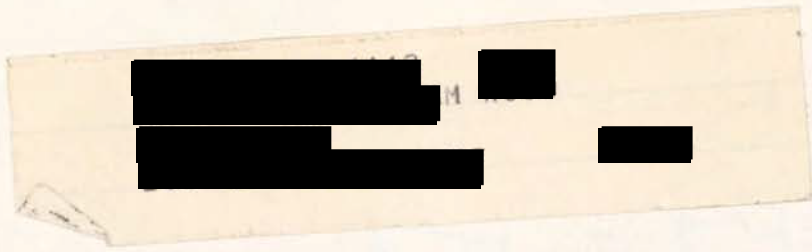
"The management sequence of clearcutting-terracing-planting cannot be justified as an investment for producing timber on the Bitterroot National Forest. We doubt that the Bitterroot National Forest can continue to produce timber at the present harvest level."

The University committee said there is widespread existence throughout the Forest Service of "an implicit attitude" that "getting the logs out comes first." That attitude is fostered by pressure from many sources, including industry, local communities, Congress and Presidential directives. But, it was reported, the basic cause is sustained yield timber management as "the core of forestry professionalism, the central tenet of professional dogma."

"We found much evidence that a major element in the Bitterroot controversy was just this professional dogma," the committee said. "Productivity, we learned time and again, meant maximum physical production of sawlogs. Much timberland was being harvested ostensibly to 'get it into production.' The idea that a scraggy stand of overmature timber could and does provide other values was alien and largely absent from the thinking of most of the professional foresters we encountered: this in spite of their lip service to multiple use. Certainly the idea that clear-cutting a forest to 'get it into production' is similar to military rationale of destroying a town to save it."

The Montana report, coupled with Chief Cliff's own questioning of future directions, indicates the need for a probe of federal land management practices and objectives, by a committee of Congress as an oversight function or by a special commission established to shed light on how the public's forests can best be used for the public good. There has been no such assessment for nearly fifteen years.

— W. Lloyd Tupling



White ibis with alligators. Photograph by Patricia Caulfield.



From the Sierra Club Exhibit Format book *Everglades*.