$2.50

National Parks

The Magazine of
The National Parks
And Conservation
Association

JANUARY/FEBRUARY 1997

Elwha Dams Debate

Heroes of Hatteras

Sea Turtles

Ice Fishing in the Parks

Sacred Spaces

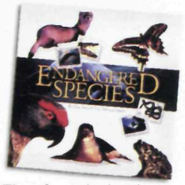






THE FLORIDA PANTHER IS IN DANGER OF BECOMING EXTINCT. AND ITS HABITAT KEEPS GETTING SMALLER. LESS THAN 60 ADULT PANTHERS ARE BELIEVED TO BE LIVING IN THE SUBTROPICAL SWAMPS AND FORESTLANDS OF SOUTHERN FLORIDA. NOW THE U.S. POSTAL SERVICE IS HELPING TO RAISE AWARENESS OF THE PLIGHT OF THE FLORIDA PANTHER AND 14 OTHER SPECIES WITH OUR

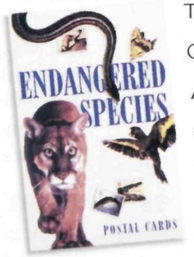
Show you care with the Endangered Species Stamp Pane.



The softcover book makes a great gift.

LESS THAN 60 LEFT IN THE EVERGLADES. WE'VE HONORED THEM WITH A STAMP.

FIRST SET OF PHOTOGRAPHIC STAMPS—THE ENDANGERED SPECIES COLLECTION. USE THEM TO MAKE OTHERS AWARE OF ENDANGERED WILDLIFE. AND SAVE THE LIMITED-EDITION COLLECTIBLES AS A POWERFUL WAY TO SHOW YOUR CONCERN FOR THESE ANIMALS.



This book of Postal Cards with pre-paid postage can be mailed or framed.

CALL 1 800 STAMP-24 FOR THE ENDANGERED SPECIES COLLECTION AND SHOW YOU CARE.

UNITED STATES POSTAL SERVICE®

THE ENDANGERED SPECIES STAMPS WERE PHOTOGRAPHED BY JIM BALOG USING A MAMIYA 645PRO AND MAMIYA SEKOR LENSES. http://www.stampsonline.com








National Parks

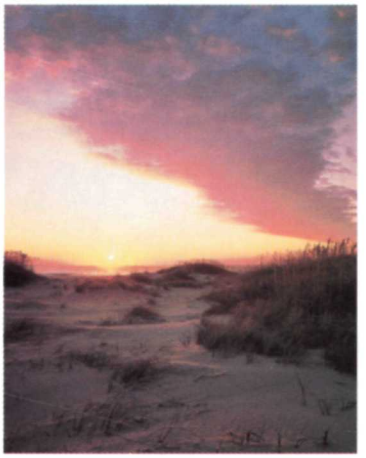
Vol. 71, No. 1-2
January/February 1997

The Magazine of the National Parks and Conservation Association

PAGE 30
C. ALLAN MORGAN

FEATURES

National Parks (ISSN0276-8186) is published bimonthly by the National Parks and Conservation Association, 1776 Massachusetts Avenue, N.W., Washington, DC 20036. Single copies are $2.50. Title registered U.S. Pat. and TM office, ©1997 by NPCA. Printed in the United States. Periodicals postage paid at Washington, D.C. Articles are published for educational purposes and do not necessarily reflect the views of this association. POSTMASTER: Send address changes and circulation inquiries to: *National Parks*, 1776 Massachusetts Avenue, N.W., Washington, DC 20036. USA Newsstand Disbribution by Eastern News Distributors, Inc., 2020 Superior Street, Sandusky, OH 44870.



COVER: Sunrise at Cape Hatteras National Seashore, a sea-turtle nesting spot as well as the site of a historic rescue. Photograph by Larry Ulrich.

RAYMOND GEHMAN

The newest park, Tallgrass Praire National Preserve. PAGE 12

DEPARTMENTS

Looking Ahead

The 105th Congress will have the opportunity to recommit to more than two decades of protection.

DUPONT PHOTOGRAPHERS

Will Rogers was a hero for my dad, and for a lot of people who grew up in his times—not easy times. So, when actor James Whitmore did Will Rogers at Ford's Theatre (a national park unit), my wife and I took my father to see the one-star show.

Rogers, we were reminded, loved to pan Congress ("We have the best Congress money can buy." "I don't make jokes; I just watch the government and report the facts."), and his words seem as relevant to today as to the Twenties and the Depression era.

What Rogers failed to address were the environmental problems caused by polluters of his time. During the Twenties and Thirties, air was choked by unfiltered stacks belching gritty coal smoke, rivers and streams were clogged by raw sewage and untreated chemicals and metals. Today, thank goodness, we have laws such as the Clean Air and Water acts to protect the air we breathe and the water we drink and the parks that we all enjoy.

During the next session of Congress, the Clean Air Act comes up for reauthorization. Representatives will have the opportunity to recommit to—or retreat from—more than two decades of protection afforded by this act. The 105th Congress also will face important transportation issues and business left unfinished by its predecessors, such as reauthorization of the Endangered Species Act and park funding reform—all part of the national parks' urgent needs.

Without clean air, preservation, species protections, and transportation legislation governing these issues, for example, Smoky Mountains National Park would not survive as we know it. Air pollution is killing off whole species of trees and the countless plants and animals that depend on them. And developers constantly push to cut through and surround the park with unneeded roads—roads that would fall to the National Park Service to maintain.

We expect powerful forces to weigh in on these issues with unmatchable money, unparalleled media "spin," and unrelenting congressional insiders pitted against the environment. Although it is very comforting to know that we passed the Omnibus Parks and Public Lands Management Act of 1996 in the 104th Congress and as a nation are the richer in character for it, we need to realize that tougher challenges loom on the horizon.

We must now prepare, and, as Will Rogers would caution, remember to have hope and humor.

Paul C. Pritchard

National Parks

PUBLISHER: PAUL PRITCHARD
EDITOR-IN-CHIEF: LESLIE HAPP
MANAGING EDITOR: LINDA M. RANCOURT
NEWS EDITOR: KIM A. O'CONNELL
ASSISTANT EDITOR: M. KATHERINE HEINRICH
DESIGN CONSULTANT: SUE E. DODGE

NATIONAL ADVERTISING OFFICE
SARAH WEES: Advertising Coordinator
AdvNPmag@aol.com

ADVERTISING REPRESENTATIVES
COLE & ASSOCIATES ADVERTISING REPRESENTATIVES
JEFFREY COLE
New York, N.Y. (212) 628-4515

WESTERN MEDIA REPRESENTATIVES
STUART KESSEL & PAUL CONSER
Encino, Calif. (818) 906-1816

NATIONAL PARKS
1776 Massachusetts Avenue, N.W., Washington, DC 20036
(202) 223-6722; editorNP@aol.com

The Audit Bureau · PRINTED WITH SOY INK

PRINTED ON RECYCLED PAPER

ABOUT NPCA

WHO WE ARE: Established in 1919, the National Parks and Conservation Association is America's only private, nonprofit citizen organization dedicated solely to protecting, preserving, and enhancing the U.S. National Park System.

WHAT WE DO: NPCA protects national parks by identifying problems and generating support necessary to resolve them. Through its efforts, NPCA has developed a base of grassroots support that has increased effectiveness at local and national levels.

WHAT WE STAND FOR: NPCA's mission is to protect and improve the quality of our National Park System and to promote an understanding of, appreciation for, and sense of personal commitment to parklands.

HOW TO JOIN: NPCA depends almost entirely on contributions from our members for the resources essential for an effective program. You can become a member by calling our Member Services Department. The bimonthly *National Parks* magazine is among the benefits you will receive. Of membership dues, $3 covers a one-year subscription to the magazine.

EDITORIAL MISSION: The magazine is the only national publication focusing solely on national parks. The most important communication vehicle with our members, the magazine creates an awareness of the need to protect and properly manage the resources found within and adjacent to the national parks. The magazine underscores the uniqueness of the national parks and encourages an appreciation for the scenery and the natural and historic treasures found in them, informing and inspiring individuals who have concerns about the parks and want to know how they can help bring about improvements to these irreplaceable resources.

MAKE A DIFFERENCE: A critical component in NPCA's park protection programs are members who take the lead in defense of America's natural and cultural heritage. Park activists alert Congress and the administration to park threats; comment on park planning and adjacent land-use decisions; assist NPCA in developing partnerships; and educate the public and the media about park issues. The Park Activist Network is composed of three groups: Park Watchers, park activists, and park support groups. For more information on the activist network, contact our Grassroots Department, extension 221. NPCA's success also depends on the financial support of our members. For more information on special giving opportunities, such as Partners for the Parks (a monthly giving program), Trustees for the Parks ($1,000 and above), bequests, planned gifts, and matching gifts, call our Development Department, extension 146.

HOW TO REACH US: By mail: National Parks and Conservation Association, 1776 Massachusetts Avenue, N.W., Washington, DC 20036; by phone: 1-800-NAT-PARK; by e-mail: natparks@aol.com or npca@npca.org; on America Online: keyword PARKS; and http://www.npca.org/ on the World Wide Web.

EDITOR'S NOTE

Water World?


VICKI PARIS

Last month, scientists revealed the startling presence of a huge, frozen lake on the dark side of the moon. Wow! Charging through the newspaper account, I was caught up short by paragraph three: "...if the discovery is confirmed, it would make the site 'possibly the most valuable piece of real estate in the solar system,'" according to one researcher. Can luxury condominiums be far behind?

Actually, the scientists' vision is decidedly less swank: They're thinking more along the lines of a filling station and maybe a power plant for our latter-day Buck Rogerses. We uncover a rare, wondrous geologic feature and, hey—let's exploit it!

I'm being cynical? Sure. But look at our record here on Mother Earth: Dammed up, dumped in, diverted, dredged, drained, desalinated, depredated—there are few indignities we haven't visited on our own aqueous resources.

This issue of *National Parks* is steeped in water, from the emasculation and hoped-for remediation of Olympic National Park's Elwha River to development on fragile barrier islands and its impact on endangered sea turtles. We also explore some gentle ways to enjoy our precious H_2O—ice fishing in national parks, and snorkling at—whoops! Can't give away the answer to our "You Are Here" quiz.

Informed, concerned citizens are what's needed to ensure that "Crater Lake Estates" never rises off of the blueprint—either on this planet or on our closest neighbor. So wade on in—the water's fine.

Leslie Happ, Editor-in-Chief

There's a world of winter sports out there. And one jacket that fits them all.

L.L. TESTED

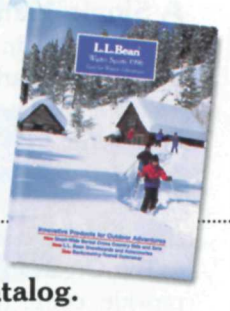
The real test of this L.L. Bean All Conditions Fleece Jacket lies in its versatility. It can be worn alone to block the wind and the cold, or zipped into our All Conditions Parka to create a warm lining. Either way, our testers agree that this is the one jacket to reach for, no matter how you plan to spend your day.

- **Double-faced Polartec® fabric** gives you double the comfort. The smooth fleece exterior is both water- and wind-resistant. The thick inside pile traps air for insulation, yet wicks away perspiration.
- **Durable water-repellent finish** keeps you dry when you're in a light rain or mist.
- **Underarm ventilation zippers** let heat out so you can regulate your body temperature.
- **Extra nylon protection** at elbows and shoulders resists the wear and tear that goes with carrying your gear.

Men's Item #DA19494
Women's Item #DA19495

Call for your FREE L.L. Bean catalog today.

1-800-829-4288



❑ **Please send me my FREE L.L. Bean Winter Sports catalog.**

Name_____

Address_____

City_____ State_____ ZIP_____

Clip and mail to: L.L. Bean, Casco Street, Freeport, ME 04033 4368140

L.L.Bean®

Casco Street, Freeport, ME 04033

Visit our Internet site at http://www.llbean.com

Mixed Emotions, A Single Mandate, Park Privatization, Mixed Messages

Mixed Emotions

My wife and I experienced mixed emotions when we read about the fund-raising campaign that ensured that a rare collection of Nez Perce artifacts will remain at Nez Perce National Historical Park in Idaho [NPCA Notes, July/August 1996].

Upon reading of the agreement between Nez Perce leaders and the Ohio Historical Society, the owners of the collection, our thoughts were, "Isn't that nice that a rare collection of Nez Perce artifacts loaned by the Ohio Historical Society will remain with the Nez Perce National Historical Park!" Then we read that a lawsuit was averted when Nez Perce leaders agreed to pay $608,100 to purchase the collection. We were angered that the Ohio Historical Society would even ask for money, angered that they had only loaned the collection instead of giving it to its rightful owners.

Corporations, foundations, and schoolchildren have contributed toward the purchase of this collection. The good people of Ohio ought to demand that the historical society do the decent thing and give the collection to Nez Perce National Historical Park.

Daniel P. Starnes
Atlanta, GA

A Single Mandate

I enjoyed Robin Winks' discussion of the National Park Service mandate, as outlined in the Organic Act [Forum, "Dispelling the Myth," July/August 1996]. I fully agree with his many points; however, I believe he missed a significant one in his article.

The Organic Act not only does not provide conflicting mandates, as he stated; it does not provide plural mandates at all. Congress has given the Park Service one single mandate, albeit a qualified and complex one, in the Organic Act. The charge is to preserve and protect and to provide opportunity for enjoyment in such a manner as to leave those resources unimpaired.

This is one mandate, and there is no room for discussion of conflicting mandates. They simply do not exist. There may be more than one *goal*, as he states in his examination, but those goals are framed within the language of a single charge.

Not only are these clauses not in conflict, they are all essential to one another. We have all heard that "people only protect what they love, they only love what they know, and they only know what they are taught." Without the opportunity to enjoy our national parks, we will never know them, love them, or protect them.

Winks correctly chides managers who feel confused. The Organic Act is clear, and the Redwood Act Amendments enhance the value of that protection above all other goals. While managers may not see a clear route between their situation and their mandate, none should be hesitant about the nature of that mandate.

John Donahue
Superintendent,
George Washington Birthplace NM
Thomas Stone NHS
Warsaw, VA

Park Privatization

Carol Estes' Forum, "Trading Park Futures" [September/October 1996], shortchanges "free-market environmentalism," a concept with roots in the management of natural resources. Monopolies use natural resources at the socially optimal rate, but there are critical differences in how national parks are valued relative to fisheries and forests. These differences are why NPS should avoid privatizing the parks.

The concept of externality is central to understanding the conflicts that arise between environmentalists and businesses. The proposed Noranda mine adjacent to Yellowstone National Park is a good example. If Noranda were given complete control over the park (which would be a source of revenue) and mine site, it might choose not to mine or to increase safeguards since it would then take account of the potential impact and danger to the park.

Further, monopolists use resources, whether exhaustible or renewable, at the socially optimal rate. Competition results in overharvesting or overconsumption. If fishing licenses did not limit the number of fish per person per day, the population would be decimated. Similarly, overcrowding is harming the national parks, putting their resources under pressure.

A monopoly would take account of the effects on other areas and uses of a park, slow the utilization of resources—thereby preserving them better for future generations—and put the resources to their most efficient use. If a park is particularly suited for research, the corporation would sell research rights to universities and lower the public admission price. Visitors would have a less enjoyable experience, but all in all, society would be better off because of the value of the research.

The problem with this last argument is that the value of our national parks is greater than the visitor fees collected by NPS. Each of us would gladly pay $1 per year to maintain the beauty of Yosemite, even though most of us have never been there. Yet, logistically, no corporation could collect such a fee. Furthermore, research would become partisan when run by a corporation.

In addition, each park has greater value because it is part of a system. The National Park System is more valuable than the sum of its parts because the system has integrity and coherence.

Perhaps we need to press for the Park Service to adopt some corporate solutions and management styles, such as

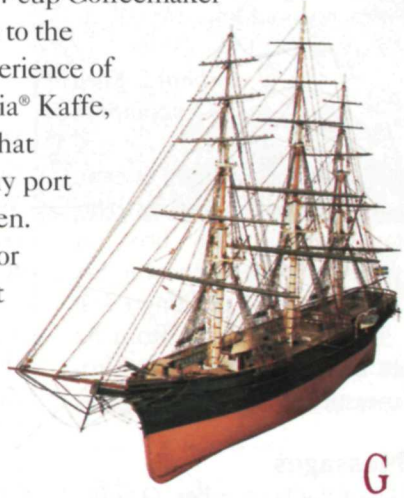
ANSWER TO "YOU ARE HERE"

Biscayne National Park, Florida

A regal bribe to induce you to try the coffee favored by kings.

Victor Th. Engwall

Here's a gift—a 4-cup Coffeemaker to introduce you to the magnificent experience of drinking Gevalia® Kaffe, an experience that began in the tiny port of Gävle, Sweden. For it was here, in 1853, that Victor Th. Engwall established an import company dedicated to bringing the finest coffee in the world to his fellow Swedes—Europe's most passionate coffee lovers.



Over the years, Engwall's descendants became obsessed with creating the perfect cup of coffee. Using the world's most prized Arabica beans, generations of Engwalls diligently roasted and blended, tasted and tested, until they achieved a most singular coffee, indeed.

They say one chilly day, King Gustav V stopped in Gävle and tasted Gevalia Kaffe. So enchanted was he that he appointed Gevalia Kaffe purveyor to the Royal Court of Sweden.

Today, this remarkable coffee—a blend of up to 6 varieties of Arabica beans—has become Sweden's most popular coffee. And now, we'll thank you for trying Gevalia Kaffe by sending you a 4-cup Coffeemaker in your choice of green, white, or black. Gevalia Kaffe comes in half-pound, vacuum-sealed foil pouches to preserve freshness, and is available in Traditional Roast Regular or Naturally Decaffeinated, whole bean or ground. To obtain a trial supply of Gevalia Kaffe, send us this coupon or credit card customers may call us at **1-800-GEVALIA** (1-800-438-2542).

GEVALIA® KAFFE

Imported by Victor Th. Engwall & Co.

☐ ***Ja.*** Yes, I'd like to try one pound of Gevalia Kaffe for $10.00, including shipping & handling, and receive with it the 4-cup Automatic Drip Coffeemaker in my choice of 3 elegant colors (retail value $39.95) as a free gift. Please send Gevalia Kaffe–two 1/2 lb. packages of the type(s) indicated below–with the understanding that I will receive additional shipments approximately every six weeks, plus a special holiday shipment. I may cancel at any time after receiving my introductory shipment without obligation to accept further shipments.

Check Coffeemaker color:
☐ Green (EG) ☐ White (WH) ☐ Black (BL)

Check One: ☐ Whole Bean (1) ☐ Ground (2)

Select one of the following choices of roasts:
☐ A. 1 lb. Traditional Roast Regular
☐ B. 1 lb. Traditional Roast Decaf.
☐ C. 1/2 lb. Traditional Roast Regular and 1/2 lb. Decaf.

Charge the amount to my:
☐ VISA ☐ MasterCard
☐ American Express Card ☐ Discover Card

Credit Card Number: _____

Exp. Date _____ / _____

☐ **Enclosed is my check payable to Gevalia Kaffe for $10.00.**

Please sign here: _____

CODE: 984138

Name _____

Address _____

City _____ State _____ Zip _____

Phone ( ) _____
Area Code

Mail to:
Gevalia Kaffe
P.O. Box 11424
Des Moines, IA 50336-1424

Or for Credit Card orders, call
1-800-GEVALIA
(1-800-438-2542)

HOW THIS SERVICE WORKS: 1. You must be pleased with Gevalia Kaffe or you may cancel and keep the free Coffeemaker. **2.** If pleased, do nothing and a shipment of four 1/2 lb. packages (2 lbs. total) of the type(s) you selected will be shipped to you approximately one month later. You will then receive the same shipment once every 6 weeks. Once eligible, each year you will also receive a special holiday shipment of Gevalia Kaffe. You will be notified in advance with details of this special shipment and its seasonal price; you may cancel any shipment you do not wish to receive. **3.** You will be billed only $4.95 per 1/2 lb. package of Gevalia Kaffe Regular and $5.75 per package for Decaffeinated plus an added shipping and handling charge. Coffee prices are subject to change. **4.** You may pay upon receipt of each shipment or for those using credit cards, subsequent shipments will be conveniently billed to your card. **5.** You may change the frequency, quantities or types of Gevalia Kaffe you receive, or cancel the arrangement at any time. Shipments may be returned at our expense. **6.** Offer is subject to change and is open to residents of the U.S., the U.S. Virgin Islands and Puerto Rico and is only valid for NEW MEMBERS of the Gevalia Kaffe program. Gevalia Kaffe reserves the right to substitute a coffeemaker of equal or greater value when limited supplies are exceeded. Limit one membership per household.

an increase in visitor fees and stronger incentives to carpool into parks.

Randy Silvers
San Diego, CA

I enjoyed "Trading Park Futures." I became a member of NPCA as a way to combat the 104th Congress' efforts to shut down and sell off our national parks. In the face of resistance from the grassroots of NPCA, Congress stopped short of authorizing corporate logos in Yosemite and the like. NPCA has been a vital voice in challenging the privatization of our national parks.

Therefore, I remain puzzled by NPCA's support for the privatization of the Presidio of San Francisco. As the *San Francisco Bay Guardian* reported, an NPCA-supported bill would create a semiprivate Presidio Trust "whose primary objective is to generate revenue by leasing Presidio property to the highest private and public bidders." Worse, if the Presidio does not become economically self-sufficient in 15 years, it must be auctioned off to private interests.

Is this what you wanted? Does NPCA's vision of the future of our national parks include the privatization of our public heritage?

Chris Dunnbier
Healdsburg, CA

EDITORIAL REPLY: The Presidio Trust legislation was approved along with the omnibus parks bill in the final days of the 104th Congress (see page 12). NPCA disputes the assertion that this bill privatizes the Presidio. The Park Service has contracts with hundreds of businesses that operate inside the parks. Fort Mason—which, like the Presidio, is part of Golden Gate National Recreation Area—features an old Navy pier whose buildings have been leased to nonprofit organizations and private businesses. The Presidio, a decommissioned Army base, includes more than 3 million square feet of leasable space. Because the Park Service has never managed an urban compound as large and complex as the Presidio, the not-for-profit Presidio Trust was created to manage the property efficiently.

The Bottom Line

As a frequent visitor to national parks and wilderness areas, I have seen first-hand the deterioration of these places during the past decade. I am very skeptical, however, of having big corporations take the lead in funding public lands. The corporate bottom line is profit, regardless of the consequences. I would like to encourage NPCA to lobby Congress to place an item on individual income tax forms that would allow citizens to contribute to the maintenance of parks and wilderness areas.

Money raised through these direct contributions should be in addition to current levels of federal funding. It is my opinion that it is in the best interest of national parks and wilderness areas to have several million people contributing $5 each, as opposed to having several dozen corporations contributing $1 million each.

Richard L. Koon
Tacoma, WA

EDITORIAL REPLY: Rep. James Duncan (R-Tenn.) introduced a bill to establish a voluntary contribution box for national parks on federal income tax forms in the last session of Congress. It attracted bipartisan support from 52 cosponsors. Duncan is likely to reintroduce the measure in the new Congress.

Mixed Messages

On page 45 of the September/October 1996 issue of *National Parks*, the reader finds useful safety tips for canoeing in the parks [Excursions, "Parks by Paddle"]. I quote: "Each paddler should wear a properly fitting U.S. Coast Guard-approved personal flotation device." A good suggestion. Unfortunately, the five canoeists in the facing photo are wearing no such devices! It is hard to teach when the messages are mixed.

Sally Broadbent
Rochester, NY

Wise Use?

I am grateful to NPCA for doing all it can to stop the people who align themselves with the Wise Use Movement. The very name by which the Wise Use Movement identifies itself betrays this group's adherents as the sadly misguided, spiritually bankrupt individuals that they are.

The Earth was not created to be used by human beings (wisely or otherwise). It is not a commodity for us to exploit as we see fit. This concept of the Earth as a means to an end (the end being "tax dollars for the American worker," according to Rep. Don Young (R-Alaska)) is dangerously misguided.

What these people do not seem to understand is that the Earth supports us by providing food, water, and air. The abuse they justify in the name of financial gain or recreation is upsetting the delicate balance required for it to continue to support us. All of us who know better need to continue our efforts to put an end to the irresponsible, violent, and destructive behavior of this group.

Jeff DiPerna
Cambridge, MA

CORRECTIONS

Wayne Sorce, the photographer for *National Parks*' feature on Tony Cohen's Walk to Canada [November/December 1996], was identified incorrectly in the photo credits.

A photo caption on page 47 of the same issue was inaccurate. The photo shows a mule train making its way through Bryce Canyon National Park.

Write: Letters, NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036. Letters may be sent via e-mail to editornp@aol.com. Letters may be edited for length and clarity.

Statement of Ownership, Management, and Bimonthly Circulation of

NATIONAL PARKS

OWNER AND PUBLISHER: National Parks & Conservation Association EDITOR IN CHIEF: Leslie Happ, MANAGING EDITOR: Linda Rancourt, HEADQUARTERS OF PUBLISHER AND PUBLICATION: 1776 Massachusetts Ave., N.W., Washington, DC 20036

STOCKHOLDERS, BONDHOLDERS, MORTGAGE, OTHER SECURITY HOLDERS: None

Average no. copies each issue during preceding 12 months.	Nov/Dec 95 through Sept/Oct 96	Single issue nearest filing date Sept/Oct 96
A. TOTAL COPIES PRINTED (net press run)	452,829	470,222
B. TOTAL PAID CIRCULATION		
1. Single copy sales	6,097	6,792
2. Mail subscriptions	437,189	455,071
C. TOTAL PAID CIRCULATION	443,286	461,863
D. FREE DISTRIBUTION	1,448	1,500
E. TOTAL DISTRIBUTION (Sum of C and D)	444,734	463,363
F. COPIES NOT DISTRIBUTED		
1. Office use, left over	4,590	3,835
2. Return from news agents	2,668	0
G. TOTAL (Sum of E and F)	451,992	467,198

MARCH FOR PARKS: CELEBRATE EARTH DAY—SAVE A PARK!

Volunteers needed to organize Earth Day events in national, state, and city parks—FREE materials available!

NPCA's eighth annual March for Parks will be the nation's largest walking event for national, state, and city parks. Held each year in conjunction with Earth Day, March for Parks raises awareness of park problems and funds for park projects across the country. More than 1,000 events will be organized to help celebrate Earth Day on April 22, 1997.

NPCA encourages people with an interest in preserving or restoring a park in their community to organize a march on or near Earth Day weekend, from April 18 to 22, 1997.

One hundred percent of the proceeds from each march will stay in the local community to be donated to a national, state, or local park.

To support each march, NPCA will provide, *free of charge:*

- A comprehensive guidebook on how to organize a local march, including time lines and job descriptions
- A teacher's guide
- Samples from past marches
- A sample brochure/pledge form
- Posters, signs, and certificates
- Sample press releases, PSA's, and logos
- A toll-free number for advice,

For free materials to organize your own march, fax a signed copy of this form to: 202-659-0650, or mail to NPCA, March for Parks, 1776 Massachusetts Avenue, N.W., Washington, DC 20036. For more information, call 1-800-NAT-PARK, ext. 225. E-mail: mrchparks@aol.com • World Wide Web site: http://www.npca.org/• AOL: keyword: PARKS.

Letter of Agreement (must be signed)

Name: _____

Organization: _____

Address: _____

City/State/Zip: _____

Phone: (_____)_____ E-mail: _____

I'm a member of: ❑ NPCA ❑ NRPA ❑ American Volkssport Assoc. ❑ National Tree Trust

Name of park: _____ Type (nat'l, state, city): _____ $Goal: _____

Number of participants (goals): #overall_____ #kids_____ #adults_____

Funds will be used to: _____

Date of march: ❑ April 18 ❑ April 19 ❑ April 20 ❑ April 21 ❑ April 22 (Earth Day)

"I agree to hold a March for Parks to celebrate Earth Day, using the official March for Parks logo and all national sponsor logos (to be provided) on all printed materials. I will accept local sponsorship only from companies that do not compete/conflict with national sponsors. If I change or cancel my event, I will notify NPCA immediately. I will donate all net proceeds from my event to the public park of my choice. I will send results, news clippings, and other information to NPCA after my event is completed."

Signature _____ Date _____

NPCA reserves the right to refuse or revoke any March for Parks registration.

NPCA
Park News

LEGISLATION

104th Congress Leaves Mixed Record on Parks

Anti-environmental Congress passes omnibus parks bill.

WASHINGTON, D.C.—The 104th Congress in its final days produced its biggest environmental achievement—the Omnibus Parks and Public Lands Management Act of 1996, which passed overwhelmingly.

NPCA led the effort to get the bill through Congress and was the only environmental group invited to a November 12 presidential bill-signing ceremony. NPCA Treasurer and Vice Chairman Aubra Anthony, who attended the ceremony, remarked: "I believe that the ultimate success of the bill is a good sign for what the national parks can expect during the next two years."

Although its final action was favorable, the 104th Congress will be remembered as one of the most anti-environmental in recent history. Few of its efforts produced new laws, but many proposals were potentially harmful to the park system.

From a failed attempt to rewrite the Endangered Species Act to accommodate economic loss, to a revision of the Clean Water Act that opponents charge was penned by the affected industries' lobbyists, Congress produced a blizzard of anti-environmental bills. The low point came when President Clinton signed an appropriations bill that included a timber salvage rider allowing the U.S. Forest Service for a short time to "salvage" timber without paying heed to environmental laws.

RAYMOND GEHMAN

The omnibus bill created Tallgrass Prairie National Preserve, an NPCA priority.

From that point on, efforts to rewrite environmental law and regulation ran into obstacles. Among the first casualties was the park closure bill (H.R. 260), which was defeated twice with the help of thousands of activists.

Moderate Republicans who opposed H.R. 260 also tried unsuccessfully to persuade House Speaker Newt Gingrich (R-Ga.) to remove other controversial items from the appropriations bill. As a result, in December 1995 the federal government, including national parks, shut down for the second time. Before Congress and the president could settle the budget impasse, businesses that were dependent on parks had lost millions of dollars. Thousands of visitors, many of them from outside the country, had lost a lifetime opportunity to visit America's national parks.

Ultimately, the budget settlement was a victory for environmental advocates. Although some legislators tried to add anti-environmental items at the last minute, many of these were eliminated from the final version, including provisions to take away funding for Mojave National Preserve, open Arctic National Wildlife Refuge to oil drilling, and extend a monopoly logging lease in Tongass National Forest.

But last spring these riders reappeared on legislation to manage the Presidio of San Francisco (part of Golden Gate National Recreation Area) as a public-private trust. Despite a campaign in the Senate to remove the offending provisions, the Presidio/omnibus parks bill failed in the House.

With no other vehicle available for these public lands bills, the omnibus parks bill was revived. Its provisions included NPCA's longtime top priority:

Meet the masters of a wintry realm

"High Ridge"
Plate One in the Masters Collection, from original art by Daniel Smith

Rimmed in gleaming 22-karat gold

Permission for Daniel Smith's and Terry Isaac's artwork to appear in the limited-edition plate medium has been granted by Mill Pond Press,Venice, Florida.

"The Summit"
Here's a sneak preview of Terry Isaac's "The Summit", Plate Two in the collection. Order "High Ridge" today and you'll receive prompt notice (without obligation to purchase) when "The Summit " is available.

Something has alarmed them. An intruder, perhaps? Their eyes lock in. Together they stand ready to face any challenge they might encounter here in the vast wilderness of Yosemite National Park. Daniel Smith's riveting portrait has been re-created on a fine porcelain collector's plate. Imagine the sense of excitement these vigilant wolves will bring to your home!

"High Ridge," 8⅛ inches in diameter and encircled with 22-karat gold, begins the first-ever *Masters Collection*, uniting the work of two modern masters of wildlife art, Daniel Smith and Terry Isaac. It's a hand-numbered limited edition, comes with a Certificate of Authenticity, and is backed by the Bradford Exchange 365-day guarantee. Best of all—priced at $29.95—it's an outstanding art value.

"High Ridge" is issued in a strictly limited edition, so order your plate today. Send no money now. Just mail the coupon!

Your Bradford Exchange Advantages:

- A hand-numbered limited-edition plate with a correspondingly hand-numbered Certificate of Authenticity
- A complete plate story introducing you to the artists and detailing the significance of this thrilling plate
- Exciting works of art by two of today's wildlife masters, Daniel Smith and Terry Isaac
- An unconditional 365-day guarantee allowing you to return your plate for a full refund of everything you have paid—including postage

™

THE BRADFORD EXCHANGE
9345 Milwaukee Avenue · Niles, IL 60714-1393
THE *Heart* OF PLATE COLLECTING

YES. Please enter my order for "High Ridge." I understand I need SEND NO MONEY NOW. I will be billed $29.95* when my plate is shipped.
Limit: one plate per order. Please Respond Promptly

Signature _____

Mr. Mrs. Ms. _____
Name (Please Print Clearly)

Your Address _____

City _____

State _____ Zip _____

Telephone (____) _____

Check one: Are you purchasing this plate
☐ For yourself? 16461-E26391 ☐ or as a gift? 16461-E26392

*Plus a total of $3.69 postage and handling. Illinois residents add state sales tax. Pending credit approval. Edition limited to 95 firing days. Plate stand not included.

REGIONAL REPORT

News Briefs from NPCA's Regional Offices

ALASKA Chip Dennerlein, Regional Director

▶ With an 11th-hour addition to the omnibus parks bill, which passed at the end of the 104th Congress, Sen. Frank Murkowski (R-Alaska) may undermine more than a year of environmental assessment, public review, and negotiations that resulted in a new vessel management plan (VMP) for Glacier Bay National Park. The VMP balanced additional cruise ships in the park with new pollution measures, research and monitoring of whales, and closure of five areas to motorized use. Murkowski's provisions, adopted without public review, restrict the Park Service's authority to regulate air, water, oil, and noise pollution caused by cruise ships and other boats in park waters.

HEARTLAND Lori Nelson, Regional Director

▶ NPCA is leading the fight to prevent the Park Service from constructing a paved road along the scenic shoreline of Pictured Rocks National Lakeshore in Michigan. NPCA is working to deauthorize the road project and obtain federal funding to upgrade a county road that serves as the main park access road. A Park Service-assembled working group of citizens and local officials appears ready to support this option if federal funds are provided.

✍ **TAKE ACTION:** Write to Sens. Carl Levin and Spenser Abraham (U.S. Senate, Washington, DC 20510), and Reps. Bart Stupak, Ralph Regula, and Frank Wolf (U.S. House of Representatives, Washington, DC 20515). Ask them to support funding for upgrading County Road H-58.

NORTHEAST Eileen Woodford, Regional Director

▶ On the evening of November 11, 1996, thieves broke into the library on the grounds of Adams National Historic Site in Quincy, Massachusetts, stealing several rare books, including a Bible given to John Quincy Adams by the Mendi tribe in Africa. The park includes the nation's first presidential library, which houses 14,000 books and artifacts owned by presidents John Adams and John Quincy Adams. Although the Adams site recently received increases in its budget, it still lacks sufficient funding for full-time law-enforcement protection. The Federal Bureau of Investigation, Quincy police, and park police are continuing their investigations.

PACIFIC Brian Huse, Regional Director

▶ In a recently released planning document, the San Francisco Maritime National Historical Park proposes scrapping the world's only remaining wooden steam schooner. The Park Service has ceased preservation efforts and is proposing to dismantle the ship. "The *Wapama* is an important element of the world's largest historic ship collection," said Huse, "and its fate is symbolic of how the park allocates its limited resources."

✍ **TAKE ACTION:** Urge the Park Service to save the *Wapama*. Write:

continued on page 18

creation of Tallgrass Prairie National Preserve in Kansas. But it also included items opposed by environmentalists. The House added legislation, much of which NPCA had opposed throughout the two-year session. The president threatened to veto the package.

Two months before adjournment, NPCA brought 16 park activists to Washington, D.C., for a lobby day, and congressional supporters of an omnibus bill free of anti-environmental riders began to weigh in. One week before adjournment, the House finally passed the bill, but the Senate refused to budge. In the last five minutes of the final day, Sen. Frank Murkowski (R-Alaska) relented and negotiated a deal with the President on the Tongass National Forest.

—*Andy Schultheiss*

ADJACENT LANDS

Airport Planned Near Florida Parks

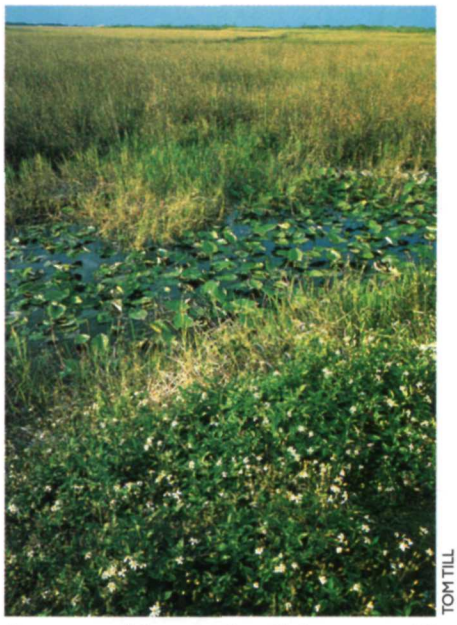
Traffic could affect Everglades and Biscayne national parks.

HOMESTEAD, FLA.—Plans are in the works to transform Homestead Air Force Base near Everglades and Biscayne national parks into an international airport. The base was destroyed by Hurricane Andrew and closed in 1993 by the Base Realignment and Closure Commission, paving the way for the new airport.

The proposal to reopen the facilities as an airport has been approved by state and local governments; however, NPCA and several national, state, and local conservation groups are challenging the plan.

NPCA and the other groups believe that the 1994 environmental impact statement (EIS) on the proposal, which studied a smaller-scale regional airport, is insufficient, and that a supplemental study is required under the National Environmental Protection Act (NEPA).

NPCA and 14 other organizations wrote to Secretary of Defense William



TOM TILL

A proposed international airport could threaten Everglades National Park.

Perry requesting that he order the Air Force to prepare a supplemental EIS. The letter stated, "The scope of the airport at Homestead may be far more significant than considered by the Air Force [EIS]...almost twice as many commercial passenger operations than [originally proposed]."

"We are sensitive to the economic needs of the Homestead community," said NPCA Counsel Elizabeth Fayad, "but this is precisely the type of major federal decision for which NEPA was enacted. By not adhering to NEPA's requirements, we know neither the impacts nor the consequences of the airport and its associated development on Everglades National Park, Biscayne National Park, and the Florida Keys National Marine Sanctuary."

On another issue of concern for the Everglades, Florida voters rejected a ballot referendum that would have implemented a penny-per-pound assessment on sugar cane grown in the Everglades Agricultural Area. Had the assessment been approved, it would have provided $900 million over 25 years for Everglades restoration efforts. Florida voters approved a separate referendum amending the state constitution to specify that those who pollute the Everglades have financial responsibility for its cleanup.

—*Tom Adams*

LEGISLATION

Environmental Laws Face Review in New Congress

105th Congress will consider landmark laws affecting parks.

WASHINGTON, D.C.—Several major environmental laws that affect national parks are due for reauthorization or review by the 105th Congress. And although many environmental issues in the 104th Congress were marked by bitter partisan wrangling, compromise may be easier to achieve this session.

Tom Adams, an NPCA Washington representative, says opportunities for a rapprochement on environmental issues during the next two years may increase because neither party won a commanding electoral victory. "This means the moderates in both parties will have more influence," Adams says. He also notes that the environment played a strong role in many congressional races, heightening legislators' sensitivity to these issues.

Among the laws the new Congress will likely review are:

▶ Antiquities Act—signed in 1906 by Theodore Roosevelt, authorizes the president to declare as national monuments public lands that contain objects or values of historic, scientific, or scenic significance. On September 18, President Clinton used this authority to create Grand Staircase-Escalante National Monument in Utah. After the announcement, some members of Congress said they would try to amend the act to restrict the president's authority.

▶ Clean Air Act (CAA)—governs air quality in the national parks. Not all units of the National Park System are treated the same under the CAA. The 1977 amendments provide more stringent protections for Class I areas—larger natural parks and park wilderness areas—than for other classes. There are

NPCA PARK NEWS

48 Class I parks. The CAA is scheduled to be reauthorized by September 30, 1998. Industrial groups have geared up a major effort to weaken the act. NPCA will oppose those efforts and will fight to extend air-quality protection to parks not currently covered, including those in Alaska.

▶ Clean Water Act—seeks to restore and maintain water quality. A bill introduced early in the 104th Congress would have weakened virtually every aspect of this act. The House passed the legislation in May 1995, but moderate Republicans publicly opposed the congressional leaders' anti-environmental agenda. The bill eventually died in the Senate Environment and Public Works Committee. More attempts to weaken the act are expected.

▶ Endangered Species Act—establishes a system to identify species in danger of extinction. The act is considered one of the most far-reaching conservation measures ever adopted. Efforts to reduce safeguards for vanishing plants and animals were defeated last year by the concerted action of environmental groups and congressional Democrats. An effort to revamp the act is expected this year.

▶ Intermodal Surface Transportation Efficiency Act (ISTEA)—funnels $80 million per year to the National Park Service for road repair and construction. However, the Park Service says it really needs about twice that amount to effectively maintain its 9,000 miles of roads. ISTEA must be reauthorized by September 30, and NPCA will be working to increase the Park Service's access to road rehabilitation funding. The act also specifies how states and cities may use their ISTEA funds. Changes to these rules could diminish the Park Service's ability to protect national parks. Further, the law promotes historic preservation, bike trails, and pollution mitigation. The Park Service participates in this program, but highway promotion groups have targeted it for termination.

▶ 1872 Mining Law—allows mining claims to be filed on public lands and was used to propose the New World mine just outside Yellowstone National Park. Fortunately, the mine appears to have been blocked by a land exchange brokered by the Clinton Administration. In 1994, Congress approved a one-year moratorium on new claims under the act. Efforts by the mining industry to lift that moratorium were defeated in the House last year, and the ban was extended for another year.

—Kevin Collins

MARKUP

Some of the Key Park Legislation of the 104th Congress

BILL	PURPOSE	STATUS
Omnibus Parks H.R. 4236 (formerly H.R. 1296)	Creates the Presidio Trust, Tallgrass Prairie National Preserve, and the Selma to Montgomery National Historic Trail; makes boundary adjustments and other improvements to the National Park System. NPCA supported.	Signed into law by President Clinton on November 12, 1996.
National Park System Reform H.R. 260	Establishes a review commission to consider which national park units should be closed. NPCA opposed.	Defeated in a floor vote in the House in September 1995. The bill was then attached to, and subsequently dropped from, budget legislation.

Congress will be back in session January 7.

ALASKA

America's Great Frontier

American Bald Eagle sculpture shown actual size.

The bald eagle is captured in all its wild beauty in a sculptured portrait of astonishing realism.

Dedicated to ensuring the future of all of Alaska's wildlife, The Alaska Wildlife Conservation Trust proudly presents a world-premiere sculpture in hand-painted porcelain and crystal.

Alaska. Home to the most majestic wildlife on earth. Among those magnificent creatures, the American Bald Eagle. Living embodiment of nature's grandeur. Inspiration for this original work of art commissioned by The Alaska Wildlife Conservation Trust.

The creation of world-renowned wildlife artist Chris Denbigh, this extraordinary sculpture is crafted in fine Tesori* porcelain, a specially prepared sculptor's blend of powdered porcelain and resins. The sculpture comes to life on its own display base, custom-designed in fine crystal art glass, specially contoured to suggest the animal's natural environment.

The price for this specially imported sculpture, just $37.50.

SATISFACTION GUARANTEED

If you wish to return any Franklin Mint purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

OFFICIALLY AUTHORIZED BY THE ALASKA WILDLIFE CONSERVATION TRUST.

Please mail by February 28, 1997.

The Franklin Mint
Franklin Center, PA 19091-0001

Please enter my order for The American Bald Eagle.

I need SEND NO MONEY NOW. I will be billed $37.50* for my sculpture when it is ready to be sent to me.

**Plus my state sales tax and $3.95 for shipping and handling.*

SIGNATURE _____
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS _____
PLEASE PRINT CLEARLY.

ADDRESS _____ APT. # _____

CITY/STATE _____ ZIP _____

TELEPHONE # (_____) _____

16883-39-001

REGIONAL REPORT *continued*

Supt. William Thomas, San Francisco Maritime National Historical Park, Fort Mason, Building E, San Francisco, CA 94123.

PACIFIC NORTHWEST **Phil Pearl, Regional Director**

▶ Olympic National Park officials have proposed a plan to "zone" a portion of the park's Lake Crescent for personal watercraft (PWC), such as Jet-Skis. PWCs produce offensive noise, interfere with wildlife, and conflict with more passive recreational uses, infringing on other visitors' park experiences. Unfortunately, the plan's approach implicitly acknowledges PWCs as an acceptable use and sets a dangerous precedent for the entire National Park System.

✍ **TAKE ACTION:** Write a letter opposing PWCs on Lake Crescent and in all parks established to protect natural, cultural, and wilderness values. Comments must be received by February 3, 1997. Address: Supt. Dave Morris, Olympic National Park, 600 E. Park Ave., Port Angeles, WA 98362.

ROCKY MOUNTAIN **Mark Peterson, Regional Director**

▶ More bison will be slaughtered if a plan for the National Elk Refuge (NER), adjacent to Grand Teton National Park, is implemented. NER staff hope to limit the number of bison entering the refuge and competing with elk for food. The NER plan calls for a public hunt on bison entering the refuge. Yellowstone National Park has issued a related plan that calls for a roundup and slaughter of bison leaving the park. "Together, these plans constitute the largest killing of wild bison since the 1800s," Peterson said.

✍ **TAKE ACTION:** Urge NER to allow bison to use the refuge by writing to: Barry Reiswig, Refuge Manager, NER, Box C, Jackson, WY 83001.

SOUTHEAST **Don Barger, Regional Director**

▶ At press time, Barger was preparing to testify at public hearings on potential natural gas leases in Mississippi State waters adjacent to Gulf Islands National Seashore. At issue are rights to natural gas exploration and these operations' effects on wilderness islands in the Mississippi unit of the park.

▶ At Cumberland Island National Seashore in Georgia, a member of the Rockefeller family is negotiating to sell private property within the park to a developer. At press time, an Atlanta investor had secured an option to buy the land. The potential buyer has discussed constructing rental units or a single dwelling on the 82-acre inholding.

SOUTHWEST **David Simon, Regional Director**

▶ In response to concerns expressed by NPCA and the Park Service, a 1,600-acre timber sale on national forest lands in the upper watersheds of Bandelier National Monument has been put on hold. The salvage timber sale was proposed for an area affected by fires last summer. The U.S. Forest Service has agreed to join the Park Service in initiating a joint ecosystem restoration plan for the area. NPCA continues to advocate the addition of the upper watershed areas, now part of Santa Fe National Forest, to Bandelier.

MANAGEMENT

Pilot Program Raises Park Fees

Nearly 50 parks will benefit from increased fees.

WASHINGTON, D.C.—The National Park Service plans to increase entrance and use fees at nearly 50 sites this spring, an action NPCA applauds.

In parks such as Yellowstone and Yosemite, entrance fees will double, and at other sites, including Isle Royale National Park and Cape Canaveral National Seashore, entrance fees will be charged for the first time. Fees will range from $2 per person at Sitka National Historical Park in Alaska to $20 per vehicle at Yellowstone. Some areas with heavy use, such as the National Capital Parks in Washington, D.C., will be initiating fees for weddings ($150) and picnics ($50 to $300).

"These new fees will be a down payment on the resource protection, restoration, and general maintenance that the parks desperately need," said NPCA President Paul C. Pritchard. "They will help the parks, and in the long run, visitors will benefit too. Even with the increases, the national parks are still the best education bargain around."

Through these new fees authorized by Congress, Interior Department officials hope to raise additional funds to improve recreation services and make infrastructure repairs. The additional revenue generated will be applied directly to the park that collects it. In the past, fees collected at parks have been deposited in the U.S. Treasury, to be distributed by Congress.

Although NPCA supports the pilot project, Pritchard repeated NPCA's longstanding contention that Congress must pass legislation requiring businesses that operate in the parks to pay a fair price for the privilege. Franchise fees paid to the Park Service have remained artificially low—below 3 percent of revenues. Concessioners in state parks pay an average of 10 to 12 percent.

—*Linda M. Rancourt*

LITIGATION

Legal Decision Limits Road Claims

Court rejects dangerous precedent for public lands.

FAIRBANKS, ALASKA—In a significant victory for parks and wilderness in Alaska, the U.S. Court of Appeals for the Ninth Circuit has withdrawn its 1993 opinion in *Shultz v. Department of the Army*. The action reverses a decision that would have left national parks vulnerable to a flood of right-of-way claims.

In the 1980s, Shultz, a private landowner, attempted to establish a road across an Army base near Fairbanks. Shultz claimed the right-of-way under an 1866 law known as R.S. 2477, which allowed the construction of public "highways" on unreserved federal lands. Although R.S. 2477 was repealed in 1976, a loophole protecting pre-existing rights-of-way left open the possibility that dogsled trails or footpaths could be turned into paved highways, even if they cross parks or other federal lands. Within months of the court's loose interpretation of R.S. 2477, the state of Alaska filed ten right-of-way claims and stepped up research on more than 500 others, including routes through Denali and Wrangell-St. Elias national parks.

In response to appeals filed by the departments of Justice and Interior, Alaska Native organizations, and a coalition of environmental groups led by NPCA, the justices agreed to reconsider the issues. "The court had never been advised of the case's implications for national parks and other federal lands across Alaska and the West," said Chip Dennerlein, NPCA Alaska regional director. A legal brief filed by Sierra Club Legal Defense Fund on behalf of NPCA and other organizations proved critical to the court's deliberations and final ruling.

"The Ninth Circuit Court's withdrawal of its earlier Shultz decision has profoundly positive implications for national parks in Alaska," says Deborah Williams, the top Interior official in Alaska. "This is a more balanced approach than the free-for-all that could have resulted from the court's original decision."

—*M. Katherine Heinrich*

FRED HIRSCHMANN

A court decision could have left Alaska parks vulnerable to road claims.

WISE USE WATCH

GROUPS FILE SUIT CHALLENGING UTAH MONUMENT

Two Wise Use groups, the Mountain States Legal Foundation (MSLF) and the Western States Coalition (WSC), have filed a lawsuit in federal court, attempting to block the newly designated Grand Staircase-Escalante National Monument in Utah. President Clinton proclaimed the 1.7-million-acre monument in September under the authority of the 1906 Antiquities Act, which enables the president to protect sites and objects of scientific and historic significance by declaring national monuments.

Grand Staircase-Escalante preserves an expanse of redrock canyons, natural arches, and Native American cultural sites. But WSC claims the monument is nothing more than "a barren wasteland [with] tremendous coal, oil, and gas reserves beneath it."

Court documents identify WSC and MSLF as organizations whose "members actively use...federal lands...to prospect for valuable minerals, mine, drill for oil and gas, hunt, fish, [and] graze cattle." The two groups are petitioning the court to overturn the national monument designation, reduce the size of the monument, and to require compensation for mining claims that would be disallowed in the new monument.

In the meantime, the Bureau of Land Management, the agency responsible for the monument, is initiating a three-year planning process to determine how Grand Staircase-Escalante will be managed. NPCA will participate in the planning effort along with other groups and representatives of local counties and the state of Utah.

—M. Katherine Heinrich

MANAGEMENT

Local Control Ruled Unneeded

NPCA, partners push for increased wilderness management.

MINNEAPOLIS, MINN.—A mediation board charged with reconciling differences between two pieces of legislation concerning Voyageurs National Park handed conservationists a major victory when it agreed that a local management council with unprecedented authority over the federal land was unnecessary.

The mediation board also agreed that portions of the Chain of Lakes snowmobile trail, in the heart of the park's Kabetogama Peninsula, should be closed. Discussions continued over whether to manage the peninsula as wilderness and limit floatplane access in the park's interior.

Mediation was requested by Sen. Paul Wellstone (D-Minn.) in an attempt to find common ground between two pieces of legislation introduced by other members of Minnesota's congressional delegation, one of which sought to designate wilderness at Voyageurs while the other aimed to eliminate protections at the park.

Legislation introduced last spring by Rep. Jim Oberstar (D) and Sen. Rod Grams (R) would have opened the majority of the park's wild core—the 74,000-acre Kabetogama Peninsula—to snowmobiles and other motorized uses and would have established a locally controlled management council with unprecedented authority over the park. The second bill, offered by Rep. Bruce Vento (D), would have designated much of the peninsula as federally protected wilderness.

At the outset of the mediation—undertaken by the Federal Mediation and Reconciliation Service—21 issues were identified for discussion. Participants will make formal management recommendations once the mediation process has concluded.

NPCA is participating in the mediation along with park Superintendent Barbara West, members of the local Voyageurs Citizens Advisory Council, and northeast Minnesota residents.

—*Adam Mednick*

NEWS UPDATE

▶ **HELP SAVE TURTLES:** After months of delay, regulations that would strengthen requirements concerning Turtle Excluder Devices (TEDs) in shrimping nets have again stalled—this time due to political wrangling by Louisiana's congressional delegation. Shrimping is a primary killer of threatened and endangered sea turtles, and it also is a key industry in Louisiana. Even though the National Marine Fisheries Service (NMFS)—the agency responsible for endangered marine species—has determined that TEDs are necessary for the recovery of loggerhead and Kemp's ridley turtles and that they will not adversely affect the shrimping industry, some members of Louisiana's congressional delegation pressured NMFS not to publish the regulations in the *Federal Register*.

Scientific evidence demonstrates that these regulations are needed to help endangered and threatened sea turtles.

TAKE ACTION: Please call or write to your members of Congress urging them to support issuance of the regulations. Write to House of Representatives, Washington, DC 20515; and the U.S. Senate, Washington, DC 20510. Ask your members of Congress to call James Baker, Under Secretary of Commerce for Oceans and Atmosphere, and ask him to send the TED regulations to the *Federal Register* immediately. (To learn more about sea turtles and our national seashores, see the feature story, "Contested Coastlines," on page 30.)

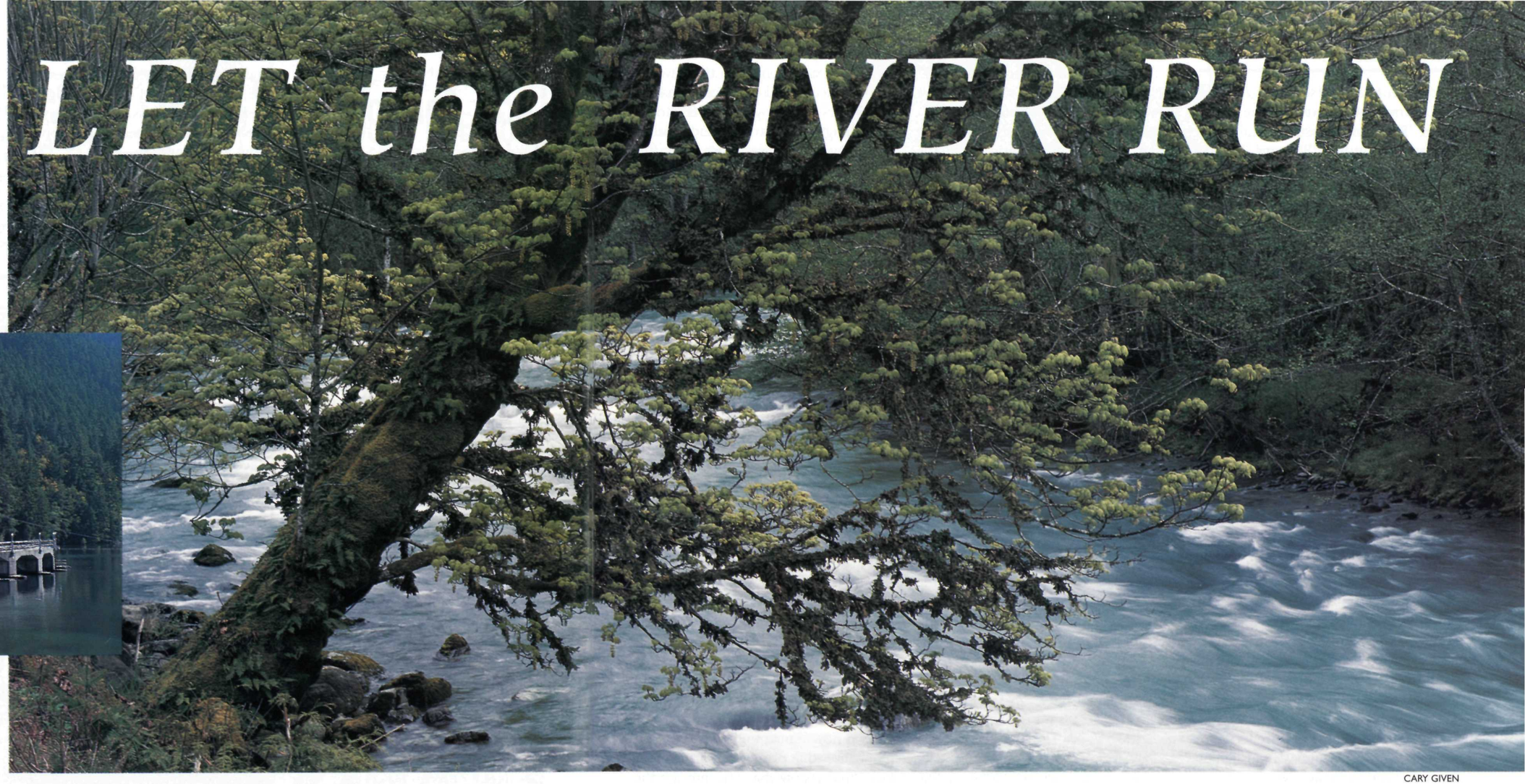
LET the RIVER RUN

Demolishing two dams on the Olympic Peninsula promises to restore the legendary salmon of the Elwha River.

BY DOUGLAS GANTENBEIN

CURT GIVEN

Each spring, about 400,000 salmon returned to the Elwha River to spawn before two dams, including the Elwha, above, blocked their way.



CARY GIVEN

BRIAN WINTER, a fisheries biologist with the National Park Service, peers through bright sunshine into the deep, shaded canyon of the Elwha River, just outside Olympic National Park. There, silhouetted against a submerged rock, cruise three Chinook salmon, strays from spawning grounds down river. "Some fish still make it this far," Winter says. "But obviously, they can't make it farther."

Winter's vantage point is the escarpment atop the Elwha Dam, a 105-foot-tall mass of concrete that has barred fish from the upper Elwha River since 1911. Along with the Glines Canyon Dam, built eight miles upstream in 1927 before Olympic became a national park in 1938 and now within the park, these two dams provide electrical power to a pulp mill in nearby Port Angeles. But they also have destroyed what once was perhaps the most productive salmon fishery on the West Coast outside the massive Columbia River.

Before the dams, some 400,000 salmon returned to the Elwha each year to spawn, foaming the 45-mile-long river—and its tributaries—as they rushed upstream in muscular bursts. And these were not ordinary salmon. Home to ten salmon species, the Elwha was noted for not just the number of species but the size of one in particular: Chinook salmon that tipped the scales at 100 pounds—twice what any modern fisherman would consider a prize trophy. By comparison, today only about 3,000 salmon spawn in the Elwha each year, most of them hatchery offspring plagued by disease and hard-pressed to find space for their eggs in the meager 4.9 miles of remaining undammed river.

Since the mid-1980s, environmentalists, sport, commercial, and Native American fishermen (and since the early 1990s, officials at Olympic) have hoped the dams could be removed in what would perhaps be the most dramatic effort ever to truly rehabilitate a river. Tearing out the dams and repairing their damage would cost $112 million, a seemingly large short-term expense, that would be greatly outweighed by the long-term benefits.

This is a one-of-a-kind opportunity to help West Coast salmon after decades of steadily declining runs and habitat loss. Although technical studies show how effective tearing out the dams would be, and the Clinton Administration backs their removal, uneven political support for the project and its high price tag in a time of fiscal austerity may yet doom the proposal.

A Hobbled River

During a tour of the Elwha, Winter—Olympic's coordinator for the dam removal project—points out where the two dams have altered the historical river. Below the dams, the once meandering Elwha now is a fast-moving river flowing over a stony streambed where salmon are hard-pressed to make redds, the shallow depressions where eggs are laid. Fish that find a place to spawn confront other problems. Rather than having 70 miles of river and tributaries, they now have less than five, forcing them to crowd into the few suitable spawning beds.

That and warmer water caused by the dams have exacerbated diseases plaguing Elwha River fish in recent years—*Ichthyophthirius multifiliis*, or "ick," a skin ailment, and *Dermocystidium salmonis*, a parasite-like cyst that attacks the fish's gills. In response to this latter illness, the fish secretes mucus to protect its vital oxygen-collecting organs, but in severe cases so much mucus coats the gills that the fish suffocates. "I've snorkeled the river and come across dead fish stacked like cordwood on the bottom," says Winter of the cyst's deadly toll.

Also, like most West Coast rivers now largely bereft of salmon, the Elwha is far less fertile than when tens of thousands of dead, spawned-out fish littered its banks. Much of the nitrogen and phosphorus that supports the aquatic food chain comes from dead salmon. At the upper end of the chain, more than 22 species of fish-eating mammals—including bobcat, river otter, and long-tail weasels—have almost certainly suffered population declines due to the loss of Elwha salmon.

The dams also block organic matter that is needed to keep the river healthy as well as the sediment that created habitat for creatures such as flounder and clams. Standing on a beach overlooking the Strait of Juan de Fuca, the 15-mile-wide channel that separates Washington State from British Colum-

bia, Winter kicks at a softball-size rock, one of millions covering the steep shore. "From an ecosystem standpoint, it all starts right here," he says. "Before the dams were built, this beach was less steep and had a sandy substrate. Now, it's a steep beach with a rocky substrate that provides habitat for things that like rocks, such as kelp and rock crab. But if the dams come out, sediment will come downstream and be transported here. In time the sandy beach will come back, and there will again be harvestable clams, as well as Dungeness crab, sole, and flounder. It will be a change in habitat, but it will be a change back to the way it used to be."

Engineering the Dams' Removal

The dams that have caused these problems were built to supply electrical power to nearby Port Angeles, and later supplied power to paper mills in that town. Neither was built with a fish ladder. Combined, they provide 28.6 megawatts of electricity. That's small potatoes in the hydro-rich Pacific Northwest, where the Grand Coulee Dam on the Columbia River cranks out nearly 7,000 megawatts. The Elwha dams supply 40 percent of the power for the Port Angeles mill, now owned by Daishowa America—power that is available elsewhere. A predecessor paper company, Virginia-based James River Co., still formally owns the dams.

Ripping out the Elwha's two dams would be a considerable engineering exercise. To take out the Elwha Dam, a diversion channel would be built on the dam's west side and the entire structure removed—the dam body, flumes, and powerhouse. The newer Glines Canyon dam would be tougher. Built in a deep ravine, it is a miniature Hoover Dam, a 210-foot-tall, arched structure with engineering superior to the Elwha's. The Elwha was built atop a core of rubble, pine trees, and concrete that is now crumbling. For the Glines dam, the plan is to remove only the gravity arch—the curved portion that holds back the river. After drawing the reservoir down 80 feet, engineers will use diamond saws to cut blocks from the back of the dam, thinning its wall. Controlled blasting will finish the job.

The rest of Glines Canyon Dam will be left in place. That is in part to save money, in part to give park interpretive experts a chance to tell visitors a story about human intervention on the Elwha River and efforts to repair the harm. Both dams are listed on the National Register of Historic Places and have been photographed and documented by park historians. It is an ironic echo of a scheme by a long-ago San Francisco water commissioner who wanted to thoroughly photograph Yosemite Valley, then dam it.

Removing the Elwha dams would take three years. For 18 months, at the height of the demolition, tons of sand and silt long trapped behind the dams would flow down the river. In the short term the release of sediment will kill some fish, but studies of sediments left by the Mount St. Helens' volcanic eruption, as well as tests involving drawdowns of the Elwha dams, have convinced biologists and engineers that sediment flows would be relatively short lived. Sediment deltas at the upper end of lakes Aldwell and Mills, reservoirs formed by the dams, would wash out through natural erosion from the river and rainfall. The long-term result would be a much healthier river.

Moreover, part of the price tag for dam removal calls for replanting shorelines logged before dam construction and areas now underwater that are covered with sand and silt. Money in the proposed dam-removal budget also has been earmarked for selective replanting of salmon stocks in the upper Elwha.

Return of the Super Salmon?

Largely, though, it will be up to nature to restore the Elwha's once-great fish runs. Those who know the river well believe it is possible. Dick Goin, a former millworker and fisherman who moved to Port Angeles with his family in 1937, has fished the Elwha for decades. He remembers catching remnants of the Elwha's pre-dam stocks and has never forgotten it.

"They were big and they bit," says Goin, a lively, talkative 65-year-old with silvery blond hair who sprinkles conversation with "anadromy" and other fisheries terms. "They were the damnedest jumpers you ever saw."

What made some of the Elwha's salmon exceptional was a combination of genetics and geography. Genetically, something programmed Chinook salmon to stay at sea a year longer than fish in other streams, a habit that allowed them to grow to enormous size before spawning. Geographically, the Elwha's unusual northward drainage and the protection from Pacific storms provided by the Olympic Mountains make it a remarkably stable river. Rarely hit by winter flooding, the river, which is fed by mountain snowmelt, maintains consistent levels all summer. That makes the Elwha a superb river for both spawning and habitat, and its largely still-natural state—83 percent of the Elwha and a majority of its watershed are within Olympic National Park—means the river offers a tremendous opportunity for restoration.

Goin tells of a 1985 project in which 109,000 steelhead fry were planted in the upper Elwha, above the dams. "They figured the fish would be four or five inches long by summer, but that year campers were frying them up, and they were all above six inches long—the legal size limit—and fat."

There may even be traces of Elwha salmon genes in fish that still return to the river or that are reared in nearby hatcheries. While no spring Chinook salmon now return to the Elwha, Winter believes that planted fall or summer fish could restore that run through the sheer power of genetic memory.

Dam Removal Authorized

But will the dams come out? Support for such a move dates back decades. It was not until the early 1970s, however, that such talk moved beyond the realm of wishful thinking. In 1968 Crown Zellerbach, a pulp and paper company that owned the dams and the Port Angeles mill they powered, applied to the Federal Energy Regulatory Commission (FERC) for a license for the unlicensed Elwha Dam, and in 1973 for a renewed license for the Glines Canyon Dam. Both dams were vulnerable; the Elwha because it lacked a license, the Glines because of its location inside Olympic and a law passed after its construction that banned hydroelectric

projects inside national parks. Many environmental groups saw a chance, and in 1991—when FERC issued an environmental impact statement on new licenses—sued the agency in an effort to halt that process.

With support from Al Swift, then a representative from Washington State and a Democrat, Congress in 1992 passed the Elwha River Ecosystem and Restoration Act, which suspended the licensing process and directed the Interior Department to find a way to restore salmon to the upper Elwha. In 1994, Interior Secretary Bruce Babbitt submitted "the Elwha Report," which stated that dam removal was feasible and necessary to restore salmon.

Neither the 1992 act, nor the 1994 report, however, gave the National Park Service any money to remove the dams. And since then, any move to appropriate money has become snarled in both state and national politics.

Dam removal is endorsed by Sen. Patty Murray (D) as well as by other key members of the state's congressional delegation such as Reps. Norm Dicks (D) (whose district encompasses the Elwha) and Rick White (R) (generally conservative but who sees saving the Elwha as an issue worth supporting).

But White must sell the deal to Washington State's powerful senior senator, Slade Gorton (R), who long ago decided to base his re-election campaigns on a platform openly hostile to environmental causes. Gorton was a co-sponsor of the Elwha restoration act, but since then has opposed removing the dams, arguing that pouring that much money into a single fishery is not prudent and calling instead for measures such as the installation of fish ladders and investment in fisheries programs on other rivers.

Late in the 104th Congress, Gorton, who chairs the Senate Appropriations subcommittee, placed wording in an appropriations bill that earmarked $4 million for buying the dams (a down payment on the purchase price of $29 million) and would allow the state to pick up the dams for $1 each, provided it commits state money to bear the $80 million-plus cost to tear them down. Although Gorton says his plan is an attempt to save federal money, conservationists see the maneuver as an attempt to kill the project.

Such a move, as Gorton has written it, would nullify a portion of the 1992 restoration act, absolving the federal government of any responsibility to help restore salmon on the Elwha. Gorton's plan also nullifies a good-faith effort by the Elwha Indians and other tribes that have been working on the issue for years. Gorton's amendment does not specify a timetable for removing the dams. And it may complicate the 1992 act's deal with James River and Daishowa, under which they would be able to replace power from the dams with market-price electricity from the Bonneville Power Administration.

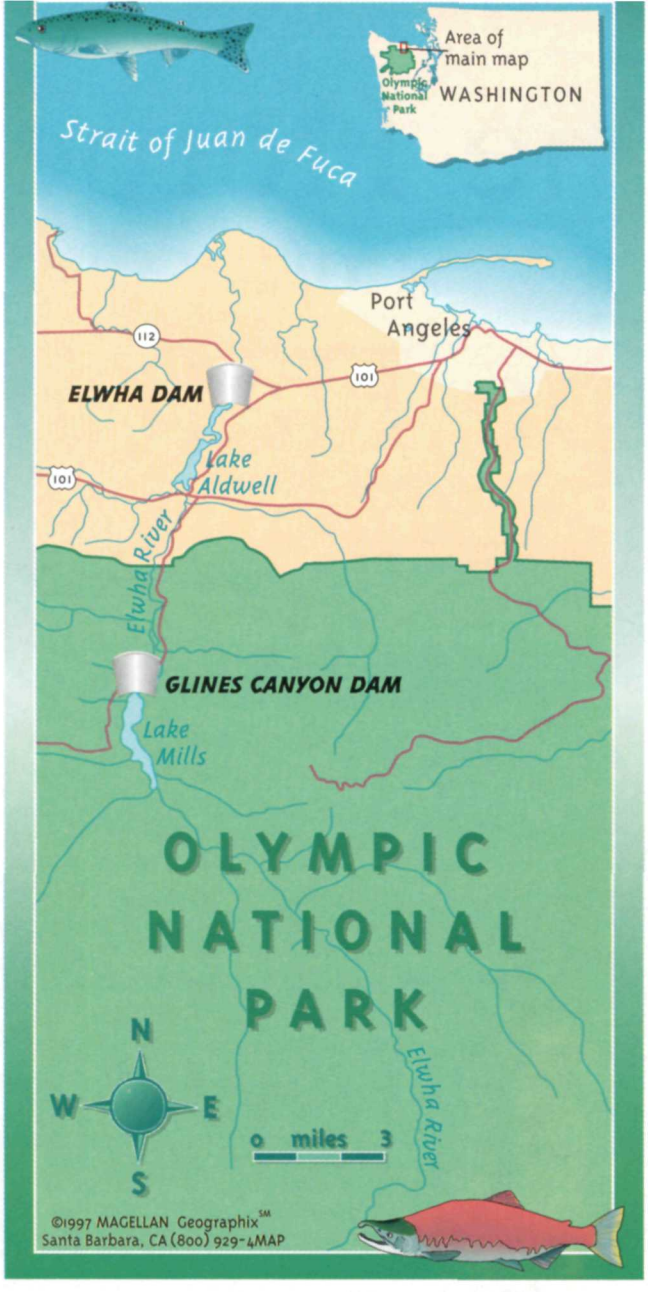
Gorton's proposal could block progress toward removing the dams for years to come, particularly if the removal proposal remains a largely Northwest affair. Says Phil Pearl, NPCA's Northwest regional director, "The future of this issue lies in building a national campaign. If we keep knocking on Gorton's door, we're not going to get anywhere." Pearl also believes that a second Clinton term may see more White House pressure to finance dam removal, in part out of guilt over the disastrous timber salvage rider—which for a time allowed the U.S. Forest Service to cut whatever it wanted on forest lands in the Northwest, without regard for environmental laws.

Pearl, meanwhile, hopes to build national awareness of the Elwha along with groups such as Friends of the Earth, which has been involved since 1985 and has strongly supported dam demolition since the notion began to gain real steam five years ago.

Although Pearl and others are confident that the merits of freeing the Elwha will eventually ensure that it happens, others are less sure. "Here you have something that doesn't exist anywhere else, and we're held up with all this picayune crap," says Goin.

Of one thing Goin is certain: the Elwha could be something special if just given a chance. "It's still a good river," he says. "If we take the dams out, it can't help but work."

DOUGLAS GANTENBEIN *is the Seattle correspondent for* Economist *magazine.*



The Heroes *of* Cape Hatteras

Unrecognized for 100 years, the courageous efforts of an African-American lifesaving crew are finally being honored.

BY WENDY MITMAN CLARKE

TOWARD THE NORTHERN END of the strip of sand, dunes, and barrier island that constitute Cape Hatteras National Seashore, some concrete tanks jut out from the beach. They seem odd: out of place and out of time. But if you stand at that spot, squint south down the bleached sand as far as you can see, and imagine a wild, wind-whipped night full of fury, you might get an inkling of the extraordinary courage of seven ordinary men who lived and worked in this place a hundred years ago.

This is the site of the U.S. Life-Saving Service's Pea Island, North Carolina, station, the only all-African-American station in the national service dedicated to rescuing survivors and retrieving victims of ships wrecked along the coasts. On a furious night a century ago, the seven men saved nine people, including a captain's wife and three-year-old son. That rescue had gone unremarked until last year, when Coast Guard Commandant Adm. Robert E. Kramek awarded the men a posthumous Gold Lifesaving Medal. The medal and recognition have ended what some of the descendants of the seven men saw as a historical injustice. For others, it was the right thing to do to mark the men's accomplishments as African Americans and lifesavers, even a hundred years later.

"The attitude was, someone was in trouble, you have to go out and help them," says Capt. Dwight Meekins, 47, a search-and-rescue helicopter pilot, who followed the path of his grandfather, Theodore Meekins of the Pea Island station, into the Coast Guard. "There are times today when we may [assess the risk and] say 'no,' whereas back then, I don't think they ever said no. They just went."

Herb Collins, 74, who served 34 years in the Coast Guard and whose great-uncle, Dorman Pugh, was one of the seven, says, "I think the men themselves thought it wasn't a big deal, but I have felt all my life they should have been given a lifesaving medal. When it came, I was grateful. I don't have any regrets, don't have any malice."

Dramatic Rescue

In those days, 1896 to be precise, the U.S. Life-Saving Service was at its peak. Initiated in 1848 after several horrible shipwrecks on approaches to New York Harbor, the service began as something of a volunteer organization, underfunded, under-staffed, and rife with political cronyism. But in 1871, Sumner Kimball became the service's superintendent, and under his guidance, it grew into a professional organization and the stricken sailor's best hope.

The need was obvious. The growing United States relied upon shipping as the backbone of its trade network. But because aids to navigation were not as sophisticated as they are today, ships often hugged the coastline. It was a dicey strategy; there was precious little room for navigational errors, and a quick, vicious storm could drive a ship onto a beach within hours.

Driven by wind, waves, and tides, ships would run aground on shoals and sandbars, where the sea would pound them to pieces. Often stranded several hundred yards from shore, those who tried to swim through the maelstrom rarely survived. The alternatives were a slow death from exposure and sheer exhaustion from clinging to the rigging, or a quick one in the sweep of a crushing wave.

The Life-Saving Service established stations along the coasts and Great Lakes and staffed them during the most dangerous months; West Coast stations stayed open year-round, whereas the active season on the East Coast eventually became Sept. 1 through May 1. Surfmen walked 24-hour patrols along the beaches, exchanging tokens to prove that they had met their colleagues at the halfway point.

They drilled daily to hone their skills at firing lines (which would be shot to stricken ships), practicing retrieving "victims" with the breeches buoy (a sort of life-ring with shorts in which a person would sit and be pulled to shore along a line attached to the ship), handling their surfboats, and quickly preparing and moving their equipment in a heavy, wide-wheeled wagon known as the apparatus cart.

Surfmen saved thousands of lives at stations up and down the coasts including Old Harbor, now part of Cape Cod National Seashore in Massachusetts; Sleeping Bear Point and South and North Manitou islands, all part of Sleeping Bear Dunes National Lakeshore on Lake Michigan; Fort Point, now part of Golden Gate National Recreation

FRED HIRSCHMANN

A calm sea at Cape Hatteras National Seashore belies the hazards along this barrier island. On October 11, 1896, a storm blowing along the cape claimed the Newman but not its crew—thanks to the Pea Island Life-Saving surfmen.

Area in San Francisco; and Spermaceti Cove Life-Saving Station at Gateway National Recreation Area in Sandy Hook, New Jersey.

Graveyard of the Atlantic

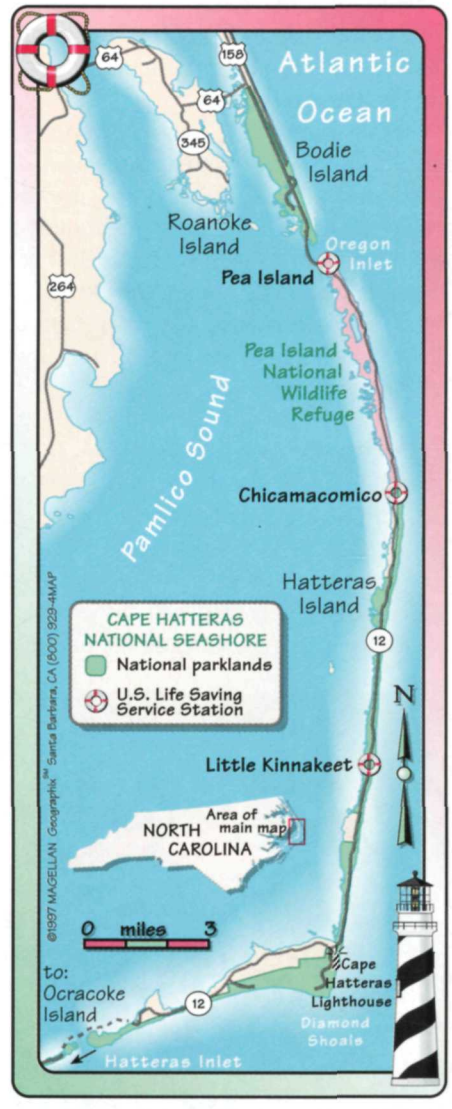
But perhaps nowhere were the lifesavers more vital than along what is now Cape Hatteras National Seashore, a stretch of sea and shoals infamous as the Graveyard of the Atlantic. Jutting nearly into the powerful Gulf Stream close to where its warm waters collide with the cold Labrador Current, Cape Hatteras, Frying Pan Shoals, and Diamond Shoals earn the wary respect of mariners even today. Hundreds of ships have fallen prey to the area's unpredictable weather and tormented currents. The service established 29 stations along the North Carolina coast, 11 of them on the beaches that now compose the national seashore.

Pea Island, the first station south of Bodie Island and Oregon Inlet, was built in 1878. Two years later, after investigating a fatal wreck that occurred in clear weather and uncovering negligence and lying by the station's keeper and a surfman, Lt. Charles F. Shoemaker recommended that "Richard Etheridge, colored, now No. 6 surfman in Station No. 16," be appointed keeper.

"I have examined this man and found him to be thirty-eight years of age, strong robust physique, intelligent, and able to read and write sufficiently well to keep the journal of a station. He is reputed one of the best surfmen on this part of the coast of North Carolina," Shoemaker wrote. He also recommended that Etheridge's crew be African Americans, chosen from nearby stations. "I am aware that no colored man holds the position of Keeper in the Life-Saving Service, and yet such... surfmen are found to be among the best on the coast of North Carolina." So was established the first and only all-African-American station in the service's history.

"Why did Lt. Shoemaker make what for that time and place was a radical recommendation?" asks Dennis L. Noble in his book on the service, *That Others Might Live*. "There is nothing to show his reasoning. Perhaps he was simply color-blind in matters of the service...subsequent events proved the wisdom of his decision."

Etheridge and his crew weathered all the post had to throw at them, including a suspicious fire that destroyed the station soon after his appointment. Authorities charged no one, the service rebuilt the station, and Etheridge and his men became well-known, trusted lifesavers. The station's most famous rescue—carried out by the crew on duty: Benjamin Bowser, Lewis Wescott, Dorman Pugh, Theodore Meekins, Stanley Wise, and William Irving—came early on the stormy night of Oct. 11, 1896.



"The patrolman on watch from sunset to 9 p.m. discovered from the station...through the blinding storm a distress signal," begins Etheridge's account of the wreck of the three-masted schooner *E.S. Newman*.

The ship, unladen, was bound from Providence, Rhode Island, to Norfolk, Virginia, when weather that Etheridge described as a hurricane blowing from the northeast shoved the ship south, grounding it about 30 yards from shore and about two miles south of the Pea Island station. The weather was so vile, Etheridge wrote, that the surfmen could not patrol because the sea was washing over the beach. But once the signal was verified, the crew set out with a team of mules pulling their apparatus cart.

"It seemed impossible under such unfavorable conditions to render any assistance. The team was often brought to a standstill by the sweeping tide...but the wreck finally was reached rolling and tossing well upon the beach with head sales [sic] all blown away...the voice of gladden hearts greeted the arrival of the station crew," Etheridge wrote.

But the foul conditions soon stymied the crew; the shifting sands prevented them from setting a sand anchor (against which a breeches buoy line would be levered), and the usual methods of rescue clearly would not work. So Etheridge asked two men to tie themselves together and carry a line to the ship.

What must have been a fearful swim into a maelstrom of undertows, currents, and waves in the pitch darkness, Etheridge sums up without fanfare: the men went "down through the surf as near the side of the vessel was possible where a ladder was lit over the side, where each survivor with a line around their body with great difficulty was carried back on the beach...the station crew arrived back at the station at 1 o'clock a.m."

The *Newman* was destroyed, but its crew of seven, including Capt. Sylvester R. Gardiner, his wife, Irene, and three-year-old son, Thomas, survived.

Continuing to Serve

Etheridge's impressive leadership of the Pea Island station ended when he died there in 1900 after an illness of some months. According to Joe A. Mobley in his book *Ship Ashore!*, the station remained the nation's only all-African-American station, even after Congress

in 1915 combined the U.S. Life-Saving Service with the Revenue Cutter Service to become the U.S. Coast Guard. The Coast Guard replaced the original station and then finally decommissioned Pea Island in 1947; Herb Collins, descendant of surfman Dorman Pugh, handed over the keys to end its proud and singular career. During the station's lifespan, the crews serving there remained primarily African American.

"People thought highly of them, particularly at that station," says Collins. "When I was a kid I used to see the surfmen...in their uniforms, and I said to myself, 'I'm going to get to that station.' That was my goal, and I did get there."

For decades, all that remained of the Pea Island men and their finest moment were the memories and stories of their descendants, many of whom followed them into Coast Guard careers; the carefully written records and logbooks buried in the National Archives; the *Newman's* nameboard, now at the Chicamacomico station (part of Cape Hatteras National Seashore but operated by a private historical association); and a small plaque near the concrete tanks jutting from the beach that describes Pea Island, the African-American surfmen, and the *Newman* rescue.

FRED HIRSCHMANN

This U.S. Life-Saving Station at Cape Lookout was decommissioned in 1937.

5TH COAST GUARD DISTRICT PUBLIC AFFAIRS

William Bowser, 81, grandson of a Pea Island surfman.

No one can say for certain why the service failed to reward the surfmen at that time. "I guess it was just one of those things, the way things happen," says Naomi Hester, 58, Herb Collins' sister and grand-niece of surfman Dorman Pugh.

Righting a Wrong

But for four people who knew the story, that was insufficient. Coast Guard Cmdr. Stephen Rochon, 15-year-old Kate Burkhart of Washington, North Carolina, and two men—David Wright and David Zoby, who are now college teachers—all learned about the Pea Islanders and the *Newman* through different sources.

Wright and Zoby came across the story while traveling in North Carolina and developed a slide presentation on the station, which Burkhart eventually saw. Rochon learned of the story while researching a presentation on African Americans in the Coast Guard. Wright and Zoby were the first to discover that the Pea Island crew did not get recognition for the famous rescue. All felt the Pea Island crew's rescue of the *Newman* had been unjustly overlooked. Burkhart appealed to Sen. Jesse Helms (R-N.C.) for a posthumous Gold Lifesaving Medal, while Rochon sought the same through Coast Guard channels using Wright and Zoby's research.

And after years of research and effort, dozens of Pea Island descendants attended a ceremony at the Navy Memorial at which Kramek presented the award. Another ceremony, on the 100th anniversary of the rescue in October, installed the medal at the nearby North Carolina Aquarium on Roanoke Island, Etheridge's gravesite. After months of searching, Rochon and his staff also found Capt. Sylvester Gardiner's grandson, Daniel Gardiner, who attended the October gathering and met the descendants of the men who saved his family.

William Bowser, 81, grandson of surfman William Charles Bowser, who left the station a year before the *Newman* rescue, says the medal has helped heal his bitterness about what he saw as discrimination when he served in the Coast Guard briefly during the 1930s and '40s. "When I looked at this crowd of people, I saw credit was given to those who deserved it."

Capt. Dwight Meekins, whose family now can count four generations in the U.S. Life-Saving Service and the Coast Guard, says people should not dwell on negatives, real or imagined, in the 100 years it took to get the medal. "It was a good day for...the old Pea Island crew, the descendants, and the Coast Guard."

WENDY MITMAN CLARKE *of Stevensville, Maryland, writes about maritime issues.*

Contested Coastlines

BY MICHAEL L. WEBER

Barrier-island development imperils already delicate ecosystems and threatens sea turtles' tenuous toehold.

At Cape Canaveral National Seashore in Florida, ancient past meets technological future. Near where rockets and space shuttles blast into Earth's orbit and beyond, sea turtles emerge from the waves each year to lay eggs, just as they have since the days of the dinosaurs.

This contrast is the most amazing thing about Cape Canaveral, says Superintendent Wendell Simpson.

Indeed, Cape Canaveral provides one of the most significant sea-turtle nesting sites on the Atlantic Coast. There, the number of sea-turtle nests laid on the seashore's 24 miles of beaches increased from 2,508 to 4,169 during the last decade. Most nests are laid by endangered loggerheads, but many are laid by green sea turtles, whose central Florida population is also considered endangered. Only one to three nests are laid by endangered leatherbacks, the largest of the sea turtles.

Long Odds Made Longer

As at the other five national seashores that host nesting sea turtles each summer, the beaches at Canaveral are the eroding edge of barrier islands that have been rolling over onto themselves for millennia. Here. adult female sea turtles crawl from the surf at night, up the sloping beach toward the dunes, and dig a flask-shaped pit, into which they deposit more than 100 eggs the size of ping-pong balls. After filling the pit with sand, the turtles return wearily to the surf several hours after emerging.

If all goes well in the next two months, hatchlings peck their way out of their egg shells, and as a determined team, make their way to the sand's surface. Under cover of darkness, hatchlings burst from their nest and dash toward the glow of the surf, where they enter a watery world that only the females will ever leave alive.

Sea turtles, which can live to be 60 years old, mature sexually anywhere from ten to 20 years of age, depending on the species. Only 1 percent of turtles hatched in the wild live to maturity. Predators, from raccoons and ghost crabs to sharks and seabirds, pillage nests or consume unlucky hatchlings. Storms flood nests with seawater. With so few adults reaching breeding age, any additional threats on top of those already faced by turtles can drastically reduce populations.

Turtles now face more threats than ever. Since World War II, the natural rhythms of barrier islands and nesting sea turtles have been disrupted in many areas as people have built homes and businesses near the water's edge. To protect buildings and the waterfront on which they sit, federal and state governments have poured millions of dollars into making barrier islands do what they cannot do: stay in one place. Concrete seawalls, jetties, groins, riprap, and other engineering works have been thrown at the ocean in the futile effort.

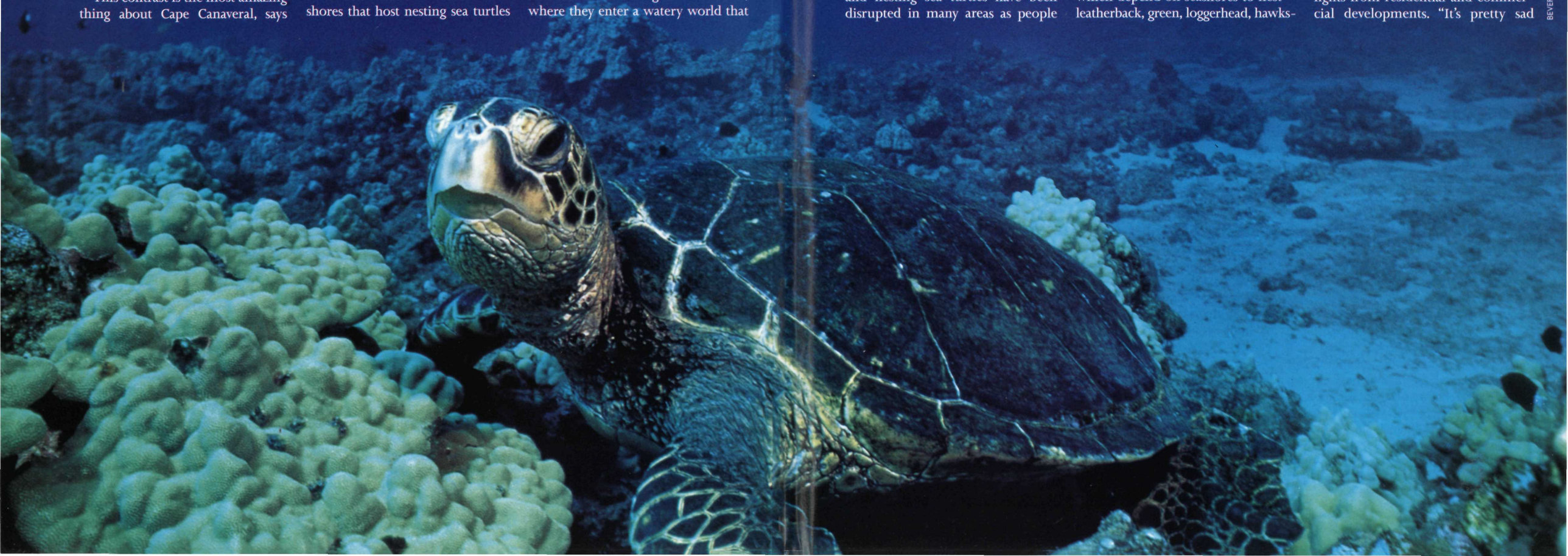
In many instances, federally sponsored coastal-barrier insurance has made beach development possible. The result often has been temporary protection for buildings but loss of beaches on which sea turtles nest. It is not surprising, then, that all five sea-turtle species found in U.S. waters and which depend on seashores to nest—leatherback, green, loggerhead, hawksbill, and Kemp's ridley—are listed as either threatened or endangered.

Encroaching Development

To the north and south of the wild beaches of the Canaveral seashore, the pattern of hyperdevelopment is plain. The same is true at Gulf Islands National Seashore off Florida's panhandle and the coast of Mississippi. Riley Hoggard, a resource management specialist at the seashore, foresees only more development. "The trends are to develop, develop, develop. The feeling is that we have to build in order to be prosperous, so we are going to build."

One effect has been the hatchlings' disorientation caused by the glare of lights from residential and commercial developments. "It's pretty sad

BEVERLY FACTOR / INTERNATIONAL STOCK



when you follow a hatchling's crawl for a mile or more [in the wrong direction], then all of a sudden the track ends," says Hoggard. "You can see the signs of a struggle, maybe with a ghost crab or heron. But it's the lights that started it." Seashore staff has focused on education, which in turn has encouraged communities and the local power company to reduce the glare, but the problem is far from solved.

Beachgoers who drive all-terrain vehicles onto the sand at national seashores also complicate life for hatchlings. Cape Hatteras and Cape Lookout national seashores (as well as Padre Island) allow recreational vehicles on their beaches. In the 1980s, volunteers at Cape Lookout found that hatchlings became trapped in tire ruts and did not reach the water before being eaten by ghost crabs or caught in the desiccating warmth of the day. Now, seashore staff builds barriers to divert vehicles behind nests ten days before they hatch.

Gulf Islands struggles in a different way to balance recreational access with the island's natural dune system. In October 1995, when Hurricane Opal's 15-foot storm surge obliterated much of the road behind the primary dunes, seashore staff and NPCA's Southeast Regional Director Don Barger sought to make the best of the situation.

They pressed for moving the road farther away from the ocean and giving it curves to allow secondary dunes to develop. The original road interrupted natural dune development, leaving the island more vulnerable to storm surges and disturbing valuable sea-turtle habitat. Gradual erosion had already moved the beach closer to the road in some areas when the storm hit.

But resistance from the seashore's superintendent, under pressure from the community, blunted the plans. The new road includes only a few jogs where secondary dunes may form and the adjacent beach may widen.

The popularity of seashores presents other challenges to staff trying to make sea turtles welcome. In the past two decades, development on North Carolina's Outer Banks has skyrocketed.

"Last year, more than two million people visited the seashore. We just don't have as many remote, quiet beaches any longer," says Marcia Lyons, a resource-management specialist at Cape Hatteras.

Besides more lights, beach traffic, concrete walls and jetties, and other assaults on nesting sites, development has driven up land prices. Aquiring important nesting beaches for inclusion in Florida's Archie Carr National Wildlife Refuge is nearly prohibitive with land prices as high as $500,000 an acre. By this measure alone, the creation of nearby Cape Canaveral 22 years ago was a farsighted action that in the long run could help to save turtles.

Threats on Land and Water

At most seashores, the greatest natural threat to sea-turtle nests comes from raccoons. Part of the Park Service's mission is to preserve native wildlife in the parks, and raccoons are native to the barrier island ecosystem. Cape Canaveral staff, therefore, has chosen to attack egg predation by protecting nests with heavy-gauge wire screens, anchored by four stakes. This prevents raccoons and ghost crabs from reaching the eggs.

Volunteers remove screens a week before hatchlings are ready to escape and make their way to the sea. Daily from 11 p.m. to 7 a.m., teams of volunteers and seasonal workers patrol the beaches. During 1995, 60 volunteers spent 1,200 hours patrolling and screening nests. The overall strategy has helped: screening has reduced predation from 95 percent to 15 percent.

At Cumberland Island National Seashore in Georgia, staff and volunteers have had to protect nests not only from raccoons and ghost crabs, but also from natural events such as flooding. In the last two years, staff has moved nests to above the high-tide line to prevent seawater from destroying the eggs.

Other threats to turtles come from beyond the shore. Surveys on Cumberland Island and nearby Little Cumberland Island have shown a dramatic decline in nesting over the years, and a strong link between shrimping and dead turtles found washed up on the seashore's beaches.

In the 1980s, a legal battle was fought to force the U.S. shrimping fleet to install special devices to keep sea turtles from being killed in nets dragged from trawlers. Regulations—enforced by the U.S. Coast Guard—became effective in 1990. Turtle Excluder Devices (TEDs) are designed to divert turtles but allow smaller catch to pass through. TEDs include two basic types: a grid made of metal and a barrier made of netting.

Although TEDs are required, and failure to use them can result in substantial fines under the Endangered Species Act, evidence shows that turtles are still becoming ensnared. There are at least two reasons. First, some fishermen refuse to use them, even though tests show that the devices work well. Second, some fishermen use the lighter-weight so-called "soft" devices, which are made from netting and do not work.

In a July 1996 letter to the National Marine Fisheries Service, which oversees marine species under the Endangered Species Act, NPCA's Southwest Regional Director David J. Simon urged stronger action to protect turtles. "One of the principal reasons sea turtles continue to face extinction is human-caused mortality in the oceans, mainly from the fishing (chiefly the shrimping) industry."

Political wrangling by members of Louisiana's congressional delegation prevented NMFS from issuing stronger TED guidelines that included decertifying most soft devices. (See page 21 for what you can do.)

In the last several years, record numbers of endangered Kemp's ridleys have been stranded on the shores of Padre Island National Seashore in south Texas (see sidebar). Although turtle populations seem to go in cycles, as at Cumberland Island, a strong link exists between shrimping and the number of dead turtles on Padre Island's beaches.

Other sea turtles, such as the hawksbill, wash ashore entangled in marine debris, including carelessly discarded produce sacks. An examination of stomach contents of dead turtles also shows that the animals often ingest plastic, which clogs their digestive systems and can lead to death.

Despite an international convention prohibiting pollution from ships and legislation passed by the U.S. Congress to ban the dumping of plastics from

Ridleys Return

ALTHOUGH FEW SEA TURTLES nest on its 60 miles of beaches, Padre Island National Seashore in south Texas looms large in the world of these oceanic reptiles because of the role it may play in preventing the Kemp's ridley, the world's most endangered sea turtle, from slipping into extinction.

A half-century ago, more than 40,000 Kemp's ridley sea turtles nested on the beach at Rancho Nuevo, Mexico—currently the only known nesting site of the species. Years of plundering nests to steal eggs to sell at markets in Mexico and the United States, as well as drowning of adult ridleys in shrimping nets, decimated the population. By the 1970s, the number of nesters had dwindled to a few hundred.

In 1978, the governments of Mexico and the United States launched an ambitious program to restore the species. The plan included protecting the nesting beach at Rancho Nuevo, developing techniques for giving young ridleys a head start, and attempting to establish a second breeding colony at Padre Island. The last activity tested a popular theory about sea-turtle behavior: that young turtles imprint on the sand and waters of their natal beaches, to which the females return as adults.

Between 1978 and 1988, biologists caught 22,507 Kemp's ridley eggs before they touched the sands of Rancho Nuevo. The eggs then were flown to Texas for incubation in Padre Island sand. After hatching, the little Kemp's ridleys were released on the beach at Padre Island and allowed to swim for a few minutes in gulf waters before being netted and shipped to a laboratory of the National Marine Fisheries Service in Galveston, Texas. There, biologists raised the hatchlings for nine to 11 months, before releasing them into the Gulf of Mexico. By the time the Kemp's Ridley Sea Turtle Working Group called an end to the experimental project in 1988, 13,454 yearling Kemp's ridleys had been released into the Gulf of Mexico.

But would the young ridleys survive, grow to adulthood, and nest at Padre Island? And how could someone recognize a Padre Island Kemp's ridley ten years after it was released?

With the 1983 hatch of eggs, biologists began marking the young ridleys with a "living tag." At the lab, technicians removed a plug from the light-colored, lower shell of a turtle and implanted it in one segment of the darker, upper shell. As the turtle grew in size, the lighter plug grew with it. The location of the tag indicated the year of hatching.

C. ALLAN MORGAN

In 1986, seashore staff and volunteers began systematic patrols of 60 miles of beaches searching for returning ridleys. In nearly a decade of patrols, no "head-started" Kemp's ridleys were found nesting. Then, on May 27, 1996, Donna Shaver, a biologist at the seashore who had had a hand in raising many of the sea turtles, received a telephone call from one of her volunteers.

"Unfortunately, I'm a manager, so I don't get out on the beach much," says Shaver. "But once I received the telephone report, I rushed to the site. [The turtle] was still laying eggs. I brushed sand from the shell and recognized the tag." She was one of the ridleys Shaver had raised in 1986.

Biologists don't believe that the Padre Island experiment can rebuild the critically endangered Kemp's ridley population; however, establishing a second nesting population may be useful insurance against catastrophe befalling the species' traditional nesting beach at Rancho Nuevo.

Borrowing a phrase from Cervantes' *Don Quixote*, one sea-turtle biologist suggested, "You don't want all of your eggs in one basket."

—MLW

recreational, commercial, and government ships, the amount of debris collecting on at least one seashore has not diminished significantly. Working with Texas A&M University, Donna Shaver, a biologist at Padre Island, found that passenger ships and fishing vessels still appeared to be dumping trash into the water. Last year, staff at Padre Island issued a report that linked as much of 65 percent of the debris washing up on its shores to the shrimping industry. Mesh onion sacks that contained shrimping paraphernalia—rubber gloves, wood disks, etc.—were a common find.

For centuries turtles have faced the oceans' perils before crawling from the surf to lay their eggs. Although turtles have so far overcome what may seem like insurmountable challenges, the odds may be overtaking them.

Garbage, shrimpers' nets, and concrete walls along beaches have all taken a toll. More direct action is needed to help turn the tide. Federal insurance reform, zoning laws that would restrict development on barrier islands, and stricter enforcement of laws already on the books would go a long way toward helping these ancient mariners.

Despite the odds, at least one scientist sees a glimmer in an otherwise bleak picture. "We will always have to worry about nesting habitat, because human pressure is only going to get worse," says Deborah Crouse, a sea-turtle biologist at the Center for Marine Conservation. "But sea turtles have a way of generating enthusiasm and concern among people. And that makes such a difference in protecting sea turtles and their nesting beaches."

MICHAEL L. WEBER, *a freelance writer in California, is senior author of* The Wealth of Oceans. *In the 1980s, he oversaw sea turtle conservation for the Center for Marine Conservation.*

Gone Fishing

If you are among the hearty folk who prefer winter to all other seasons, several national parks offer the chance to try your hand at ice fishing.

BY YVETTE LA PIERRE

IN THE NORTH COUNTRY, where winter seems to last for half the year, people have learned to survive—if not enjoy—the cold weather. In fact, when asked to name their favorite season, many northerners will enthusiastically reply, "winter!" Perhaps this is because they have not allowed winter to stand in the way of their favorite outdoor activities, such as fishing.

If your idea of winter is having to wear a sweater to the beach, this may not be the sport for you. But if you are among the hearty folk who prefer winter to all other seasons, several national parks offer the chance to try your hand at ice fishing and enjoy the beauty and solitude of an icebound lake.

To get started, you will need some basic equipment. To drill a hole through the ice, use a power auger or chip one by hand with an inexpensive chisel. Tie the chisel to a line attached to your wrist so that if you lose your grip, the chisel will not end up on the bottom of the lake. Once the hole is finished, you will need a skimmer—which looks like a big soup ladle with a perforated cup—to keep it free of ice. Rods and reels designed for cold weather use are available, as well as ultra-light fishing line and lures specially made for the dark, under-ice world of ice fishing. A useful item is the tip-up—a frame that supports a reel and signals with a flag when a fish pulls the line. Icehouses and other temporary shelters can protect you from extreme weather.

Before dropping a line, always check with the park for specific fishing rules and regulations and ice conditions. It is a good idea to take along some food and something hot to drink and to let someone know your itinerary. And, of course, dress properly—layers are best. When the mercury dips below zero degrees Fahrenheit and the wind howls, remember the mantra of the North: There is no such thing as bad weather, only bad clothing.

BILL SILLIKER, JR.

Acadia is open all year, but in winter the loop road is closed to cars.

Acadia

Tucked back from Maine's rugged coastline in Acadia National Park is a gentler world of sculpted mountains, thick forests, and still ponds carved by an ancient glacier. In the winter, when nighttime low temperatures may be below zero and daytime highs in the 30s, these ponds freeze over, offering ample opportunities for ice fishing.

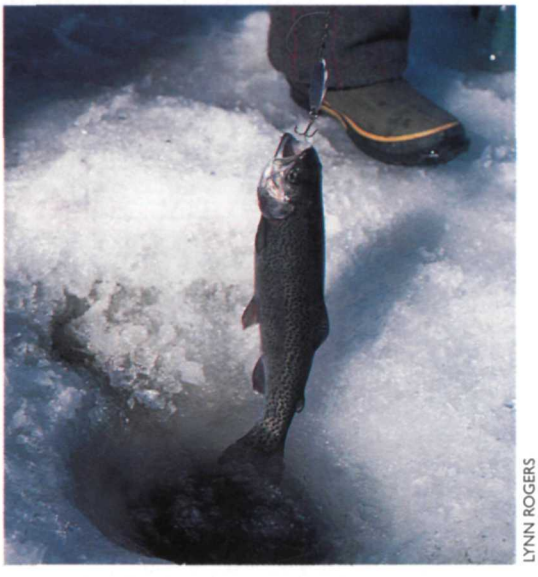
Anglers go after four main species here: landlocked salmon, brook trout, lake trout (called togue by locals), and pickerel. Long Pond is the most popular spot for salmon, and Echo Lake is best

YVETTE LA PIERRE *is a freelance writer living in Wisconsin. Her most recent book,* Mapping a Changing World, *was published this fall by Thomasson-Grant & Lickle.*

GREG RYAN/SALLY BEYER

FRED HIRSCHMANN

LYNN ROGERS



LYNN ROGERS

Voyageurs offers some of the best ice fishing in the national parks. Walleye, pike, crappies, and trout live beneath the ice in most of the park's 30 lakes and hundreds of ponds.

for brook trout. Eagle Lake is good for both lake and brook trout.

Anglers after pickerel should try Round and Somes ponds. Live golden or common shiners are the most commonly used bait at Acadia, though smelt is increasingly popular. Spiny-rayed fish, such as white perch, yellow perch, sunfish, or bass, is not allowed as bait. Ice houses are allowed at Acadia, though few anglers use them.

The park stays open year-round, but the loop road is closed to cars in the winter. Bait and other supplies and overnight lodging are available outside the park in winter. Blackwoods Campground in the park is open—and free—all winter. Contact the Bar Harbor Chamber of Commerce at (207) 288-5103 or (800) 345-4619. A Maine State fishing license is required; licenses are available in stores throughout the state. For more information, write to Acadia National Park at Box 177, Bar Harbor, ME 04609; or call, (207) 288-3338.

Voyageurs

Boasting more than 30 lakes and hundreds of beaver ponds, Voyageurs is the nation's premier water park. It lies in northern Minnesota along the Canadian border, an area affectionately referred to as "the icebox of the nation." It is no wonder that Voyageurs is considered the best place to ice fish in the national parks.

From December through February, the temperature falls below zero on most days, occasionally lingering there for a week or longer, and snow blankets the land and the lakes. Under the snow-covered ice live walleye, northern pike, and other fish. The park's staff plows a pathway out onto Rainy Lake, from which anglers can set up ice houses or just fish outdoors for walleye, burbot, and northerns. For safety, stay close to the groomed trails and the plowed pathway.

Northerns also can be caught on

ROBERT STOTTLEMYER/INTERNATIONAL STOCK

Temperatures in Grand Teton often fall below -25 at night but climb to 25 on sunny days, offering anglers a chance at trout.

some of the bays of Kabetogama Lake. Grassy Bay of Sand Point Lake and Black Bay are good places to fish for crappies. Live minnows and grubs make good bait. To catch northerns, many anglers use a painted decoy baited with the flesh of a sucker fish.

A Minnesota State fishing license is required and available in stores throughout the state. In adjacent Canadian waters, an Ontario license is required. Supplies can be bought, and icehouses rented, in nearby towns. Overnight accommodations are available in surrounding communities, as well as in the park at historic Kettle Falls Hotel (800-322-0886.) The hotel is also a popular spot to get a hot lunch. For more information, write to the park at 3131 Highway 53, International Falls, MN 56649-8904; or call, (218) 283-9821.

Grand Teton

Winter grips Grand Teton National Park in Wyoming for more than half the year, covering the valley in deep snows criss-crossed with the tracks of moose, coyote, and snowshoe hares. The temperature often falls below -25 degrees at night, but the thermometer may climb to 50 on sunny days, although a high of 25 degrees is more typical.

The park is always open, though some facilities and roads close. Plows clear the main park road. The end of February and beginning of March is a good time to ice fish at Grand Teton. The ice is still thick, but the days are starting to warm up. The most popular and easily accessible spot to angle is Jackson Lake.

People fish for lake trout, cutthroat trout, mackinaw, brown trout, and Rocky Mountain whitefish under the frozen surface of the lake. Sucker is the best bait, or a combination of lures and suckers. Worms, grasshoppers, and

crickets work better for open-water fishing. Neither fish eggs nor game fish are not allowed as bait. Portable icehouses are allowed on the lake, but they must be removed each day.

Bait, supplies, and rental ice houses are available in Jackson, as are overnight accommodations. Call the Jackson Hole Chamber of Commerce at (307) 733-3316. A Wyoming fishing license is required and available from most area sporting goods stores. For more information, write to the park at P.O. Drawer 170, Moose, WY 83012; or call (307) 739-3399.

Wrangell-St. Elias

Alaska's winters are dark, and temperatures can drop to -50 degrees. But for those who do not mind the cold and do not fancy baiting hooks with live fish, Alaska might be the place to try.

The state does not allow live bait for fear of introducing alien species into its waters. Instead, anglers use a spinner fish imitation or just a small jig with some bait on it for lake trout and whitefish, or herring when angling for burbot. The flesh of sport fish also is not allowed as bait.

At Wrangell-St. Elias National Park and Preserve, the largest unit of the National Park System, Copper Lake, Tanada Lake, and Silver Lake are the most popular spots for ice fishing. The lakes are accessible by trail—check with the park on road conditions. Icehouses are allowed on the lakes but are not commonly used.

At Copper Lake, rustic cabins are available for rent from Sportsmen's Paradise Lodge. Additional lodging is available in nearby communities.

An Alaska State fishing license, available at convenience and sporting goods stores, is required to fish in the park. Special state rules also apply. For example, anglers must tend all their lines, which must be identified with the angler's name and address. The number of hooks cannot exceed the bag limit, which is five per day for burbot and two per day for lake trout. Read the regulations carefully.

For more information, write to the park at P.O. Box 29, Glennallen, AK 99588; or call (907) 822-5234.

National Parks

COMING UP

Rescuing the Rescuers

Songbird Decline

Anniversary of Alaska's Gold Rush

Volunteer in the Parks

Musseled Out

Pollution, human activity, and aggressive exotic species have pushed mussels into the margins of the river ecosystems they once inhabited with impunity.

BY KIM A. O'CONNELL

TO THE CASUAL observer wading in a river or creek, mussels may be nothing more than rock-like objects. But these freshwater bivalves—considered indicator species—contain crucial information about river ecosystems. When mussels' numbers fall, a river's water quality could be in serious danger.

Currently two-thirds of all freshwater mussels in the United States are at risk, according to a report released last summer by The Nature Conservancy. The mollusks are the most rapidly declining animal group in the country, and some scientists believe that one in ten species may have become extinct during this century alone. The federal endangered species list includes about two dozen species of mussels, with such colorful names as the Appalachian monkeyface pearlymussel, the orangefoot pimpleback pearlymussel, and the purple cat's paw pearlymussel.

Many freshwater mussels reside in the waterways of the Midwest and the Southeast, including St. Croix National Scenic Riverway in Wisconsin, Ozark National Scenic Riverways in Missouri, and Big South Fork National River and Recreation Area in Tennessee and Kentucky. The decline of freshwater mussels largely can be attributed to human actions. Agricultural runoff as well as improper erosion-control practices and dredge-and-fill activities are major killers of mussels. Known as filter feeders, these shellfish require unsilted, free-flowing water to survive.

KIM A. O'CONNELL *is outgoing news editor of* National Parks.

SUE JENNINGS

Alien zebra mussels grow in a suffocating clump on a native mollusk.

Dams pose another threat by altering the flow of a river and preventing the migration of fish. Immature freshwater mussels must attach to a host fish species to complete their lifecycle. Without the host fish—which also helps to disperse the mussels—the young mollusks will die.

Mussels also are suffering as a result of the inadvertent introduction of an aggressive, non-native cousin—the zebra mussel. No larger than a quarter, the Eurasian zebra mussel, believed to have arrived in this country by transatlantic ship sometime before 1988, has spread throughout the Great Lakes and the Mississippi River basin. If this expansion continues unchecked, native mussels of the Mississippi River, which contains more endemic species of mussels than any other river system, could be reduced by 50 percent within a decade.

Staff at St. Croix National Scenic Riverway—which flows between Wisconsin and Minnesota to meet the Mississippi—first spotted zebra mussels there in 1994, affixed to a boat traveling through. So far, thanks to an interagency action plan that went into effect in 1992, the alien has not taken hold at St. Croix. The preventive action plan is designed to halt or slow the spread of the mollusks and involves monitoring and restricting boater access, as well as education. St. Croix is host to 40 native mussel species (including the federally listed Higgins' eye pearlymussel and winged mapleleaf mussel).

Concerned about the increasing number of zebra mussels found on boats traveling into the park, each month staff dive to check boats, marinas, and native mussel beds to be sure zebra mussels are not becoming entrenched.

Besides the hulls of boats, zebra mussels affix themselves to all sorts of objects, including shells, intake valves to power plants, and rocks. Once established, the exotics adhere to the shells of native mussels—sometimes hundreds of zebra mussels to a single native—suffocating their hosts.

"The park was in a position of having to react quickly, given how rapidly zebra mussels were spreading," says Sue Jennings, resource management specialist for St. Croix. "Our plan has been very successful—I think that the task force has done an excellent job of joining together to formulate a plan...to slow the spread of zebra mussels into the St. Croix."

Redefining Sacred Space

Our instinctual reverence for cultural sites must guide our behavior toward natural parks.

BY ALFRED RUNTE

COMMENTING IN 1969 on the world's surging population, the human ecologist Garrett Hardin noted the flood of visitors already entering Yosemite Valley, their automobiles usurping the last semblance of silence and open space. His solution: Make every visitor walk in, letting volume determine distance. The more visitors, the longer the walk required, until protection for the valley had been permanently guaranteed.

Every such ultimatum aside, why have many Americans belittled even modest proposals for controlling access to wilderness national parks? After all, people at home make reservations for everything from the ballet to dinner at a favorite restaurant. Similarly, patience and a respect for limits are generally mandated at the nation's public buildings and historic shrines. From the Statue of Liberty to the White House, most visitors wait their turn, or, if need be, make reservations for another day when lines are not as long.

Like Garrett Hardin, Edward Abbey laid the problem of the natural areas squarely on the invasion of the automobile. Dirt roads, he observed, discouraged frivolous visitation; pavement lured bored multitudes asking only where to get a Coke. "No more cars in the national parks," he insisted in his wilderness classic, *Desert Solitaire*. "Let the people walk. Or ride horses, bicycles, mules, wild pigs—anything—but keep the automobiles and the motorcycles and all their motorized relatives out."

The naturalist Joseph Wood Krutch similarly anticipated both Abbey's and Hardin's views. "Ours is so much the age of technology and the machine that machines come to be loved for their own sake rather than used for other ends," he wrote in 1957. Park managers themselves were becoming pawns of the nation's self-indulgence. "Instead of valuing the automobile because it may take one to a national park," he lamented, "the park comes to be valued because it is a place the automobile may be used to reach."

A.J. TOOS

Cultural resources tend to nurture more responsible attitudes. Gettysburg is hallowed ground, Ford's Theatre a somber reminder that Abraham Lincoln never lived to savor his hard-won victory. National shrines are endowed with subliminal boundaries of restraint, impelling reverence for the sacrifices most of them commemorate.

Not so the great primeval parks, America's geological rebuttal to the cultural dominance of Europe. Initially, parks symbolized the shift of opportunity from the Old World to the New, heralding that individualism, not rank and privilege, were now to reign supreme.

Consequently, although railroads opened the national parks, the automobile won over the middle class, further promoting, in Edward Abbey's view, every indulgence of individualism. Indeed, the Park Service itself preferred the automobile as an alternative to railroad access, and well into the 1990s still appeases the auto visitor.

Thus, in Yellowstone, the intimacy of narrow, curving roads gives way to wider and faster thoroughfares. In Yosemite Valley, a proposed parking lot near Bridalveil Falls is touted as a "solution" to daily "overflows." So, too, at Grand Canyon a similar "solution" would envelop much of Mather Point. Allegedly, each lot would be the centerpiece for a new system of public shuttles. Even so, the transfer from cars to buses would occur inside the parks themselves, as if the Park Service dare not separate Americans from their umbilical cord even as it strangles what they came to see.

If those parks were in practically any European country, the decision to restrict or ban automobiles would have been made decades ago. Here again, the gulf in national discipline may be explained by differing ideals of what is sacred space. To Americans the West is open space, in one historian's words, a refuge against national middle age. Distant horizons embody more than the spirit of the national parks. Open

ALFRED RUNTE, *a historian, is a trustee on NPCA's board. His books include* National Parks: The American Experience *and* Trains of Discovery: Western Railroads and the National Parks.

ground vindicates our materialism, restoring our faith that every landscape still holds endless opportunities.

If the Park Service has an egregious blind spot it is again both cultural and bureaucratic. We plan in five- and ten-year increments instead of 50 or 100 years, as if determined to resist the realities of middle age by tearing everything down and starting over.

Visiting Europe in 1982, I marveled at its respect for permanence and stability, for me underscored by the sheer number and elegance of its trains. Why do Americans reject such efficiency? Returning to my summer appointment as a ranger in Yosemite Valley, I answered by comparing it to the Lauterbrunnen Valley in Switzerland, also a breathtaking granite rift with soaring cliffs and tumbling waterfalls.

Consider the irony, I asked park visitors. Americans glorify Yosemite as wilderness, yet smother it in traffic. The Swiss have never pretended that Lauterbrunnen is wild, and do include a road for local access. Otherwise, everyone comes by rail, freeing Lauterbrunnen, although developed, from the smell and whiz of cars.

Switzerland, its limits conspicuous, had obviously evolved a different concept of sacred space. Electric trains, humming softly, carried sightseers up Lauterbrunnen's steepest mountainsides. Far beyond a novelty, Swiss trains were still a way of life, a shared cultural experience preserving both community identity and the landscape.

Then, momentously, my comparative had an American counterpart. On September 17, 1989, 4,000 celebrants gathered along the South Rim at Grand Canyon National Park, applauding the restoration of the Grand Canyon Railway. Today, the railroad averages 130,000 riders, an annual displacement of more than 40,000 cars.

Ironically, however, few decision-makers—even environmentalists—accept that the Grand Canyon Railway just might revolutionize park management nationwide. The problem, once again, is the lack of cultural comparative. The car is the reason Grand Canyon is congested and commercialized in the first place. No matter; it is the car that planners rush to accommodate and the railroad they dismiss.

Rationalization, in the guise of fairness, argues that railroads are elitist. Or too confining, too slow, or just plain out of date. Yet each is another argument relevant only to ourselves. None is consistent with the reality of railroads as known and modernized throughout the world; rather, it is America's railroads we are talking about, the ones we abandoned for the sake of cars.

And so, even at Grand Canyon, we tend to ignore the possibilities. We sense the significance of the railroad's return yet doubt any train still has a future. We feign interest hearing of a proposal to loop another track through Canyon Village, a system certified to eradicate congestion for not ten years but at least 100. We listen, politely, then get back into our cars. We have Lauterbrunnen at our very doorstep, only most of us still cannot see past Detroit.

Or, we simply deny that Europe can teach us anything, protesting that America still has all the answers. Sacred space is wasted space, reinvention not stability. A president's birthplace, a battlefield—those are the boundaries we know by heart, how to behave and how to participate in the worship of our founding. Otherwise, our perceptions of landscape remain largely material rather than spiritual or philanthropic.

A common vision is still required, enveloping wilderness with respect for limitations much as that found at historical and cultural sites. Simply put, yesterday's future has arrived. Wherever Americans gather, more crowds are now inevitable, and gather Americans will wherever they put a road. Should it not, then, be a railroad instead of another highway? The decision historically would be obvious, but that relevance is far behind us. Tomorrow's constraints can be either pleasant or tedious and destructive. It depends on our willingness to learn from others who have already made the choice.

NPCA Notes

BY M. KATHERINE HEINRICH

Continental Divide Trail

▶ The Continental Divide Trail Alliance (CDTA)—a "friends of the trail" group for the Continental Divide National Scenic Trail—is partnering with local businesses and land managers in a series of events to educate trail users on winter activities in the mountains and to gather information on the condition of the trail.

Hundreds of snowshoers are expected at Winter Trails Day events on February 8 at Rocky Mountain National Park and Berthoud Pass in Colorado. The festivities, which are free and open to the public, will feature on-snow demonstrations and are designed to draw attention to winter trails, including the Continental Divide Trail.

CDTA is also organizing Uniting Along the Divide, a July event that will bring together 31 teams of citizen groups, businesses, and land management agencies to assess the condition of 100-mile segments of the Continental Divide Trail and compile the results in a "State of the Trail" report. The report will be presented at CDTA Trailfest, a conference to be held in September in Vail, Colorado.

Created by Congress in 1978, the Continental Divide trail crosses five states, 25 national forests, three national parks, and eight Bureau of Land Management districts, stretching more than 3,200 miles.

To learn more about any of these events, write to CDTA, P.O. Box 628, Pine, CO 80470, or call (303) 838-3760.

Underground Railroad Summit

▶ The Underground Railroad Summit, held in Charleston, South Carolina, last October, was one of a series of forums designed to identify and bring together the many people and projects connected to its story. The summit, which was coordinated by NPCA, the National Park Service (NPS), and the National Underground Railroad Association (NURRA), drew scores of participants—educators, clergy, researchers, activists, and representatives from a wide range of agencies and organizations. Discussion centered on upcoming legislation and the development of NURRA, a national citizens' association that will serve as an umbrella organization for Underground Railroad efforts.

The Underground Railroad was a clandestine network of people from different walks of life, religions, and ethnic backgrounds—all united in the name of freedom. In February 1996, the NPS completed a study of the Underground Railroad that outlined six alternatives for interpreting and preserving its story. Because the Underground Railroad was so inclusive, efforts at recapturing its history have coalesced in partnerships among government agencies, individuals, and private organizations.

NPCA thanks its members for their overwhelming support of the Underground Railroad project. If you would like to get involved in the effort to commemorate the Underground Railroad, please contact Iantha Gantt-Wright, NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036.

Pick Up & Go!

▶ As part of NPCA's continuing efforts to broaden the national parks constituency, the association salutes *Pick Up & Go!*, the brainchild of Frank and Audrey Peterman. After traveling 12,000 miles across the United States, exploring many national parks along the way, the Petermans took up the challenge of encouraging African Americans and other minorities to visit the parks and get involved in the preservation of the National Park System.

Taking inspiration from their journey, the Petermans launched *Pick Up & Go!*, a travel newsletter that urges all Americans to take responsibility for our national treasures and advocates the inclusion of minorities in the public process on issues affecting our nation's natural resources and wildlife.

For more information about *Pick Up & Go!*, call (305) 371-6399 or send a fax to (305) 371-6398. *Pick Up & Go!* welcomes letters and stories about readers' experiences in our national parks. Send submissions to: Earthwise Productions, Inc., 2001 N.W. 112th Ave., Plantation Acres, FL 33323.

Warming Trend

▶ At least 49 of the 54 national parks are threatened by global warming, according to preliminary analysis based on a report on climate change and the national parks. NPCA President Paul C. Pritchard presented the results of an NPCA-commissioned study on climate change and the national parks at the Wash-

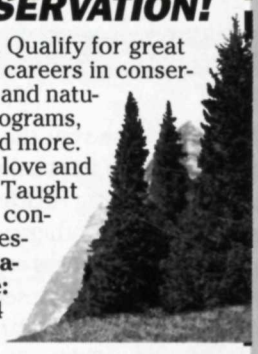
EcoOpportunities

CAREERS

OUTDOOR CAREERS IN CONSERVATION!

Home study. Qualify for great environmental careers in conservation, wildlife and natural resource programs, parks, zoos, and more.

Do what you love and get paid for it! Taught one-on-one by conservation professionals. **Free career literature: send or call 24 hours a day.**



CALL 800-223-4542

Name _____

Address _____

City _____ State _____ Zip _____

Age _____ Phone ( ) _____

THE SCHOOL OF CONSERVATION

Dept. NNA442, 6065 Roswell Road
PCDI, Atlanta, Georgia 30328

Environmental Careers

Environmental & natural resource vacancies from non-profit, private, & government employers. Two issues each month list opportunities nationwide. A 6 issue trial subscription is only $19.50. **Subscribe today!**

The Job Seeker
Dept NP, Rt 2 Box 16, Warrens, WI 54666

NATIONAL PARK JOBS

Positions are now available at National Parks, Forests, and Wildlife Preserves. Forestry workers, Park Rangers, firefighters, concessionaires, + volunteer and government positions available. Excellent benefits and bonuses! For more information, call Outside Focus:

(206)971-3622 Ext. N90333

PRODUCTS • GEAR

HEATED BIRD WATERER

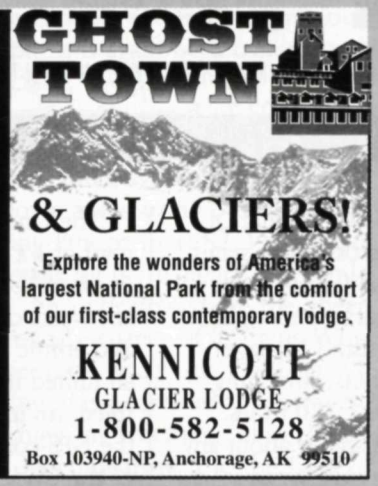
• Tested to 35 degrees below zero • Thermostatically controlled • 60 watt heating element • Six foot cord • Built in perches and hanging hooks •1 gallon capacity for wild birds, chickens, ducks and cats

ICEAWAY, INC.
1-800-750-2837

Credit Cards Accepted

TOURS • TRAVEL

ALASKA GHOST TOWN & GLACIERS!



Explore the wonders of America's largest National Park from the comfort of our first-class contemporary lodge.

KENNICOTT
GLACIER LODGE
1-800-582-5128
Box 103940-NP, Anchorage, AK 99510

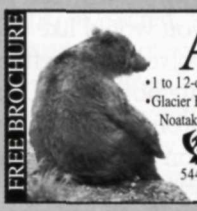
AUSTRALIA & NEW ZEALAND *Walkabouts*

Nature, Hiking & the Outdoors

Hiking and camping safaris, lodge stays, and island resorts in New Zealand's scenic National Parks & Milford Track; Australia's Outback, Tropical North, & Great Barrier Reef.

PACIFIC EXPLORATION CO.
Box 3042-P, Santa Barbara, CA 93130
(805) 687-7282

FREE BROCHURE Alaska



• 1 to 12-day adventures by sea kayak, raft, canoe
• Glacier Bay, Arctic Wildlife Refuge, Inside Passage, Noatak & Tatshenshini Rivers, Pack Creek Bears.

ALASKA DISCOVERY
800-586-1911
5449 Shaune Dr. • Juneau, AK 99801
http://www.gorp.com/akdisc.htm

ALASKA

DENALI NATIONAL PARK WILDERNESS CENTERS

Premier Natural History Destinations Since 1952

• The Only Two In-park Lodges with Mt. McKinley Views
• Naturalist-guided Backcountry Hiking
• In-depth Wildlife Observation
• Northern Studies Credit Courses

907-683-2290
PO Box 67, Denali National Park, AK 99755

Southwest ED-VENTURES WINTER

• *Ski Tour North Rim of Grand Canyon & Hike the Towers of Zion* •
• *Track the Wolves of Yellowstone* •
• *Ski Tour Wildlife and Hot Springs of Yellowstone* •
• *Tour Ancient Cultures of Northern Mexico* •
• *Easter Festival Copper Canyon Mexico* •

Call *Four Corners School* for Free Ed-Venture Itineraries

800-525-4456

Discover Pacific Northwest Cruising

San Juan Islands — 1 Week - 2 Weeks
British Columbia — 4 Cabins/8 Guests
Departs Seattle

Wildlife, hiking, picnics, photography, historical sites, 4-star meals, informal, casual, warm environment.

For Brochure:
Catalyst Cruises • www.cruise-nw.com
1-800-670-7678. • #112 • 515 South 143rd St. Tacoma, WA 98444

adventure ALASKA

truly unique 7 - 17 day small group journeys

• River Adventures • Sea Kayaking
• Sightseeing Tours • Combination Trips
• Dog Sledding Trips • Custom Air Tours

For color brochure: (800) 365-7057 2904 W. 31st Anchorage, AK 99517

SWISS ALPS

Moderate DAY hiking tours, 2 or 4 weeks. Ride up above tree line and hike down. Over 50 optional length hikes basing one week at 10 charming mountain villages in 3 or 4 star hotels. Write for free brochure.

ALPINE ADVENTURE TRAILS TOURS
7831 Cliffside Dr.
Akron, OH 44313
swissair

THE EARTH IS YOURS • WALKING TOURS •

ACTIVE WALKING HOLIDAYS
In areas of natural beauty
Weekend & Weeklong; Midwest & Beyond
Stay in B&B's, Inns, Lodges & Small Hotels
Hike some of the most scenic trails on Earth
930 Washington St #1-Earth
Evanston IL 60202-2272
708-869-5745

ington Summit on Protection of the World's Climate, held in Washington, D.C., last September.

The study, completed by a researcher at the Climate Institute, identified the landforms and ecosystems most vulnerable to conditions associated with climate change, including rising atmospheric and oceanic temperatures, decreasing snow cover, and rising sea levels. Many of the resources most threatened by these trends—barrier islands, coral reefs, glaciers, wetlands, coastal systems, forests, and rare species—are well represented in the national parks. Taken together, the preliminary report and the subsequent analysis of park resources constitute a warning that many of our parks' significant features could be lost to global warming.

Vision for the 21st Century

▶ NPCA is searching for ideas for a special project to be completed by or initiated in the year 2000. The project must benefit the national parks and their significant natural and cultural resources. If you have an idea, please write an adequate description and submit it, along with your name and phone number (a committee member may contact you to discuss your idea), to NPCA 21st Century Committee, 1776 Massachusetts Ave., N.W., Washington, DC 20036. A final selection will be made this fall.

NPCA Online

▶ Make NPCA's online resources part of your New Year's resolutions. Help NPCA devote a greater share of its resources to the parks by joining or renewing your membership online. Visit our sites on America Online (AOL) or the World Wide Web (see box below).

Sign up for NPCA's electronic activist list by sending a message to npca@npca.org. You will receive the *ParkWatcher Flash* newsletter via e-mail, saving printing and postage. It arrives earlier than the paper version, giving you more time to take action.

Support your parks by selecting from a variety of park-related books and products at the NPCA Marketplace on AOL.

Upcoming live chats on AOL (all at 9 p.m. ET):

Birding Series with Ro Wauer:

- Tues., Jan. 21: Birds of Everglades.
- Tues., Feb. 18: Birds of Carlsbad Caverns.
- Tues., March 25: Birds of Grand Canyon.

To receive NPCA's free AOL starter kit, call 1-800-NAT-PARK.

e-mail:
natparks@aol.com
AOL keyword: **PARKS**
World Wide Web:
http://www.npca.org/

Getting Too Many Conservation Mailings?

Occasionally, on a limited and selected basis, NPCA makes its membership list available to other organizations whose goals and programs might interest you.

If you prefer not to be included with the names we make available, let us know and we will remove your name from the list.

Just attach a current label from *National Parks* magazine and send it to us at the address below.

(Place label here)

Membership Department
NPCA
1776 Massachusetts Avenue, N.W.
Washington, DC 20036

National Parks

INDEX: Volume 70 (1996)

NBP:	National Battlefield Park	NPCA:	National Parks and Conservation Association
NHP:	National Historical Park	NPres:	National Preserve
NHS:	National Historic Site	NPS:	National Park Service
NHT:	National Historic Trail	NR:	National River
NL:	National Lakeshore	NS:	National Seashore
NM:	National Monument	NSR:	National Scenic Riverway
NP:	National Park		

NOTE: Bold numerals indicate months of issue.

M

N

O

P

R

S

T

U

V

W

Y

Underwater Garden

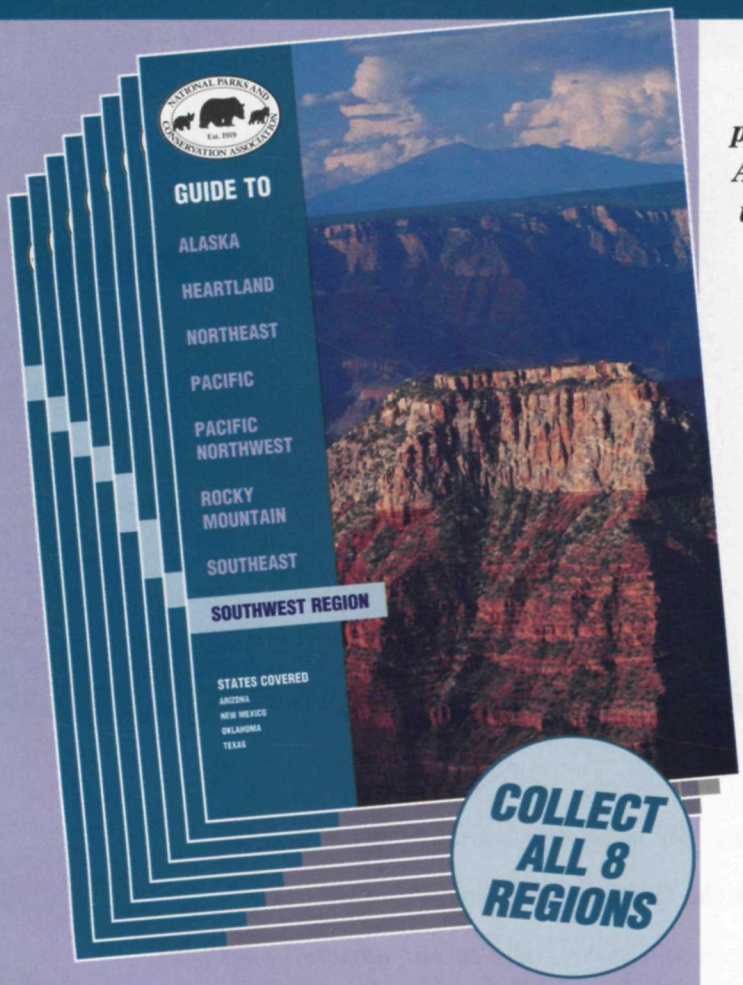
Spectacular coral and brightly colored fish are the hallmarks of this national park.

STEPHEN FRINK/WATERHOUSE STOCK PHOTOGRAPHY

AT THIS PARK, water and sky overwhelm the scene in every direction. Thirty-two islands constitute this park, which protects interrelated marine systems including mangrove shoreline bay community, subtropical islands, and the northern-most coral reef in the United States. Snorkelers and divers can see brilliantly colored fish and other sea creatures, such as turtles and rays. Have you snorkeled in this park before? Do you know what park this is? [ANSWER ON PAGE 8.]

The Most Comprehensive, Up-To-Date National Park Guides Available.

Get All The Information You Need To Plan Your Trip!



These guides will provide you with valuable information for planning your trip. Your purchase of the National Parks and Conservation Association's new Regional National Park Guides will show your support and allow us to continue our park protection programs.

Each guide includes information on:

- **natural history**
- **maps**
- **helpful tips**
- **camping**
- **lodging**
- **tours**
- **endangered species**
- **and much more**

NATIONAL PARKS AND CONSERVATION ASSOCIATION Est. 1919

Three Convenient Ways to Order:

1-900-225-PARK

1 - 9 0 0 - 2 2 5 - 7 2 7 5

Your $8.95 contribution, which includes the cost of the call and the guide, will be added to your telephone bill.

*You must be over 18 and have a touch-tone phone to order.

1-800-395-PARK

1 - 8 0 0 - 3 9 5 - 7 2 7 5

Order one or more for your contribution of $8.95 each or all eight for $65.00. Please add $2.85, per order for handling.

*For credit card orders only.

BY MAIL

Please list which guide(s) you would like to order. Order one or more for your contribution of $8.95 each or all eight for $65.00. Please add $2.85, per order for handling. Make your check payable to National Parks and Conservation Association and mail to:

National Parks and Conservation Association
Department NPG
1776 Massachusetts Avenue, N.W.
Washington, DC 20036-1904

Your contribution, in excess of $5.95 retail value for each guide, is tax-deductible to the extent allowed by law.

REGIONS, HIGHLIGHTED PARKS, AND THE STATES COVERED

ALASKA (to order press 1)
Denali and 22 additional parks
Alaska

HEARTLAND (to order press 2)
Badlands and 43 additional parks
Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin

NORTHEAST (to order press 3)
Acadia and 100 additional parks
Connecticut, Delaware, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, Pennsylvania, Rhode Island, Vermont, Virginia, West Virginia

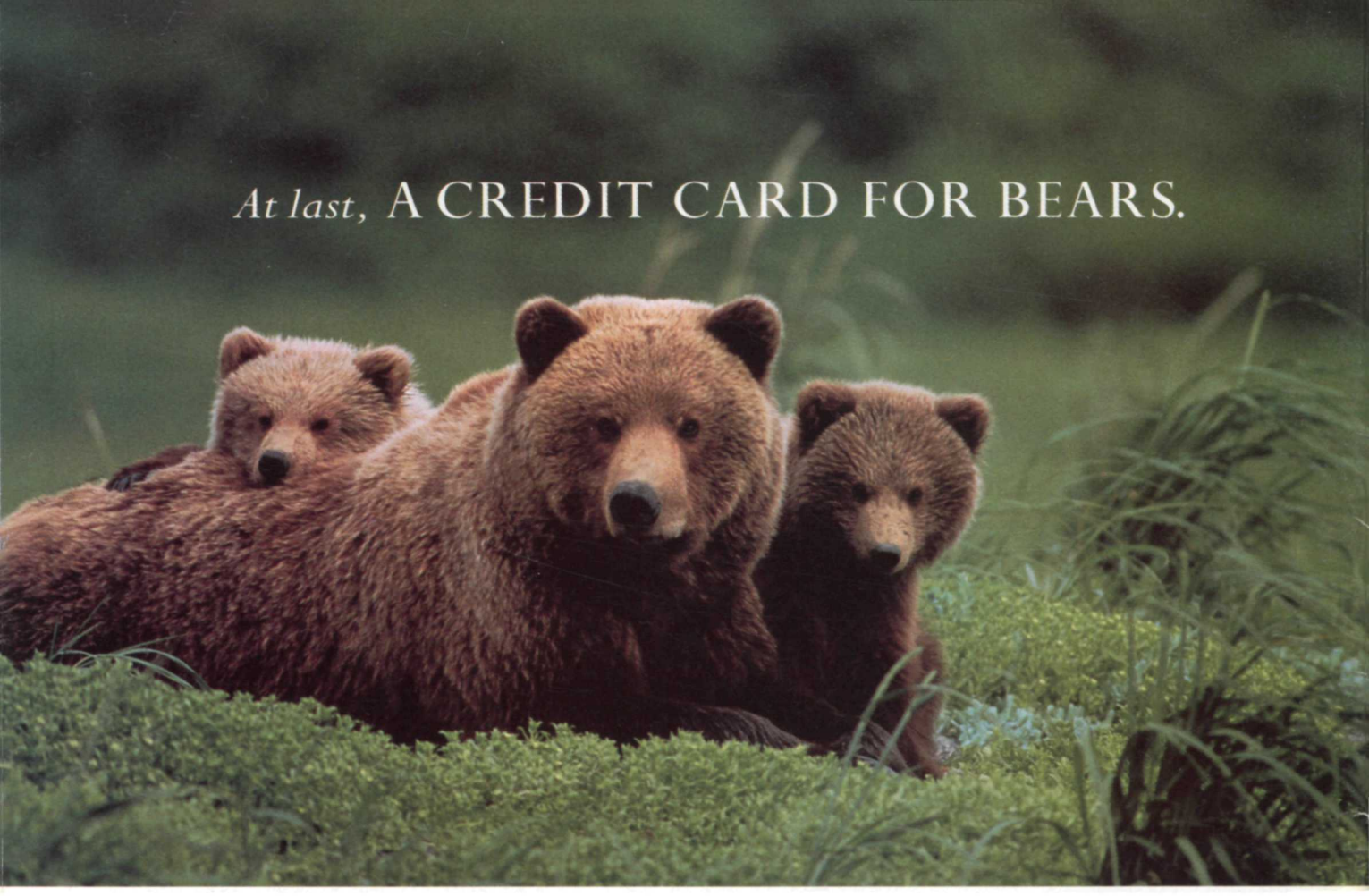
PACIFIC (to order press 4)
Yosemite and 30 additional parks
California, Hawaii, Guam, American Samoa

PACIFIC NORTHWEST (to order press 5)
Glacier and 23 additional parks
Idaho, Montana, Oregon, Washington

ROCKY MOUNTAIN (to order press 6)
Yellowstone and 29 additional parks
Colorado, Nevada, Utah, Wyoming

SOUTHEAST (to order press 7)
Great Smoky Mountains and 65 additional parks
Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virgin Islands

SOUTHWEST (to order press 8)
Grand Canyon and 45 additional parks
Arizona, New Mexico, Oklahoma, Texas



And for moose in Yellowstone. For whooping cranes in the Everglades. Tortoises in the Mojave. For the California redwoods and the rocky mountains. For every living creature who walks in our national parks, carry the National Parks & Conservation Association VISA® card. With every purchase, a contribution is made to the NPCA to preserve these special places. For example, a purchase of $10.00 generates $.05 to the NPCA. To acquire yours, call 1-800-FIRST-USA, ask for priority code NPS for Visa Classic and NPG for Visa Gold.

NO ANNUAL FEE

5.9% INTRODUCTORY APR*

*A low 5.9% fixed introductory APR on purchases and cash advances (including transferred balances) will apply for the first 5 billing cycles after your Account is opened; a fixed rate of 15.9% will apply to your Account thereafter. The annual membership fee is $0. A minimum Finance Charge of $.50 is payable in any month that a Finance Charge is due. There is a cash advance Finance Charge equal to the greater of 2% of the cash advance or $10.00 for each cash advance you obtain. Your account will be issued by First USA Bank, P.O. Box 8658, Wilmington, Delaware, 19899-8658. The toll-free number is 1-800-537-6954. Print date: 12/96