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National Parks

The Magazine of The National Parks and Conservation Association

JANUARY/FEBRUARY 1998

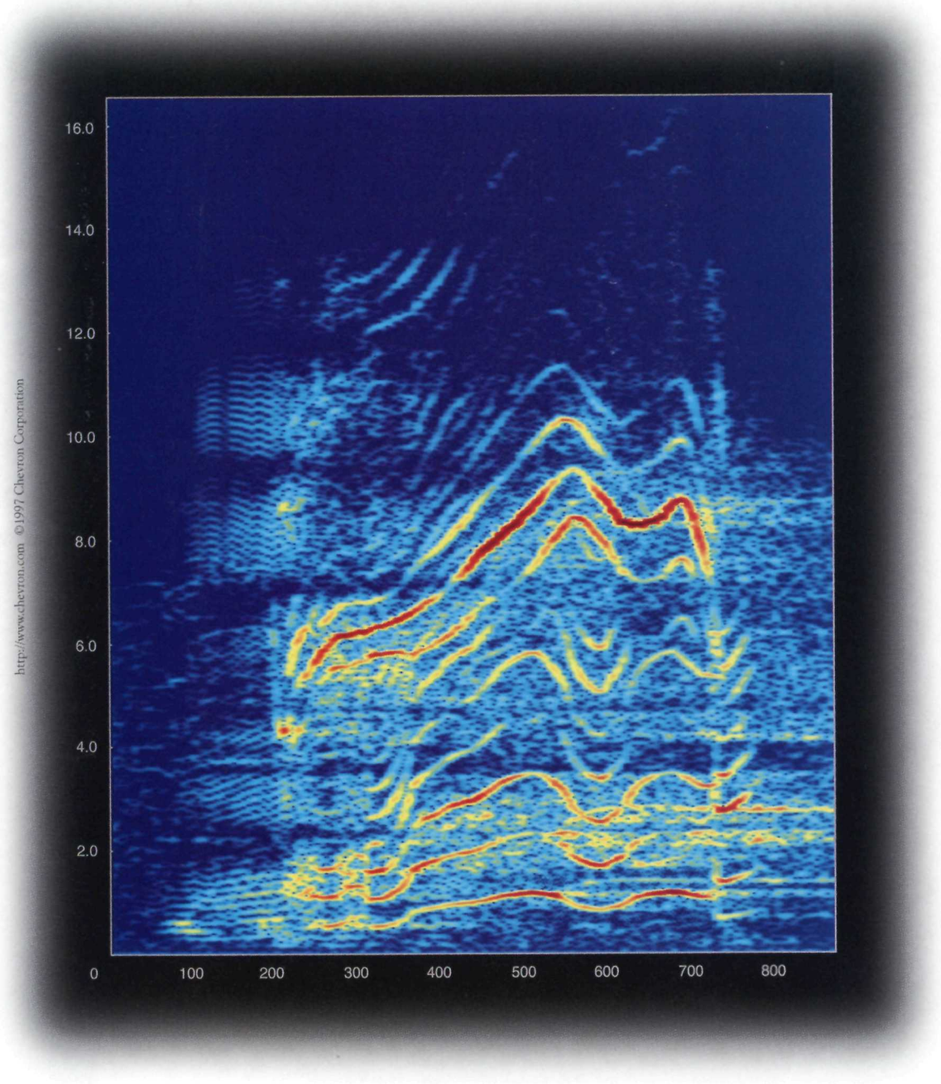
Roads to Nowhere

Wolves at Olympic

Cultural Partnerships

Snowshoe Treks

Science in the Parks



To protect marine life, it helps to speak the language.

When we dismantled four offshore oil platforms near Santa Barbara, we projected killer whale calls underwater to coax creatures away while we worked. A sonogram of the sound is pictured at left. It was just one part of an effort that went beyond regulatory requirements to ensure not a single marine mammal was hurt. We began by hiring an independent marine mammal consultant who prepared a wildlife protection plan, especially crucial since the Santa Barbara Channel hosts one of the most diverse mixes of sea life in the world. To avoid the gray whale's migration season, we scheduled dismantlement during summer and completed it in the fall by working 24 hours a day. A legally required 1000-yard safety zone was voluntarily extended to four miles around each platform. A large research vessel, smaller boats, aircraft and an underwater remote-operated camera were all used for observation. Divers, acoustics specialists and scientists watched and listened for any wildlife entering the safety zone. Many of these measures were not required by government agencies but were dictated by our own policies. To us, environmental protection is not only right, it's smart business. So that we're not just known for how we work in an area, but how we leave it.

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People Do.

National Parks

Vol. 72, No. 1-2
January/February 1998

The Magazine of the National Parks and Conservation Association

FEATURES

GALEN ROWELL

PAGE 19

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COVER: Money has been set aside to allow the National Park Service to launch a study to determine whether Olympic National Park could support several packs of gray wolves. Photograph by Jeff Foott.

JON GNASS

PAGE 34

DEPARTMENTS

We know you'll love our coffee. know you'll love the free coffeemaker. just don't know what color your kitchen is.

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New Leadership

The national parks played an important role in shaping new president's values.

VICKI PARIS

A NEW YEAR offers the opportunity to look back and review the accomplishments and lessons of the previous 12 months, and also affords the chance to look ahead to the future. This past year marked a period of change for NPCA. Last spring, Paul C. Pritchard stepped down as president after 17 years of service. Under his leadership, the association grew from 20,000 to half a million members and saw the acreage protected by the National Park System nearly double.

I am honored to have been selected as NPCA's president and plan to continue Pritchard's record of achievement. My challenge as we move to the new millennium will be to devise strategies that will work best in the future, while remaining true to the principles that have guided NPCA since its founding in 1919. My experiences in the national parks shaped who I am, what I value, and why I care about the natural, cultural, and historical resources of this country. But the benefit that I received from the parks may not be available to—or make as profound a difference for—my three children, unless groups such as NPCA succeed in addressing a number of challenges facing the parks.

The parks' needs are as significant, diverse, and complex as the parks themselves. Among the challenges are a multi-million dollar backlog in maintenance and repair needs, development pressures from tourism and extractive industry interests, conflicting ideas of which uses are appropriate in parks, and whether the parks should be managed for the animals and plants that live in them, the people who live and work around them, or whether there is a way to accomplish both.

I believe we can protect and improve our parks for my children and for yours. It is my hope that we can accomplish this, in part, by combining my diverse background in implementing the Clean Air Act, running the Audubon Society of New Hampshire, and acting as a management consultant with the wisdom of our board, the knowledge of our staff, and the power of our members.

How we manage our parks in response to the growing threats to these resources—whether the threat involves a county that wishes to develop a commuter route through the sacred battleground at Manassas or a federal agency whose policies could eradicate wild bison at Yellowstone—will speak volumes not just to the future of our parks but the future of all that we value. If we cannot protect our parks—those lands and buildings we value most—what will we have the fortitude to protect? The future of our parks and our life on Earth is yours and mine to determine. I look forward to carrying that burden with you.

Thomas C. Kiernan
President

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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 the $25 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 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 to improve 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. For more information on the activist network, contact our Grassroots Department, extension 221.

HOW TO DONATE: 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, extensions 145 or 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; and http://www.npca.org/ on the World Wide Web.

EDITOR'S NOTE

Change

JANUARY IS A transition month. It marks a new calendar year, a chance to turn the page and begin anew. It also affords an opportunity to reflect on the past and, if need be, to change course. With this issue, we introduce you to our new president, Thomas C. Kiernan (see Outlook, page 6).

This issue also offers a glimpse of change within the parks as well as a look at what can happen when those who manage the parks continue to operate under old rules and assumptions.

Centuries ago, we displaced American Indians from their homelands, many of which are now national parks. Today, the Park Service is weaving the stories of Native cultures into the history of parks. Sally-Jo Bowman explores three national park sites where Natives participate as guides, presenters, and interpreters.

Park managers once killed wolves, but in "Music of the Woods," Douglas Gantenbein outlines plans to reintroduce the predators to Olympic National Park to make the ecsoystem whole again.

While these stories detail changes for the better, "Roads to Nowhere" underscores what can happen when rules *do not* change. Todd Wilkinson explores an archaic statute, tucked into an outdated law, that allows "highways"—loosely translated as sled routes and footpaths—to be plowed through federal lands. The statute was adopted more than 100 years ago to encourage development in the West, a need that no longer exists.

Even though a new president often brings change, much about the magazine and NPCA will remain the same. The magazine's overall goal is clear: to educate our members about the problems within the parks. And NPCA's mission remains steadfast: to protect and improve the quality of our National Park System.

Linda M. Rancourt
Acting Editor-in-Chief

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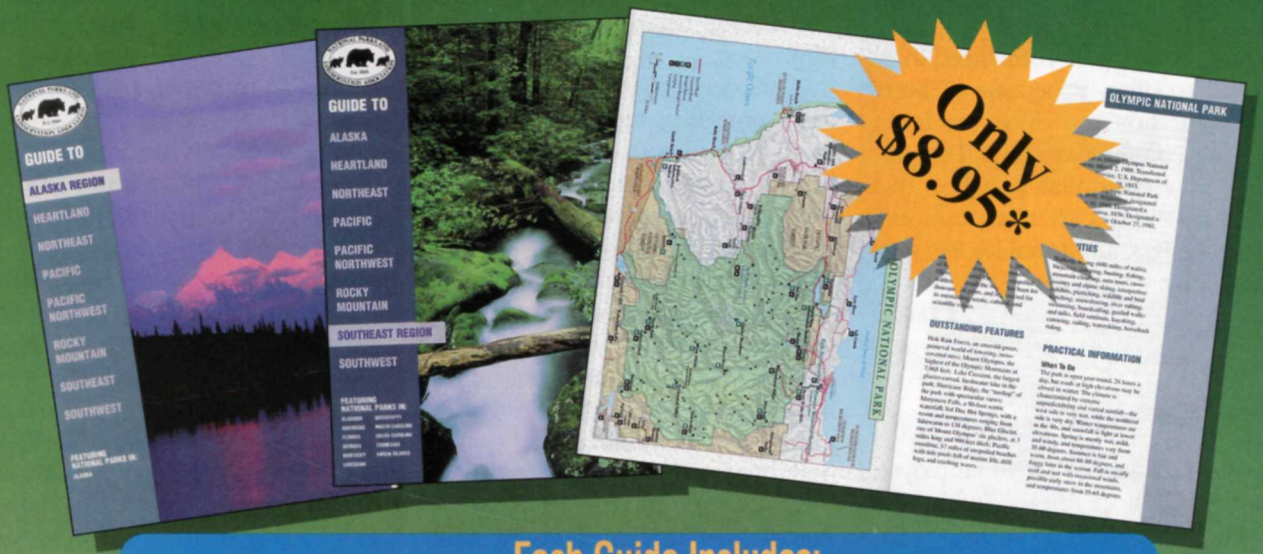

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- and much, much more.

REGIONS, HIGHLIGHTED PARKS, AND THE STATES COVERED

☐ **ALASKA**
Denali and 22 additional parks. Alaska.

☐ **PACIFIC**
Yosemite and 30 additional parks. California, Hawaii, Guam, American Samoa.

☐ **PACIFIC NORTHWEST**
Glacier and 23 additional parks. Idaho, Montana, Oregon, Washington.

☐ **ROCKY MOUNTAIN**
Yellowstone and 30 additional parks. Colorado, Nevada, Utah, Wyoming.

☐ **SOUTHWEST**
Grand Canyon and 45 additional parks. Arizona, New Mexico, Oklahoma, Texas.

☐ **HEARTLAND**
Badlands and 43 additional parks. Illinois, Indiana, Iowa, Kansas, Michigan, Minnesota, Missouri, Nebraska, North Dakota, Ohio, South Dakota, Wisconsin.

☐ **SOUTHEAST**
Great Smoky Mountains and 65 additional parks. Alabama, Arkansas, Florida, Georgia, Kentucky, Louisiana, Mississippi, North Carolina, South Carolina, Tennessee, Virgin Islands.

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Founded in 1919, the National Parks and Conservation Association (NPCA) is America's only private non-profit citizen organization dedicated solely to protecting, preserving, and enhancing the U.S. National Park System.

J/F 98

On the Road, Feral Horses, Personal Watercraft

Roads Most Traveled

It is my belief that some types of recreational vehicles should be banned from our national parks. I am writing this in response to your article ["Road Block Ahead?" September/October]. I think the main reason park roads need to be repaired so often is because of buses and motor homes, which are heavy and rough on the park roads. The only types of recreational vehicles that should be allowed are truck campers, pop-up trailers, and towables less than 20 feet long.

J. Daniel
via e-mail

As both an NPCA member and a National Park Service (NPS) employee, I read "Road Block Ahead?" with great interest. I coordinate the Federal Lands Highway Program (FLHP) for the National Park Service in California, Nevada, and Hawaii, and serve as the chair of an NPS and Federal Highway Administration (FHWA) nationwide advisory group.

The author does a good job of describing the declining condition of the NPS road system and highlighting the importance of renewing a transportation appropriations bill with adequate funding for the NPS portion of the FLHP. However, the reader may be left with some impressions that are not entirely accurate.

If roads, bridges, and tunnels continue to deteriorate because of inadequate funding, both transit and private automobile traffic will be affected and in some cases severely curtailed.

Rubber tire bus transit vehicles exert tremendous wear and tear on roads and bridges. A fully loaded transit bus can cause as much road deterioration as 5,000 automobiles. Add to this the fact that many of the roads in the most popular parks have thin pavements never designed for the heavy traffic of all vehicle types now passing over them. Bringing the current road network back to a good or better condition simply requires a lot of money. At least $120 million per year has been estimated by NPS and FHWA to reverse the current deterioration of the existing system.

Consider, too, that light rail systems cost more than ten times as much to start up, and cost more than twice as much to operate as rubber tire transit. Also transit operational costs are not eligible for funding under any of the past or proposed transportation bills. Finally, the impact of constructing yet another developed corridor through sensitive parklands further tilts the balance toward using existing roads. For the foreseeable future, NPS likely will rely upon rubber tire buses operating over existing road systems for both transit and individual visitor vehicle access.

Dave Kruse
San Francisco, CA

Rim Rock Run

Mark Peterson states [Rocky Mountain Regional Report, September/October] that holding a foot race in Colorado National Monument sets a "dangerous precedent" for national parks. His position is alarmist and unfounded.

Our running club has helped sponsor the Rim Rock Run for the last four years without a road closure and without any incidents regarding traffic. When we applied for the permit for 1997, we were told by a new park superintendent that the only way to hold the race would be to close the road because of safety concerns. Since the road could not be closed, according to the superintendent, we were denied the permit.

After several months of haggling, Interior Secretary Bruce Babbitt finally ordered that the road be closed for five hours. Every effort has been made to keep the closure to a minimum.

I am one of the race organizers, and my wife and I are longtime members of NPCA. We have experienced many of our wilderness parks by foot and are avid supporters of the National Park System. The automobile should not be supreme in national parks.

Many people believe that roads through national parks should be closed most of the time to automobiles and be more accessible to bicyclists, pedestrians, and shuttle buses. This would certainly alleviate the costs of road maintenance and reduce pollution in our parks. Why wait until a park is as crowded as Maroon Bells, the Grand Canyon, or Denali before requiring people to leave their cars outside the gate?

David Eisner
President, Mesa Monument Striders
Grand Junction, CO

Feral Horses

I'm pleased to see NPCA drawing attention to the problem of feral horses within the national parks ["Horse Power," September/October]. I found the article timely, in part, because nearby Channel Islands National Park in California is currently the scene of a nasty dispute between the advocates for a so-called heritage herd of feral horses, and the National Park Service, whose policy calls for the removal of non-native animals.

Leslie Happ's article did a fine job of illustrating the many long-lasting problems associated with allowing feral horses to remain in the parks. I hope that NPCA will also consider Channel Islands National Park as it works for the removal of feral horses from the eastern parklands. The Channel Islands, described as an "American Galapagos" for their rare and unique native plants and animals,

ANSWER TO "YOU ARE HERE"

Everglades National Park, Florida.

require better stewardship than that which would see them trampled beneath the hooves of feral horses.

Douglas W. Odd
Goleta, CA

Family Tree

Yvette La Pierre in her otherwise excellent article ["Taming of the View" September/October] incorrectly identifies the Rockefeller who worked closely with Frederick Law Olmsted in designing the many miles of carriage roads, which today are being restored in Acadia National Park in Maine. John D. Rockefeller was the founder of the Rockefeller fortune. It was his son, John D. Rockefeller, Jr., who worked with Olmsted on the design.

Arthur Newman Berry
Newcastle, ME

Personal Watercraft

I believe that personal watercraft are not the problem that should be addressed ["Making Waves," July/August]. The problem is a few uneducated and careless operators. These few give the watercraft a bad name. Why not ban all boats as well? I have seen very careless people operating fishing boats and speed boats as well as personal watercraft. My point is that the operator needs to be informed of the boat's capabilities (no matter what size) and of the rules of the rivers and lakes. As long as we all play by the rules, no one should get hurt.

Candace Jordan
Dixon, IL

Oregon Inlet

I read ["Proposed Jetty Spells Trouble for Cape Hatteras," September/October] with some grief. Perhaps legislators need to consider the delicate barrier reefs and the $250,000-$500,000 places that now line the Outer Banks, elbow to elbow, many on septic systems. Greed is the real endangerment to the delicate place. The locals' only hope seems to rest on the global warming theory, when the oceans will rise, the hurricanes will come, and like so many ticks on her back, the Earth will divest herself of these eyesores.

Isabel Bearman Bucher
Albuquerque, NM

Overflights

While I support Sen. John McCain's (R-Ariz.) National Parks Overflights Act of 1997, I disagree with his claim that air tourism provides a legitimate way for disabled and elderly visitors to see our national parks ["Overflight Oversight," September/October].

A disabled or elderly person who is capable of boarding a small plane and tolerating air pressure changes, turbulence, cramped seats, and similar discomforts would certainly be able to tolerate travel by train or bus. Air tourism is noisy, unnecessary, and does not provide national park access to people who would otherwise be unable to visit. Please don't try to make excuses for air tourism—there aren't any.

Rob Rachowiecki
via e-mail

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.

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NPCA
Park News

BY KATURAH MACKAY

MANAGEMENT

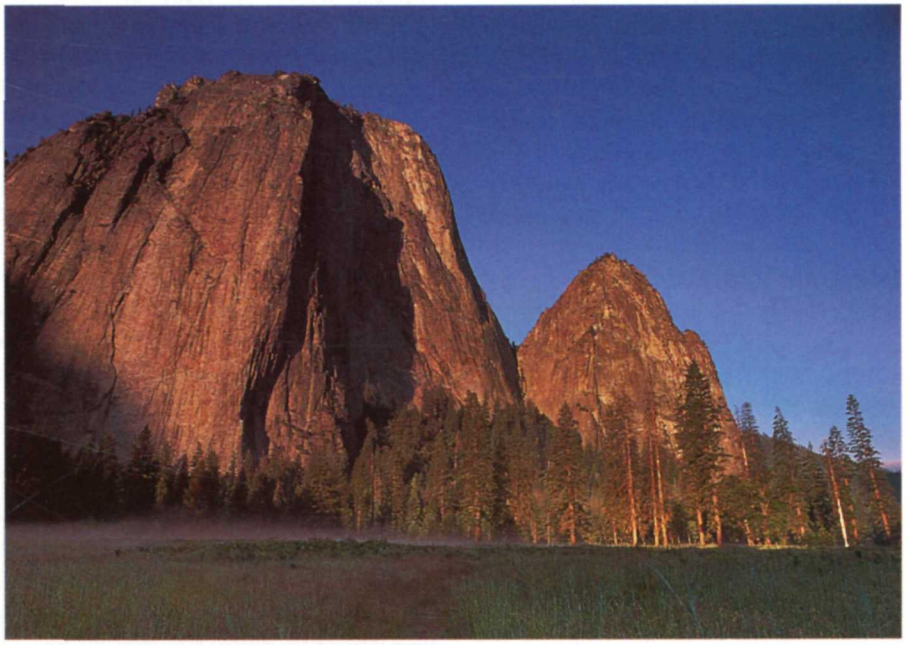
Yosemite Flood Initiates Facelift

Relocation of park facilities allows native habitat to return.

YOSEMITE NATIONAL PARK, CALIF.—One of the most heavily visited national parks in America has just released a major proposal designed to preserve its resources more effectively and enhance the visitor's experience by removing non-essential facilities, restoring habitat, and reducing private auto access.

Still recovering from last year's flood, Yosemite National Park will use rehabilitation and cleanup funds, roughly $176 million, to revamp Yosemite Valley's congested infrastructure—a process under consideration since Yosemite's general management plan emerged in 1980. In the last 20 years, Yosemite's visitation has more than doubled to 4.2 million annually, with more than 7,000 cars inching through the park at peak times. Traffic severely threatens the valley's natural resources by increasing air pollution and demanding more parking lots, bridges, and roads. Visitors have parked in meadows and along sensitive waterways rather than continue to circle the valley in hopes of finding a legal spot. Such congestion and overdevelopment continues to erode the quality of the visitor experience.

"We're trying to reduce the human footprint at Yosemite," says Scott Gediman, chief of Yosemite's public information office and a park ranger.



GALEN ROWELL

GALEN ROWELL

ABOVE: Transportation improvements will help restore riparian habitat along the Merced River. LEFT: Traffic congestion inside the park.

"People come here to see our beautiful meadows and cascading waterfalls, not wait a half hour in line for a Coke."

Dubbed Yosemite's Valley Implementation Plan (VIP), the rehabilitation process calls for the removal of all non-essential development from the valley and the restoration of 147 acres of natural habitat in its place. "Within a few years, the visitor will experience a more natural Yosemite Valley," says NPCA Pacific Regional Director Brian Huse, "where development is reduced and the breathtaking natural features once again dominate the setting." Specifics of the plan include the removal of administrative facilities, employee housing, roads, and parking lots. Remaining development will be relocated out of the floodplain of the Merced River, allowing riparian habitat to return. In addition, an in-valley transportation system will replace the need for day-use visitors to wait for parking spaces.

Incorporating floodplain maps, geological data, and changing visitor use patterns, the VIP will focus on how to effectively circulate 4 million-plus visitors through Yosemite while providing an experience dominated by the majesty of the park rather than the distrac-

tion of gridlock. Experts hope that hiking, taking tour trams, and riding bikes will become the preferred alternatives to auto touring through the park, especially with several roads to be transformed into bike paths.

An important component of the VIP will be the park's involvement in the Yosemite Area Regional Transportation Strategy (YARTS). This coalition effort, composed of the National Park Service, U.S. Forest Service, California Department of Transportation, and the five counties surrounding Yosemite, has been formed to implement a regional transit system designed to address not only regional transportation needs, but also provide a simple means to move day-use visitors into Yosemite Valley. Day-use visitors will leave their cars outside the park and take buses into the valley. Those visitors planning to camp or stay in one of Yosemite's lodges will be allowed to drive into the park, but they must then use the shuttle system to travel throughout the valley.

"As the plan is phased in over the next three years," says Huse, "the Yosemite Valley experience will change from one of frustration, to one of overwhelming awe."

TAKE ACTION: To comment on Yosemite's implementation plan, see NPCA's Pacific Regional Report on page 18.

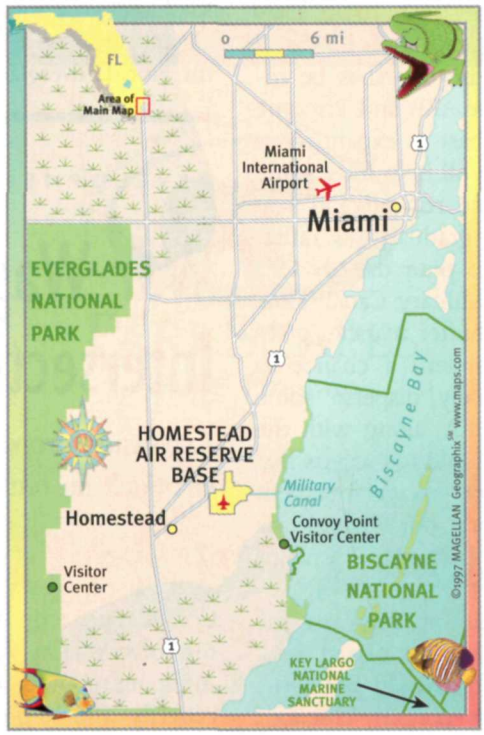
ADJACENT LANDS

Airport Imperils Florida Parks

NPCA demands supplemental evaluation of expansion project.

HOMESTEAD, FLA.—NPCA has appealed a Dade County, Fla., permit that authorizes construction of a major airport between Everglades and Biscayne national parks. Long-term plans call for an airport large enough to rival Miami International Airport.

Issued by the South Florida Water Management District, the permit would allow the redevelopment of Homestead Air Reserve Base (ARB), located just west of Biscayne National Park, into an international airport ten times the size of the former base. Analysts are predicting the proposed airport will serve more than 230,000 flights per year. It would accept cargo and passenger planes and would be similar in size and capacity to JFK International Airport in New York City.



Don Barger, NPCA's Southeast regional director, says the eventual outcome will be 25 jets an hour flying directly over Biscayne National Park—causing a severe disruption to the park's natural quiet. Under the developer's lease agreement with Dade County, expanding Homestead ARB would inevitably invite the sprawl of car rental facilities, hotels, restaurants, and parking lots in one of south Florida's last rural areas. "Take a look at any large commercial airport and what's around it," says Barger. "It doesn't take a rocket scientist to figure out what's going to happen to the surrounding area."

In addition to the thundering noise of jets overhead, water and air quality could be grossly affected by the air base expansion. Biscayne National Park is directly connected to Homestead ARB by Military Canal, which empties storm run-off from the base directly into Biscayne Bay. The canal is considered a Superfund site, meaning toxic contamination levels are so high that it qualifies for special federal clean-up funds. Run-off from the airport could include jet fuel, solvents, and hazardous materials that will severely harm Biscayne's water and wildlife.

In the appeal, NPCA and other conservation groups contend that Dade County failed to conduct a thorough analysis of impacts from the proposed development. A normal permit process calls for a review of all environmental impacts and ensures that the county will accurately report the size of the project. Barger says that the permit has analyzed only the first phase of the proposal rather than the final, significantly larger outcome.

The U.S. Air Force completed an environmental impact statement in 1994 that, according to Edwin Moure of the Biscayne Bay Foundation, was "sloppy and wholly inadequate" because it addressed a much smaller Homestead project. Until NPCA and other concerned environmental organizations intervened, the federal government was considering relying upon this insufficient study for the much larger, potentially destructive proposal put forth by the Dade County-based Homestead Air Base Developers, Inc. (HABDI), the company in charge of the base's expansion.

"The county hopes that if it works in small steps and doesn't release all of the information up front, the public will not understand the magnitude of the Homestead project until it is too late," says Barger. "NPCA plans to fully expose that deception."

Although a decision from the Clinton Administration was due in September, at press time the proposal was languishing at the president's Council on Environmental Quality. NPCA and others are demanding a federally mandated supplemental environmental impact statement (SEIS) for the project to properly determine the impacts on the

two national parks adjacent to the base.

The environmental community is urging that buffering marshes be installed between the ARB and Biscayne Bay, whether the base is expanded or not. The marshes will help filter some pollutants from the run-off and will release water in a gradual flow rather than allowing it to pour directly into the bay through Military Canal. Slow filtering through buffer marshes gives the Biscayne ecosystem a chance to absorb and naturally disperse some pollutants. But NPCA, along with the Department of the Interior, asserts that the buffers are not sewage treatment systems and cannot possibly handle the volume of waste generated by a major commercial airport.

If President Clinton approves the project, proponents of the airport redevelopment claim he would boost the city of Homestead's economy, damaged by Hurricane Andrew in 1992, and relieve air traffic pressure at Miami International. NPCA contends, however, that such an action would irreversibly defeat a multi-billion dollar environmental project whose outcome foreshadows restoration initiatives around the world—the replumbing of the Florida Everglades.

DEVELOPMENT

War Wages over Intersection

Expansion proposal would encroach on hallowed ground.

MANASSAS, VA.—One hundred thirty-seven years after Union and Confederate troops met at a quiet juncture of two rural Virginia roads, fighting continues as lawmakers, county officials, the Virginia Department of Transportation (VDOT), and the National Park Service (NPS) wrangle over a proposed expansion of the same intersection, located in Manassas National Battlefield Park in Prince William County, Va.

Suburban development has slowly surrounded the Civil War battlefield, once safely removed from the frenzy of Washington, D.C., and its commuting multitudes. The country roads, now called U.S. Route 29 and VA Route 234, have evolved into major commuter

routes to the city. They are heavily used despite the construction of Interstate 66, which passes only two miles to the south of the intersection and has recently been widened to ease gridlock. Currently, the intersection offers only one lane each way and is controlled by stoplights. During rush hour, lines of cars have stretched up to two miles in both directions because those turning left block all other cars behind. Impatience and poor judgment have led to illegal maneuvers in the intersection and to a number of fender benders.

Under the guise of public safety interests, VDOT has a proposal before NPS that would add turn lanes to the intersection from all directions. It claims the expansion will speed up the commuter process and reduce accidents by 45 percent, but the Park Service disagrees, proposing instead a change in the sequencing of the stoplights so that only one direction may turn at a time. The NPS proposal, supported by both NPCA and the Federal Highway Administration, will improve safety without paving more federal battlefield land.

"The proposed widening of the intersection is the wrong solution in the wrong place," says Al Eisenberg, NPCA's deputy director of conservation policy. "It makes fiscal and environmental sense to apply the least costly and least disruptive measures."

Unfortunately, VDOT's proposal is supported by Rep. Frank Wolf (R-Va.), who inserted a one line provision into the 1998 Interior Appropriations bill demanding Park Service cooperation with Prince William County regarding the expansion of the intersection. President Clinton signed the bill in November. "It's ironic that Congressman Wolf fought so hard to protect the battlefields in the Shenandoah Valley in the last Congress," says Eileen Woodford, NPCA's Northeast regional director, "but is now demanding that NPS consider changes that would undermine the integrity of this historic landscape."

NPCA asserts that the expansion will not only destroy the historic fabric of the park, but it will also encourage more non-park traffic to pass more closely to the Stone House, which

NEWS UPDATE

▶ **URR:** The National Underground Railroad Network to Freedom Act has stalled in the Senate. ✍ **TAKE ACTION**: Please contact your senator and ask them to sign on as a co-sponsor of the bill; keep the legislation free of any unrelated amendments that will hamper its progress; and authorize sufficient funding to allow the Park Service to implement the program. Address: U.S. Senate, Washington, DC 20510.

▶ **BISON BELONG:** NPCA expects an environmental impact statement (EIS) in January—completed by both NPS and the state of Montana—that would be fundamental to Yellowstone National Park's long-term management goals, including the future of the park's bison herd. (See "Yellowstone's Bison War," November/December 1997) ✍ **TAKE ACTION**: For more information about commenting on the EIS or writing to Montana Governor Marc Raicocot, call NPCA at 800-NAT-PARK, ext. 226.

▶ **DENALI ROAD:** An NPS feasibility study released last fall projects that it would cost $100 million to build a road and $136 million to $213 million to build a railroad through the northern section of Denali National Park and Preserve in Alaska. Legislation to authorize planning/construction funds for a north access route may be introduced by a member of the Alaska delegation. NPCA opposes such a project because it would severely disturb Denali's wilderness character, wildlife, and resources, which are protected under the Organic Act of 1916. It also would generate development of large-scale visitor facilities at Wonder Lake, an area that is now used only for low-impact recreation. NPCA supports other methods for increasing visitor opportunities in Denali, such as a recently completed plan—endorsed by federal, state, and local government—for an entrance and new facilities on the park's south side.

served as Union headquarters and a field hospital during the First and Second battles of Manassas. "This is one more attempt to pave the national parks," says Woodford. "We can't allow the convenience of the commuter to dictate how we manage nationally significant lands."

In its own proposal, VDOT admits a decrease in intersection volume by 21 percent and that traffic operations have "improved" after the construction of I-66. But "improvement," according to VDOT's proposal, also means accommodating the maximum number of cars flowing through the intersection, and hence, through the battlefield. As it is, the steady drone of traffic disrupts the quiet of an otherwise peaceful, reflective setting. The question still remains: how many more times will the past be sacrificed for convenience of the present?

✍ **TAKE ACTION**: Write to express your opposition to the degradation of the historic landscape at Manassas National Battlefield. Address: Congressman Frank Wolf, U.S. House of Representatives, Washington, DC 20515

APPROPRIATIONS

Parks Secure 1998 Funds

Yellowstone and Alaska lands protected in spending bill.

WASHINGTON, D.C.—Congress has finalized its 1998 Interior spending bill, incorporating an unprecedented $700 million set aside from offshore oil and gas leases to be used for high-priority land purchases.

The bill authorizes $315 million for the acquisition of the Crown Butte-New World Mine site near Yellowstone National Park, and 7,500 acres in northern California known as the Headwaters Forest—both of which were part of a bipartisan balanced bud-

get agreement. Overall, the bill promises $1.2 billion for general operation of the national parks, amounting to a $79 million increase from last year. President Clinton signed the bill in November 1997.

More than two years of controversy over the New World Mine ended in August 1996, when Clinton announced a $65 million straight cash payment for the Crown Butte property to prevent the New World gold mine from operating. NPCA and other environmental organizations applauded the deal because it did not offer other sensitive public lands in exchange. The mine would have included a 74-acre reservoir to hold toxic waste generated from the operation, threatening the Yellowstone ecosystem and the Clarks Fork of the Yellowstone River, a federally designated scenic river.

The 60,000-acre Headwaters Forest, located in Humboldt County 350 miles north of San Francisco, represents less than 4 percent of the nation's original redwood ecosystem. Only 4,500 acres of actual standing redwoods remain from what once spread over 2 million acres. The forest was acquired from the Pacific Lumber Company through a hostile takeover in the 1980s by Charles Hurwitz, CEO of the Houston-based Maxxam Corporation. Hurwitz more than doubled logging extraction in the old-growth forests, an action that was approved by the California Department of Forestry, despite their protection under state and federal law. The entire area is home to several endangered species and is a valuable ecological link to both Redwood National Park to the north and Fort Humboldt Redwoods State Park to the south of the forest.

In other aspects of the appropriations process, NPCA advocated the removal of a harmful, last-minute addition to the bill introduced by Senate Appropriations Chairman Ted Stevens (R-Alaska). The provision would have enabled a Native American corporation in Alaska to resubmit its previously rejected land claims in court, despite a 1976 agreement that gave up the claims in exchange for other parcels. Stevens' provision could

REGIONAL REPORT

News Briefs from NPCA's Regional Offices

ALASKA Chip Dennerlein, Regional Director

▶ The National Park Service is working with several partners, including NPCA, to explore how techniques of sustainable design can improve facilities and transportation systems inside Denali National Park and on state, local, and private lands near the park entrance. "Developments affecting our national parks—whether a new visitor center, improvement of an adjacent state highway, or commercial businesses along the border—should always employ the best environmental practices available," says NPCA's Chip Dennerlein. "Our real goal must be to sustain the quality of Denali's wilderness and wildlife."

HEARTLAND Lori Nelson, Regional Director

▶ The Harry S Truman National Historic Site in Independence, Mo., protects the Victorian neighborhood that so influenced the 33rd president of the United States. However, emerging development and infrastructure changes could undermine the site's historic integrity. The city of Independence, Mo., has enacted a preservation ordinance that protects the city's heritage district, which roughly overlaps with the Truman National Historic District. NPCA and local citizens support a future expansion of the historic landmark district so that all significant areas are protected. ✍ **TAKE ACTION:** Alert the mayor of Independence to evaluate development activities outside park boundaries and to consider expansion of the city's heritage district. Address: Mayor Ron Stewart, 111 E. Maple, Independence, MO 64051.

NORTHEAST Eileen Woodford, Regional Director

▶ Boston Harbor Islands National Recreation Area is embarking on the creation of its first general management plan. The unit is unusual because it is managed by a 13-member local council, which includes the National Park Service (NPS), rather than being managed solely by the federal agency. NPCA is working to ensure that NPS adopts a management plan that maintains national park standards and adheres to the management policies of the Park Service under this new local partnership.

PACIFIC Brian Huse, Regional Director

▶ Yosemite National Park is embarking on a comprehensive, precedent-setting plan to restore the beauty of Yosemite Valley (please see News story on page 12). NPCA needs your help in supporting the park's efforts. Read about the Yosemite Valley Implementation Plan's proposed alternative at www.nps.gov/yose, or call 209-372-0261. Write comments to: Yosemite National Park, Attn: VIP, Yosemite, CA 95389; or submit comments at yose_vip@yose.gov.

continued

have resulted in the loss of 30,000 acres along the Cook Inlet coastline in Alaska, an area now managed as part of Lake Clark National Park.

NPCA hopes the remainder of the $700 million allocation, roughly $362 million, will be used to rescue other threatened and sensitive American lands, such as parcels in the Everglades and on Cumberland Island National Seashore in Georgia, from further development or resource damage.

"The Park Service has fared relatively well in comparison to other land management agencies," says Kevin Collins, an NPCA legislative representative. "Nevertheless, funds are still insufficient, and we will continue to encourage Congress to identify supplemental sources, such as park financing for capital projects and a tax checkoff system."

WILDLIFE

Falcon Returns to the Smokies

Reintroduction efforts prove successful in two eastern parks.

GATLINBURG, TENN.—Soaring high along the blue skyline at Great Smoky Mountains National Park, the federally endangered peregrine falcon revisited an old haunt last summer, a return that park management officials hope is a permanent one.

The last recorded nesting of endangered peregrine falcons in this Eastern park was in 1942, a disappearance due mostly to the use of DDT as a crop pesticide after World War II. The chemical thoroughly infiltrated the food chain, severely affecting the reproduction of many predatory birds. Dumped by the millions of pounds on farmland across the country, DDT weakened peregrine eggshells, causing premature breakage in the nest by brooding adults. Before 1950, an estimated 350 pairs of pere-

grines nested in the Appalachian region, but by 1968, the falcons were extirpated east of the Mississippi River.

With the Tennessee Wildlife Resources Agency and the Peregrine Fund, founded at Cornell University in 1970, the National Park Service reintroduced captive-produced fledglings in Great Smoky Mountains National Park between 1984 and 1986 through a process called "hacking." To simulate the wild as much as possible, specialists feed the young birds using a "hack box," which allows the chicks to grow and adjust to their environment without seeing the human hand that nourishes them. This cooperative attempt raised 13 chicks to the flight stage, and in 1987, adult peregrine falcons were spotted in the park within ten miles of the hack site. But officials halted their release efforts because peregrines, who display a highly territorial nature, tend to kill any offspring not part of their own clutch.

Possibly the world's fastest animal, peregrine falcons can dive for their prey at speeds of more than 200 miles an hour. Their regular diet consists of other birds ranging in size from songbirds to ducks. Peregrines are not shy of human presence and have been known to lay eggs in the crevices of high rises, towers, and church steeples in some urban areas.

In the early 1990s, park employees spotted several adults that could have been nesting in the park, but no nests were officially documented until one was discovered on June 8, 1997. Remarkably, the falcons had built their home for three new chicks on Peregrine Peak, a remote part of the park in Tennessee. All of the chicks took flight successfully and were observed soaring above the park on July 4. Peregrines mate for life, and park employees hope to see more pairs return to the Smokies this spring.

Shenandoah National Park in Virginia is home to one confirmed pair of peregrines, where hack box releases began in the 1980s. Mountains in West Virginia have offered refuge for some falcons, but none has returned since a shooting incident in 1992. Overall, because tree growth has encroached on cliff faces in the last 40 years, the number of nesting sites for peregrines in the southern Appalachian Mountains has significantly declined.

Craig Koppie, with the U.S. Fish and Wildlife Service, remains hopeful nonetheless. "In the last 20 years, we've made an incredible leap," says Koppie. "Of our 1996 data for the entire eastern region, we have met our goal of 170 confirmed nesting pairs. And we know there have to be some that just haven't been found yet."

GALEN ROWELL

Peregrines have returned to sites east of the Mississippi River.

REGIONAL REPORT *continued*

ROCKY MOUNTAIN **Mark Peterson, Regional Director**

▶ Zion National Park has released a newsletter that offers five diverse alternative plans for park management over the next 20 years. Public responses to this publication will shape the draft Resource Protection Plan due out in late 1998. NPCA recommends that the park expand wilderness designation, prohibit motorized transport to the Temple of Sinawava, and eliminate horseback use, Zion lodge operations, and air tour overflights. **TAKE ACTION:** Write to Superintendent, Zion National Park, Springdale, UT 84767; or call 435-772-0211. Ask for a copy of the newsletter, support NPCA's recommendations, and ask to be placed on the mailing list for future draft plans.

▶ The Environmental Protection Agency (EPA) is in the planning stages of an unprecedented cleanup that will affect the natural resources and cultural landscape at Grant-Kohrs Ranch National Historic Site in Montana. The ranch is the only unit of the National Park System designated as a Superfund site as it continues to be severely impacted by mining contaminants discharged to the Clark Fork River flowing through the ranch. NPCA and the National Park Service are urging EPA to thoroughly address contamination at Grant-Kohrs Ranch by adhering to the Organic Act of 1916, which requires park units and their resources to be maintained unimpaired for future generations.

SOUTHEAST **Don Barger, Regional Director**

▶ Vermont Sens. Patrick Leahy (D) and James Jeffords (R) have introduced a bill to restore authority to local communities regarding the placement of telecommunications towers, some 120 feet high, on lands adjacent to national park units. The bill is pivotal for those narrow units, such as the Blue Ridge Parkway and Skyline Drive in Shenandoah National Park, whose open viewsheds would be degraded by the installation of towers just outside park boundaries. Meanwhile, the Park Service is working on a finalized implementation policy that will ensure the protection of park resources and provide for system-wide analyses under the National Environmental Protection Act.

SOUTHWEST **Dave Simon, Regional Director**

▶ On November 1, the Washita Battlefield National Historic Site in Cheyenne, Okla., was officially dedicated in a ceremony supported by NPCA. The 326-acre site was established in 1996 to remember the site of the surprise attack and massacre of Cheyenne Chief Black Kettle's village by Colonel George Armstrong Custer and the U.S. 7th Calvalry. Washita was a key event in the government campaign to force the Cheyennes onto a reservation. NPCA will continue working with the Park Service, the Cheyenne tribe, and others over the next several years while the site develops its first general management plan.

LEADERSHIP

NPCA Welcomes New President

Diverse background cited in Board's decision.

WASHINGTON, D.C.—After a five-month search process, NPCA found the qualities it was seeking in Thomas C. Kiernan, who has served since 1995 as president of the Audubon Society of New Hampshire.

Kiernan will officially begin working with the association on January 5.

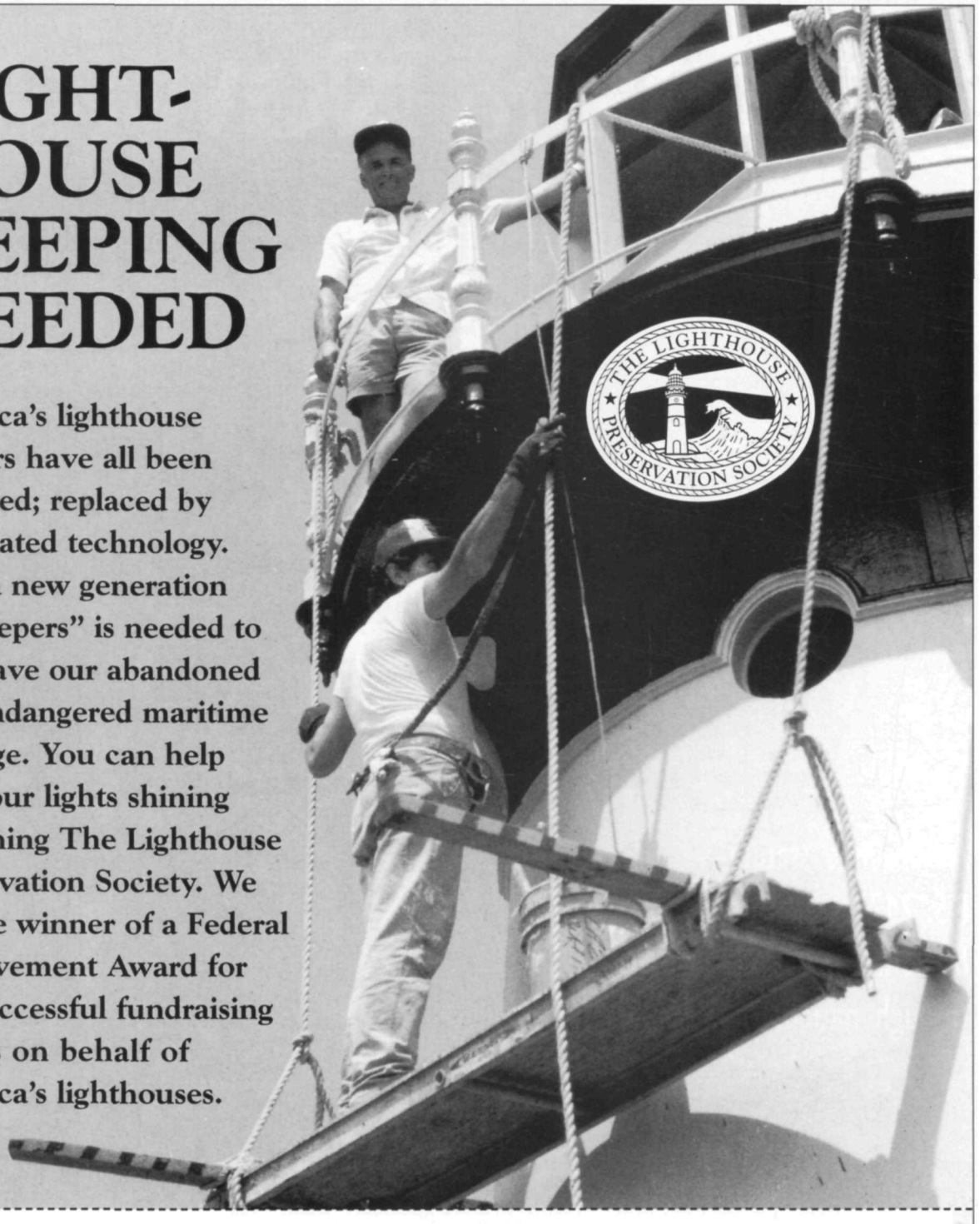
"The national parks are a tremendous asset of the American people," says Kiernan, "but they are under extreme political pressure and need advocates like NPCA to assure they get the necessary support and funding. NPCA and its staff have had a positive impact in protecting the parks in the past, and I'm honored to be the one selected to help NPCA continue to take on these challenges in the future."

Before joining the Audubon Society of New Hampshire, Kiernan was a cofounder and principal of E^3 Ventures, Inc., in Washington, D.C., where he was instrumental in creating a coalition of oil companies and environmentalists to expedite Clean Air Act implementation. He has also worked for three years with the Environmental Protection Agency, ending 12 years of litigation on a $450 million pollution control project at Grand Canyon National Park.

Kiernan holds a master's degree with an emphasis in nonprofit management from Stanford University's Graduate School of Business and a B.A. cum laude from Dartmouth College.

"Tom Kiernan is a leader with the talent and the vision to guide NPCA and its members into the future," says Board Chairman G. Robert Kerr. "His experience with advocacy, coalition building, land and resource planning, and business management provide exactly the variety of leadership skills we were seeking."

LIGHT-HOUSE KEEPING NEEDED



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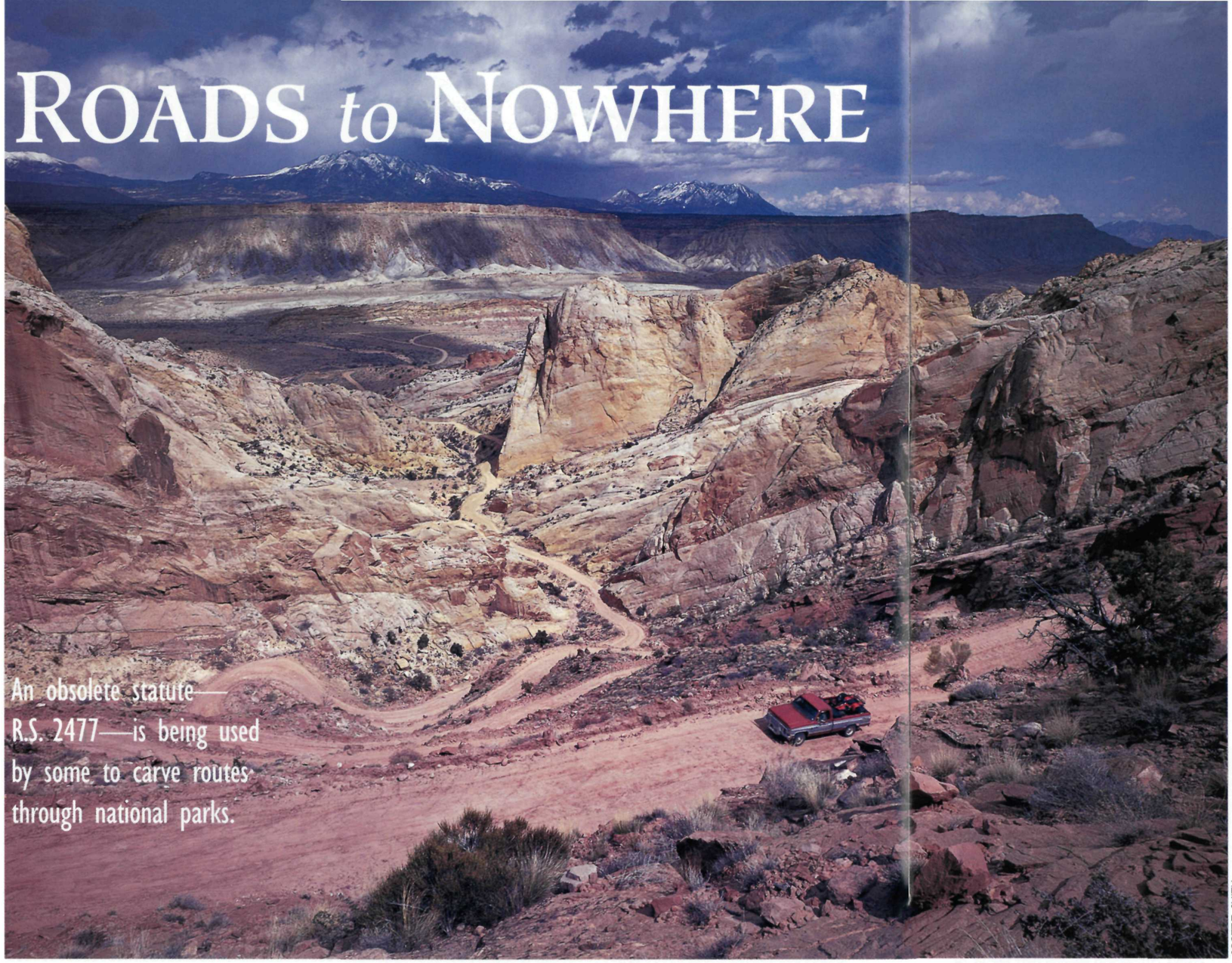


SCOTT T. SMITH

Road crews continue to widen Burr Trail, among the West's most scenic drives, in the name of R.S. 2477.

BY TODD WILKINSON

NOT LONG AFTER SUNRISE on February 13, 1996, a fleet of county bulldozers, road graders, and dump trucks rumbled into Capitol Reef National Park in Utah. Before shocked park rangers could halt the incursion, the heavy equipment operators had widened Burr Trail, a scenic backcountry roadway that runs for 66 miles through the park from the town of Boulder to the Bullfrog Marina on Lake Powell in Glen Canyon National Recreation Area. While realigning the roadbed through Capitol Reef, the equipment crushed vegetation and cut through a hillside.

Had the premeditated action been carried out by individual citizens, they would have been arrested and charged with vandalism for destroying public property. Instead, the defense now being used by Garfield County in a landmark court case, is that local officials (who went unpunished) were within their "rights" under the letter of federal law.

Invoking Revised Statute 2477—an obscure, sparsely worded code drafted a year after the Civil War ended—hostile local officials have carved highways into wild areas previously off-limits to modern encroachment. Several counties blessed with the tacit support of members of Congress have used what they call "the Right of Way Law" to assert some 17,000 road claims into national parks and forests, wildlife refuges, and tracts administered by the Bureau of Land Management (BLM). Most of these are primarily in the park and wilderness regions of southern Utah and throughout Alaska.

If strung together, the length of miles sought in the current R.S. 2477 land grab would reach the moon. An estimated 160,000 miles, enough to encircle the Earth 6.5 times at the equator, have been staked in Denali, Wrangell-St. Elias, and Glacier Bay national parks in Alaska alone.

Conservationists joined by federal land managers fighting the onslaught say R.S. 2477 could alter the appearance of national parks forever. Innovative planning strategies to control crowds, safeguard delicate resources, and preserve the visitor experience would be rendered obsolete by roads that would appear suddenly, like the web of glass on a cracked windshield.

"This is a very real concern," says Capitol Reef Superintendent Charles Lundy. "It is not an abstract threat. Right here in the wake of bulldozers, we have an example of lands, normally afforded the highest level of protection, being breached with R.S. 2477."

In a 1993 internal memorandum, the National Park Service (NPS) estimated that 68 of the 376 park units nationwide, encompassing 17 million acres, could be affected by R.S. 2477. "[The roads] could cross many miles of undisturbed fish and wildlife habitat, historical and archaeological resources, and sensitive wildlands," the memo stated. "[They] would undoubtedly derogate most unit values and seriously impact the ability of NPS to manage the units for the purposes for which they were established."

Although boosters of R.S. 2477 say their intention is simply to maintain access to vast stretches of the federal estate, Mark Peterson, NPCA's Rocky Mountain regional director, sees it as a subterfuge for more damaging goals.

In states such as Utah and Alaska, where a majority of the land is federally controlled, R.S. 2477 has become a rallying point for anti-federalists. The law has allowed congressional delegations in both states to promote the interests of natural resource developers who contribute to their election campaigns, and it can also be used to foil protection of wilderness. In Utah, citizens support plans to set aside 5.7 million acres of BLM land as wilderness, but much of that property would be eliminated from consideration if old four-wheel-drive tracks or trails are allowed to become highways.

R.S. 2477 also represents a powerful tool for mounting an *ex post facto* retaliation against President Clinton for his creation in September 1996 of Grand Staircase-Escalante National Monument. Clinton created the monument in Utah by invoking the 1906 Antiquities Act, which allows the president to set aside lands for protection without congressional approval. Legislation has been introduced to weaken the law.

THE RIGHT OF WAY statute began innocently enough as a clause embedded in the Mining Law of 1866. The original intent was to establish rights-of-way, vis-à-vis "highways," to provide access to natural resources across public lands.

"The [meaning] of 'highway' then from now is arguably different," says Destry Jarvis, NPS assistant director for external affairs. "We don't think that cow paths, sled dog routes, jeep tracks through riverbottoms, hiking trails, traplines, and abandoned carriage routes translate into justification for modern highways that can accommodate 18-wheelers. Further, the intent was to provide access across federal lands, not simply to spawn a bunch of dead ends, which is what most of these claims do. They lead to nowhere."

Twenty years ago, Congress and President Gerald R. Ford agreed with that assessment. In 1976, enactment of the Federal Land Policy Management Act (FLPMA) repealed R.S. 2477, honoring only valid existing claims.

However, in 1988 Interior Secretary Donald Hodel initiated a land rush for any route claimed to exist prior to 1976—no matter how nebulous. Hodel's policy statement said that Interior would recognize even foot trails as "highways." Considered a parting gift from the Reagan Administration to Western allies, Hodel's policy sparked a new land rush almost overnight.

Over the past ten years, NPCA and other groups have banded together to expose the insidious implications of

the law. Ostensibly, road crews building along rights-of-way could skirt environmental regulations that shield endangered species, protect air and water quality, and preserve archaeological artifacts based on claims by states, counties, and even individuals to plow across sensitive and preserved lands regardless of consequences.

Local officials also claim that R.S. 2477 allows states to circumvent the National Environmental Policy Act (NEPA), signed into law nearly 30 years ago. NEPA was designed to make all federal agencies think twice before undertaking any major action that could affect the quality of the environment. Federal officials obliged to protect federal lands must prepare a detailed analysis of impacts that may be caused by right-of-way improvements. They must consider less harmful alternatives and give the public ample information and opportunity for comment. Yet local officials claim they have no duty to defer their actions for NEPA analysis.

Besides claims of a right to circumvent environmental laws, the biggest threat posed by R.S. 2477 is determining the validity of claims. Although the law requires proof of "construction" and proof that a road was created before 1976, state and local officials claim that no specific requirements exist. Five years ago, an analysis by the Congressional Research Service found that a strict process of gauging validity of claims was badly needed.

Shortly thereafter, Interior Secretary Bruce Babbitt attempted to establish standards to undo the damage started by Hodel. "In our national parks, we've managed to save a few remarkable examples of God's creation for our children," Babbitt said. "Do the American people really want them covered with asphalt?"

Babbitt's effort to set up basic standards for these rights-of-way provoked lawmakers from Utah and Alaska to draft give-away legislation. Alaska Republican senators Frank Murkowski and Ted Stevens joined Utah Republican senators Orrin Hatch and Bob Bennett in attaching an R.S. 2477 rider to last summer's disaster relief bill for North Dakota flood victims. The "Pave the Parks" rider would have assigned management of right-of-way claims to states, but was exposed by Sen. Dale Bumpers (D-Ark.). The rider eventually was sidetracked, and the aid bill passed without it.

At the same time, Rep. James Hansen (R-Utah) authored a bill even more egregious: a county-drafted plan that put the onus of reviewing claims on the federal government and any that could not be invalidated would be considered legitimate. Responding to this tactic, the *Salt Lake Tribune* wrote that "The Hansen proposal is just another reactionary strike in the Republicans' reverse war on the West." Interior Department Solicitor John Leshy, who is completing a proposal to sort out R.S. 2477 claims, testified last year that what the Alaska-Utah delegations have in mind goes "beyond the mischievous to the truly staggering."

FEAR OF POLITICAL retaliation prevented managers from several different parks in the West from speaking candidly about their apprehensions concerning R.S. 2477. But Denny Huffman, who recently retired as superintendent of Dinosaur National Monument in Colorado and held the same position in Colorado National Monument, spoke freely.

"The strongest backers of this movement admit they wouldn't mind making the backcountry of the West and Alaska look like a plate of spaghetti, which I believe most Americans would find wholly unappetizing."

Huffman says that the Western county comissioners who take issue with Babbitt's attempt to examine the validity of R.S. 2477 claims are suffering from a contradiction in logic. "They had no problem when Interior Secretary Hodel asserted his own standard of what qualifies as a road, but now they are denying the same authority to Interior Secretary Babbitt," he says.

What rarely gets mentioned, he says, are the subtle environmental impacts and the fragmentation of solitude. "In remote areas of Dinosaur National Monument, we have peregrine falcon eyeries where the wisest management decision to ensure falcon reproduction is to protect those nest sites from intrusion," Huffman says. "If someone asserts they have a right to go in there under R.S. 2477, where does that leave the recovery of the peregrine? Every park in the West has similar problems."

KEVIN WALKER/SOUTHERN UTAH WILDERNESS ALLIANCE

A San Juan County road grader plowed through a proposed wilderness area near Canyonlands National Park.

THE CONFRONTATION in Capitol Reef, a park where 99 percent of the rugged terrain is managed for primitive qualities, is a striking example of what happens when counties take matters into their own hands. The Burr Trail is one of the seminal scenic drives in the West; it ascends through switchbacks, affording spectacular views of the Henry Mountains and the signature Waterpocket Fold geologic feature. Despite objections from park officials, Garfield County road crews have continued to widen the Burr Trail—almost doubling its girth over the last decade—in the name of R.S. 2477. At present, the Boulder to Bullfrog stretch averages 27 cars a day, and if the county succeeds in getting the dirt road blacktopped, vehicle numbers are expected to climb into the hundreds.

The Burr Trail has been the target of R.S. 2477 proponents for more than a decade, during which Garfield County has not been willing to review the appropriateness of marshaling bulldozers in a national park.

"Garfield County's outrageous actions along the Burr Trail only highlight the damage to our national parks possible by this outdated law," says NPCA's Peterson. "Straightening and widening the road as the county would like to do fundamentally compromises the primitive attributes of the park. Rather than having the feeling of traveling through the 'old West,' visitors will feel no different than if they were driving to their local Burger King."

Even though county officials grumble about not having enough money to maintain roads, they are headstrong about upgrading the Burr Trail, Peterson says, because R.S. 2477 allows them to trump the federal government on its own turf. Moreover, state officials have tapped Utah coffers for hundreds of thousands of dollars, both for Burr Trail construction and for legal fees to promote and defend their actions.

PAUL BOUSQUET

PAUL BOUSQUET

Utah officials maintain they have the right to pave Burr Trail, even though it crosses federal land. Some sections, such as this one outside the park, already have been paved.

Other counties have used R.S. 2477 as a preemptive maneuver to deliberately degrade the landscape. When Kane County commissioners in Utah received word that the Interior department was examining BLM lands near Canyonlands National Park for inclusion in federal wilderness, bulldozers were dispatched to the scene. San Juan County followed suit. Defying a federal cease-and-desist order, heavy equipment operators in both counties plowed a swath into the middle of the desert and turned around.

An indication of Utah's willingness to assert the supremacy of R.S. 2477 over the national interest of park protection and fiscal conservatism is revealed in a press release issued by Utah Sen. Bennett.

"In the interest of public safety, the county performed road work in the park boundaries. They removed some earth within the right-of-way," Bennett stated, chastising the Park Service for bringing suit. "This administration is grasping at ways to reverse 130 years of legal precedent and limit essential access of many rural communities. We cannot allow this to happen."

Barbara Hjelle, an attorney who has represented Utah counties in a number of R.S. 2477 cases, went so far as to suggest in testimony before Congress that her clients, not federal land managers, should have final control over access.

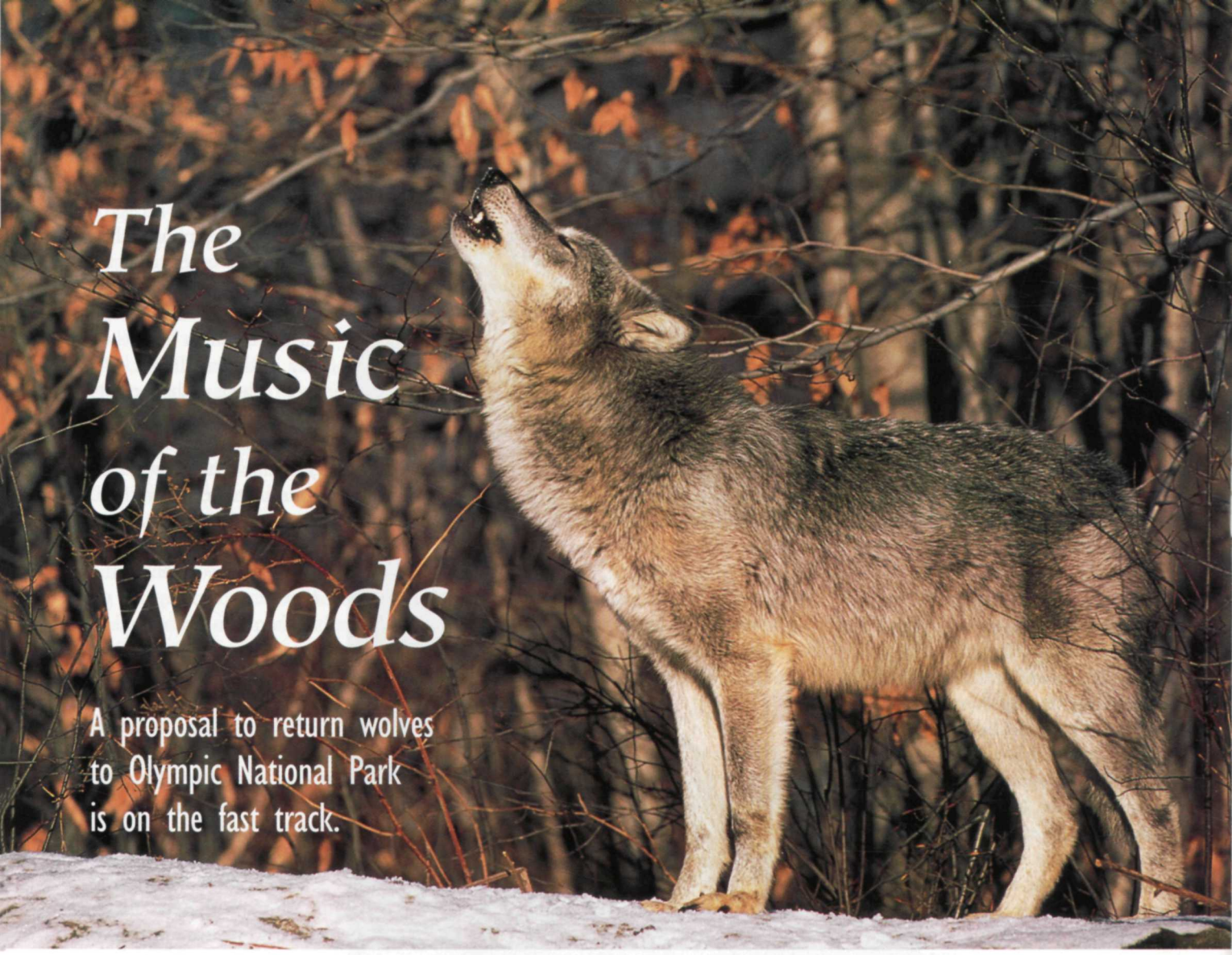
"[Babbitt's] policies have resulted in excessive intermeddling by federal agents in the day-to-day management of public rights-of-way in the rural West," she says. "These public rights-of-way should be managed by the state and local governments which have traditionally exercised jurisdiction over them."

What neither Bennett nor Hjelle mentions is that American taxpayers get stuck paying the bill. A congressional study suggested that to investigate some of the thousands of R.S. 2477 claims could cost the U.S. Treasury millions of dollars. Taxpayers could spend between $5 million and $25 million to process Utah's 5,000 right-of-way claims.

At Capitol Reef, thanks to the disbursement of federal highway funds to local counties, part of the destruction in the park was subsidized with tax dollars. Citizens had to pay twice; federal funds were channeled by the state to pay county legal fees. And citizens were stuck a third time when it was necessary to call in federal lawyers to prevent further resource damage.

"When people read this story, their first reaction might be, 'What a shame. Too bad for Capitol Reef' and in so doing conclude that the Burr Trail is an isolated incident. But it's not," Lundy says. "The conflict here is only the beginning. Pick a favorite public land. There are hundreds, if not thousands, of other Burr Trails waiting to happen."

TODD WILKINSON *lives in Bozeman, Montana, and last wrote for* National Parks *about bison in Yellowstone.*



The Music of the Woods

A proposal to return wolves to Olympic National Park is on the fast track.

BY DOUGLAS GANTENBEIN

Olympic National Park covers a landscape as close to its natural state as is found on the West coast. Its nearly 1 million acres span an area in Washington State from the rocky coastline of the Pacific Ocean to the moss-draped Hoh Rainforest to the glacial slopes of Mount Olympus. There a visitor can discover nearly every form of wildlife that thrived in the area before European settlers arrived in the 1800s. Roosevelt elk, black-tailed deer, cougar, and black bear are common. What one does not find, however, is the gray wolf.

That may change. Once common on the Olympic peninsula, the gray wolf was hunted and trapped to near extinction by the 1930s. But following the recent successful reintroduction of wolves to Yellowstone National Park and the mountains of central Idaho, a proposal to bring wolves back to Olympic has gained considerable momentum. At the behest of Rep. Norm Dicks, an influential Democrat whose district includes Olympic National Park, $350,000 was appropriated this past summer to begin the reintroduction process. National Park Service (NPS) wildlife biologists will soon launch a study of the park to determine whether it could support several packs of the charismatic predator.

To supporters of the plan, the reason to bring wolves back is simple: The park and its wildlife need them. "Olympic National Park is one of the largest, and best-preserved, forest ecosystems on the coast," says Tim McNulty, a well-known wildlife writer who lives on the Olympic peninsula near the park boundary. For him and others, the omission of the wolf leaves this mix of species incomplete.

But the wolf's return is not simply to fill out the wildlife list, says McNulty. Olympic National Park was formed largely to preserve the Roosevelt elk, he notes, and wolves and elk evolved together over thousands of years to develop a symbiotic relationship. Bringing the wolf back, in McNulty's view, will allow the park's ecosystem to function as a whole.

NPCA Executive Vice President Carol Aten agrees. "Not long ago, park managers considered it acceptable to kill predators. Increasingly, they are looking for opportunities to bring native species back, and in so doing, make parks whole again. Whenever the Park Service has the opportunity to take an action that improves the health of an ecosystem, we wholeheartedly support it."

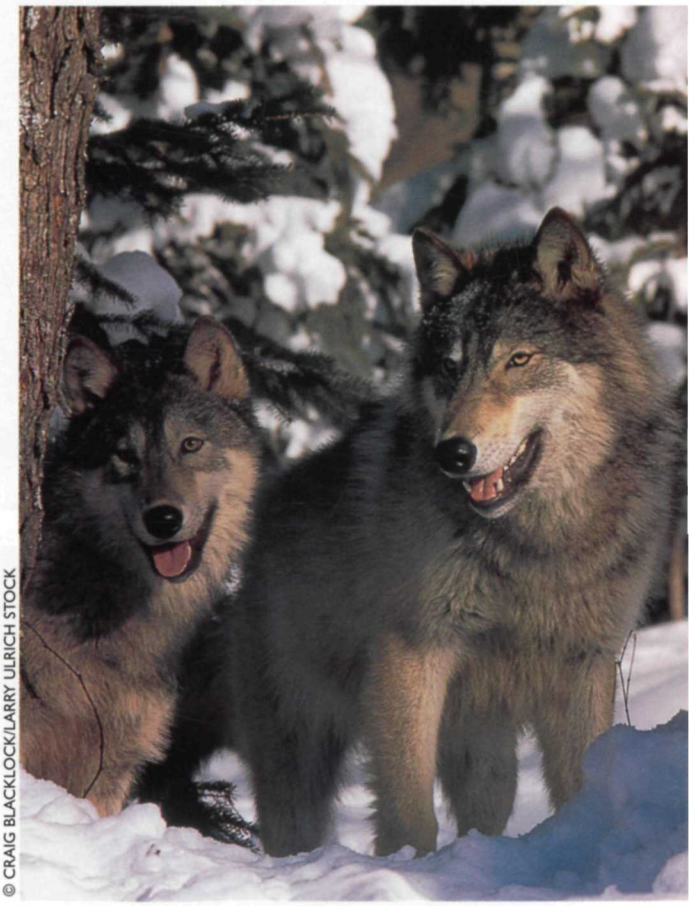
Returning wolves to Olympic National Park will allow the park's ecosystem to function as a whole.

The wolf's impact on an ecosystem has been apparent in Yellowstone National Park, where 85 to 95 wolves have been roaming since January 1995. Even in that short time, the profound role these animals play has become clear, says Hank Fischer, a wolf expert for Defenders of Wildlife, the group that was most instrumental in starting the Olympic wolf discussion. Coyote populations, for example, are down substantially as wolves muscle them out of the upper food chain. That displacement has led, in turn, to boon times for smaller mammals such as ground squirrels, which are favorite prey of coyote. The increase in prey population likely makes the area more attractive hunting grounds for raptors such as golden eagles. Among larger mammals, bears now can find carrion left by wolves year-round, rather than only during the late winter when weather-related kills of deer and elk take place.

Elk, meanwhile, have had to adjust to the return of a smart, aggressive, fast-moving predator. "What 100 wolves can do in a space of a year doesn't really have a significant impact on the elk population," says Fischer. "But it has really changed the way elk use the landscape. They used to camp out at lower elevations, but now they know they're vulnerable there so they're spreading out more and spending more time in timbered habitat. That, in turn, will allow more riparian vegetation to come in because the elk aren't hitting it so hard, which could have an effect on songbirds. We just didn't fully appreciate how connected wolves are to other parts of the ecosystem."

The experience of re-establishing wolves in Montana and Idaho also has provided valuable insights into how best to manage the process. In Yellowstone, for instance, concerns that wolves would fan out from the park and begin preying on livestock led biologists to use a so-called soft release, which involves penning the animals for six to eight weeks at the release site before letting them go. In Montana and Idaho, however, wolves underwent a "hard release," in which they were simply trucked in and set loose. In both cases, wolves established themselves well. But in Yellowstone, they were far more inclined to stay fairly near their release point, while in Idaho, the wolves wandered some distance. That experience may suggest that a hard release will be best suited for Olympic.

Talk of how wolves will be released, however, is preliminary. First, the Park Service and U.S. Fish and Wildlife Service must determine whether reintroducing wolves to Olympic is possible, a decision that likely will be made primarily by the latter. Over the next year, a $350,000 congressional appropriation will finance a study on whether sufficient elk and deer are in the park to sustain a population of 50 to 60 wolves, the estimated size packs might reach. At typical predation rates of between 15 and 20 deer and elk per wolf each year, a wolf population that size could easily kill more than 1,000 animals annually. And while it has been well documented that about 4,000 elk make their home in the park, the number of black-tail deer, another staple on wolf menus, is almost completely unknown. After the feasibility study is written, an environmental impact statement outlining the effect of wolves on the park and surrounding territory will be produced.



JIM ROETZEL/DEMBINSKY PHOTO ASSOC.

© CRAIG BLACKLOCK/LARRY ULRICH STOCK

A wolf pack in Olympic may eventually contain as many as 60 individuals. A feasibility study will determine the effect of wolves on the park.

THAT'S WHEN the situation may get more complicated. Thus far, the Olympic wolf proposal has spurred barely a flicker of protest in contrast to the firestorms of anger that burst from Yellowstone National Park and Idaho when wolf releases were proposed. But the Olympic peninsula has little of the sheep and cattle ranching that proved such a flashpoint in those regions. And to further defuse objections, a fund has been established to reimburse the owners of livestock killed by wolves.

It has also helped that Olympic's wolves-in-waiting have a powerful political ally in Norm Dicks, a long-time member of Congress with a knack for getting his way. Dicks gained a keen interest in wolves just last year after a camping trip in the Algonquin Provincial Park in Ontario. During Dicks' visit, he heard wolves howl and spoke extensively with rangers. "The wolves [in Olympic National Park] were killed basically out of ignorance," Dicks says. "Bringing them back would correct a historical mistake." He is hopeful as well that wolves will boost tourism in the park and spending in nearby communities. At Yellowstone, he says, visitor numbers have climbed 13 percent since wolves arrived. With Dicks' backing, the first appropriation to study wolves in Olympic sailed through the House with barely a debate—a stark contrast to the fiercely contested ap-

propriation for Yellowstone.

The Olympic wolf plans are hardly unopposed, however, and the surrounding towns contain pockets of highly charged opposition. Take the reaction of Art Dunker, a resident of Port Angeles, the largest town near the park, during a luncheon debate over wolves. "I lived with them in Alberta, I lived with them in British Columbia, and I don't like 'em," he said angrily, after Gerry Ring Erickson of Defenders of Wildlife had argued on the wolves' behalf. "The last time I saw a wolf, I shot at it with a 30.06, and that's what we should be doing."

Fears of what wolves might do have been persistently fanned by Marv Chastain, a Port Angeles property rights advocate who also has fought plans to remove two dams outside the park on the Elwha River in an effort to restore the once-prime salmon habitat. "Wolves don't read park boundary signs," says Chastain.

Wolf defenders are quick to point out that documented evidence of a wild wolf attacking and killing a human is virtually nonexistent. But the biggest opposition to the wolf reintroduction really has nothing to do with swift, four-footed predators. Instead, plodding, two-footed federal bureaucrats have emerged as the real enemy.

To Chastain, for instance, the plan to return wolves to Olympic is just another step in environmentalists' attempts to remove people from the park and its surroundings. "When they bus the last one of you off the peninsula, then you'll believe me," he told the Port Angeles luncheon crowd. But even less-extreme residents say they have had enough of the park and its policies, which they claim are intended to keep people out of the park rather than bring more people in.

JEFF AND ALEXA HENRY

Wolf supporters acknowledge the friction. Notes Gerry Ring Erickson: "The park's mission is to preserve and protect, and to some extent that gets translated into containing use and restricting use. I've chafed under that a little bit myself."

But Dick Morris, superintendent of Olympic, says that the park has a clear mandate. "Congress has told us what to do," he says. "We're to protect an international resource here." Moreover, Morris adds, criticism of the parks often results from the general dissatisfaction with the federal government found in rural areas throughout the West. "The park just gets swept up into that," he says.

Interestingly, not even all environmental groups favor the Olympic wolf plan. The Northwest Ecosystem Alliance, for instance, fears that the plan will divert attention from its long-held goal of bringing wolves back to the North Cascades Mountains. The alliance's plan to encourage wolves to repopulate the area naturally by migrating from Canada has been all but ignored: $200,000 earmarked for studies of wolves and grizzly bears there was cut in 1994 and diverted to programs in Idaho. "Why are we starting another batch of cookies while we let the ones we've already got burn in the oven?" Mitch Friedman, director of the alliance, asked a reporter early in 1997.

It has also been speculated that Dicks sees the wolf recovery plan as an easy way to score points with environmentalists, a group he has not always courted. Not only

JEFF AND ALEXA HENRY

Between 85 and 95 wolves roam Yellowstone National Park, where they were first released three years ago. ABOVE: U.S. Fish and Wildlife biologists measure a wolf bound for Yellowstone. BELOW: A crated wolf is en route from Alberta, Canada, to Yellowstone.

CARL SAMS II AND JEAN F. STOICK/DEMBINSKY PHOTO ASSOC.

A federally funded study will determine whether enough prey species are available in Olympic for wolves to thrive there. The U.S. Fish and Wildlife Service would work with the Park Service to oversee a reintroduction.

has he been all but invisible in discussions about the Elwha River dam removal proposal, but he came under criticism for supporting a $200 million appropriation for road building in national forests. Nonetheless, says Ring Erickson, the Olympic wolf plan is well worth pursuing. "This is a good project, with good visibility and a clear goal," he says. "It doesn't have some of the problems that came about in central Idaho and Yellowstone. It's true we have some serious issues in this region with things like salmon. But this program in no way interferes with those."

In fact, says Beth Church, education and conservation director at Wolfhaven, a nonprofit wolf sanctuary just a few dozen miles southeast of the park, provisions in the Endangered Species Act (ESA) make deliberate introduction of wolves simpler and politically more palatable than the type of natural repopulation proposed for the North Cascades. The distinction arises because an ESA clause earmarks introduced wolves as a "non-essential" animal, allowing them to be more carefully managed—even destroyed, if need be—than naturally migrating wolves.

ONE THING seems certain: if wolves return to Olympic and there is sufficient prey, they almost surely will thrive. Wolf returns in Yellowstone and in Idaho have been major successes from the wolf's point of view. In Yellowstone, for instance, the 41 wolves transplanted to the park from Canada have more than doubled their numbers and formed more than a half-dozen dynamic, well-established packs. The process has gone so well that Yellowstone wolves may go off the endangered species list by the year 2000. "Wolf restoration isn't hard to do," says Hank Fischer. "If every endangered species were this easy to bring back, we'd be making a lot of progress on salmon and spotted owls."

Will wolves again roam the Olympics? If preliminary studies raise no major problems and political opposition can be overcome, by the year 2001 a small pack of animals may be taken from Vancouver Island and released in several of the park's western valleys, the section with the best variety of winter and summer range. Many eagerly await that day. "I've lived here 25 years, and getting wolves back into the Olympics has been a lifetime goal," says McNulty. "I live near the Gray Wolf River drainage, where one of the last documented wolves was trapped in 1919. I often hike up there among the trees. And I think about the music that is missing from this country—the wolf's howl."

Soon that music may again sound in the Olympics.

DOUGLAS GANTENBEIN lives in *Seattle and last wrote for* National Parks *about removing dams from the Elwha River.*

PARKS IN PARTNERSHIP

Native American heritage underlies the "cultural landscape" of more than 50 national park units and plays a crucial role in the visitor experience.

BY SALLY-JO BOWMAN

SITKA, ALASKA. At the east end of this island town, the incoming tide laps at a rocky beach, raindrops glistening in morning sun on spruce boughs and wild Sitka roses.

Travelers visiting Sitka National Historical Park discover that these 106 acres straddling the mouth of the Indian River are not mere scenic real estate. On the peninsula, the Kiksadi clan of the Tlingit Indians resisted a six-day siege by colonizing Russians. Overpowered, these Raven-Frog people lost the fort, their village of Shee Atika, their homelands. It was September 1804.

Today, the battle and Kiksadi fort sites lie within park boundaries, along a two-mile wooded path dotted with a collection of historic cedar totem poles. Today, the Tlingit operate the Southeast Alaska Indian Cultural Center at the park in a joint effort with the National Park Service (NPS) to bring Native history and culture to visitors.

Today, this tiny park on an isolated island embodies one of the most successful ways national parks form partnerships with today's Native peoples.

"Native American cultures are central to the interpretive experience of visitors to many national park units," says Emogene Bevitt, program specialist with the NPS American Indian Liaison Office. She estimates that more than 50 of the 376 NPS sites interpret Native cultures or their early contact with Europeans. In about 30 of those, American Indians, Alaskan Natives, or Native Hawaiians address their own

This totem pole is similar to those found in the forest at Sitka National Historical Park, Alaska.

RANDI HIRSCHMANN

heritage and here-and-now issues in their homelands that have become national parks.

Political interactions between tribal governments and NPS and other federal and state agencies range from acrimonious to cooperative. Volatile issues include treaty interpretation, boundaries, natural resource access, identification and management of sacred sites, and archaeology research.

But friction smoothes in park interpretation programs where Natives are guides, presenters, and interpreters. In NPS units such as Sitka National Historical Park, Glacier National Park in Montana, and Canyon de Chelly National Monument in Arizona, visitors have a chance to learn directly from native populations.

ANCHORAGE DAILY NEWS

Members of the Tlingit tribe and park officials raise a 35-foot Tlingit History Totem Pole at the entrance of Sitka National Historical Park.

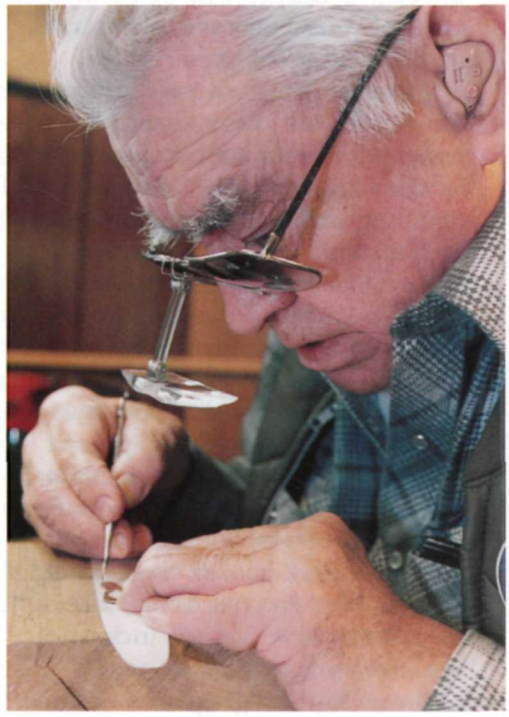
At Sitka's Indian Cultural Center, Tlingit elder Louis Minard sets aside a silver bracelet he's carving according to the classic Tlingit formlines that depict Eagle, Raven, and other themes. He pushes up his magnifying lens to tell how the Tlingit came to have copper and silver, how they've been working it for 175 years, how he did not start learning until he was past 50. His story is living history in the truest sense: He's not playing the role of someone long gone; he's presenting himself.

He was born in Kake, a village on Kupreanof Island to the east. "I came to Sitka as a schoolboy, when there were mostly Tlingits here," he recalls. It was 1930. The town boasted two Tin Lizzies, a flatbed truck, and a horse. Minard, at 13, enrolled in Sheldon Jackson School, a missionary institution that is now a college. Studied to be a machinist, later worked on fishing vessels. Got drafted, spent World War II in the Aleutian Islands training "men who had never smelled the salt sea," he says.

He was discharged Christmas Eve 1945, and by New Year's, he had returned to Sitka. Fished again. Became a cook for the Bureau of Indian Affairs Health Service. Retired in 1970 with rheumatoid arthritis.

At the Cathedral Arms apartments in the center of Sitka, "I drank coffee and read books," he recalls. "Next door was a woodcarver who said, 'Come out to the cultural center. We have free coffee.' So, I came limping out here. I saw an old man carving and I thought, 'Here is something to occupy my time.' I spoke Tlingit: 'Is it all right with you if I came to learn?'"

Later Minard also studied with carver A. P. Johnson, and in 1978, the center asked him to become the resident silver carver. "'I'm not good at it yet,'" he said to them. "'But you speak perfect Tlingit and you know the history,' they said. 'Come as on-the-job training.' I've been here ever since."



SOUTHEAST ALASKA INDIAN CULTURAL CENTER, INC.

Louis Minard, a Tlingit silversmith, works on a bracelet at the Southeast Alaska Indian Cultural Center at Sitka.

Begun in 1969 by the Alaska Native Brotherhood, the center reorganized in 1993 as an independent non-profit organization. Currently, the Park Service funds three center artisans in the summer—Minard, Tommy Joseph, who is a woodcarver, and weaver and beadworker Karen Kane.

"The park goal is to have artists for tourists to see," says Kathie Wasserman, center director. In turn, park Superintendent Gary Gauthier keeps the center's wing open in the winter so the artists can work and teach, though they aren't paid.

Off-season work resulted in the April 1996 raising of the 35-foot Tlingit History Totem Pole at the park entrance. Last winter, the center sponsored workshops to document tribal knowledge and customs. "We're focusing on our elders and our young people," says Dave Galanin, center president and silver carver who studies with Minard. "Bringing them together is insurance for where we Tlingit are going in the future."

The long months of pole-carving produced "a real change in how Sitka Native people perceived the

park," says Gauthier. "They came more often. It became more like home, their place again. The big stuff is neat, but the center is important to the National Park Service daily. It's not just artistic demonstration, but elders telling stories. No matter how much training, an interpreter can't do it. The Tlingit defer to their elders. You're supposed to listen. If you're smart, you do."

The partnership works in Sitka partly because the park and the center are small, under one roof. Gauthier's office is not 30 paces from the center, and the relationship among him, Galanin, Wasserman, and others reflects a strong personal commitment.

But a partnership works, too, in Glacier National Park's million-plus acres, where Blackfeet singer Jack Gladstone often drives 80 miles to give an evening program to a standing-room-only crowd. Sometimes he tells stories and sings at one of the "Native American Speaks" campfires. Sometimes he performs his multimedia "Native Reflections" in the St. Mary Visitor Center, just a few miles from where his grandparents homesteaded not long after the Blackfeet ceded what is now the eastern half of the park to the United States in an 1895 treaty.

In a voice and style reminiscent of Gordon Lightfoot, Gladstone sings his version of the legend of Scarface, a young Blackfeet man who journeyed to the sun for love. Another of his songs tells how winter once reigned supreme because a grizzly bear stole the Chinook wind. "Every nuance of animal and plant was mythologized and recognized in tradition," he says. "People formed a relationship with all this and achieved a balance that lasted thousands of years—until we were caught up shopping at Wal-Mart."

When he launches into "Hudson Bay Blues," his swingy song always brings laughter but teaches history too. In the first verse, the Hudson's Bay Company arrives in Blackfeet country in 1793 and builds a trading post offering "flintlocks, wool socks, coffee beans, denim jeans" that got the Blackfeet so ready for shopping that "Now we've got Spandex, Gore-tex, Nike Airs, Gummi Bears, ceiling fans, frying pans, turkey, veal, shrimp, or Spam...."

At hour's end, even little kids clamor for more. Maybe he will do "Faces the Blizzard" about the buffalo, whom he calls "my black-hooved brother." Or perhaps "Napi Becomes a Wolf," one of myriad tales of the creator/trickster of Blackfeet mythology.

These Native programs—which now include Salish and Kootenai as well as Blackfeet lecturers, drummers, and dancers—began in the early 1980s, funded by the Glacier Natural History Association and other private sources. In 1984, says Bruce Fladmark, now cultural resources specialist at Glacier, "I had a tough time finding even one Native interpreter." The next year, he found Gladstone, who "took to showing up when others were scheduled, just to see if they were there. If not, he jumped in, dashing across a couple of campsites and landing right behind me as I introduced the program."

Now Glacier offers a Native program nearly every day in July and August. In addition, two Blackfeet interpreters work as summer rangers on the east side of the park, which borders the Blackfeet Reservation. "This needed to be Native Americans interpreting their own culture," says Cindy Nielsen, Glacier's chief of interpretation from 1989 to 1996. "When we romanticize about a Native culture, we lose sight that it's a growing, living culture, not an artifact."

THE SAME APPRECIATION for living culture is nowhere more apparent than in Canyon de Chelly National Monument in Arizona, where the Navajo still own the 83,840 acres. Kit Carson drove the Navajo from this red sandstone canyon system in 1864 and forced them on The Long Walk to exile 400 miles east in New Mexico. Four years later, "They came home to Canyon de Chelly," says monument Superintendent Anna Marie Fender. "The canyon is the heart and soul of the Navajo people. We non-Indians look at 'tourist attractions,' but to the Navajo these are sacred sites."

Though the impetus for park protection came from white archaeologists, the Navajo "realized Canyon de Chelly held national significance and wanted it recognized, provided the people would not be removed from the land," says Fender. And they were not when the monument was created in 1931. "It's one of the first true partnerships," she adds. "We're preserving and protecting in partnership with a tribe."

Except for walking the mile-and-a-quarter trail to White House Ruin and following the north and south rim drives, no visitor enters Canyon de Chelly without a Navajo guide. A few

Solving Sticky Issues

DAVID MIHALIC, superintendent at Glacier National Park in Montana since 1994, is one-quarter Oglala Sioux. "It doesn't necessarily give me credibility with the Blackfeet," he says, "but perhaps I can understand their perspectives a little better."

These insights help Mihalic deal with potentially divisive issues, such as those involving boundaries. Before the treaty of 1895, the eastern half of the park was Blackfeet territory; it now adjoins the current Blackfeet reservation. For years the boundary has been rife with cattle trespass problems that the park has tried to solve by fencing. The Blackfeet always object.

"That's where being an Indian helps me, to more easily see that while park people think the fence is no big deal, to the Blackfeet, it is a major issue," Mihalic says. "For them, the fence has nothing to do with cattle. It symbolizes this: As long as there is no fence, Blackfeet still have rights of access, it is still Blackfeet land.

"We have to try again to solve this problem by looking for shared values. The Blackfeet and the Park Service are in this for the long haul. And we have a shared vision. We both treasure the land, and in some sense, both hold spiritual values here at the Backbone of the World. Maybe the fence isn't the bigger issue."

—SJB

FRED HIRSCHMANN

A Navajo hogan at Canyon de Chelly National Monument in Arizona, where the American Indians still own the 83,840-acre park. Few visitors enter Canyon de Chelly without a Navajo guide.

of those guides organized about 30 years ago. Now, the 95-member Canyon de Chelly Guides Association provides horse operators, four-wheel-drive rentals, and hiking and step-on guides. Members also lead Park Service hikes and programs and conduct tours through Thunderbird Lodge near park headquarters. Most of the park's small staff is Navajo, among them Chief of Interpretation Wilson Hunter.

"This is home, the canyon," Hunter says. As a young adult, he worked in construction, as a silversmith, and then in maintenance and law enforcement for NPS before moving into interpretation about ten years ago. The switch felt to him surprisingly natural. "My grandmother said, 'It's not your mouth you learn with, but your other senses,'" he recalls. "That's why we have two of everything else—ears, eyes, nostrils, hands. Your mouth is for sharing, everything else you learn with. She never used the word 'teach.' It's 'sharing.'"

Hunter shares his ideas in training sessions. "I compare the Park Service goals and mission to our traditional values," he says. "There are lots of similarities. Sensitivity training is important all the way up the line in the federal and tribal governments."

The Navajo guides, such as Louis Minard in Sitka, are living history themselves, from families that, after four or five centuries, still pasture their sheep and goats in the canyon and tend their corn and peach trees on the flats of Chinle Wash. They also interpret the much older Anasazi pueblo ruins clinging to the canyon walls. The Anasazi—vanished by the 14th century—fashioned cliff settlements with as many as 90 rooms in four stories snuggled into nearly vertical sandstone. Guides and visitors alike puzzle: Where did they come from? Where did they go? How did they keep toddlers from falling out the front doors?

The Navajo themselves set their log hogans on the flats. On the canyon rim 800 feet above, a stiff desert wind blows through pinon pines and juniper. Below, Navajo corn and orchards appear as green oases along the glittering, snaking curves of Chinle Wash, ever reworking the canyon floor with scouring sands. In Canyon del Muerto, the north fork of Chinle Wash, the monolith called Navajo Fortress still stands sentinel. With binoculars, the pole "ladders" the Navajo used to climb it are still visible to a visitor. It was here the Navajo sought refuge from both the Spaniards and the American military.

These canyons also provide Hunter with his metaphor for partnerships. "People talk about 'bridging,'" he says. "But with a bridge, two cultures come halfway, and then pull. A river [however] comes from all directions, comes together, and slows together. No pulling, but weaving. Naturally. We people come in all different colors. Look at a finished rug, how beautiful it is. We just have to weave our threads."

It's a process continued daily at Sitka, Glacier, and Canyon de Chelly.

SALLY-JO BOWMAN *is a writer who divides her time between her residence in Oregon and her homeland, Hawaii. She last wrote for* National Parks *about Kalaupapa National Historical Park.*

Snow Bound

Whatever your level of skill, snowshoeing can provide an enriching winter experience.

BY CONNIE TOOPS

THE STORM IS OVER, cheery rays of sunlight sparkle on snow-laden conifers, and the temperature has risen to a toasty ten degrees Fahrenheit. You're feeling a twinge of cabin fever, so perhaps it's time to strap on your snowshoes and enjoy the wonders of winter. Unlike skiing, which requires considerable practice to master, snowshoeing is a user-friendly activity that allows participants to explore terrain that may be inaccessible in other seasons.

"Learning to snowshoe isn't hard," claims Gary Koy, who manages the sled dog kennel at Denali National Park in central Alaska. "Anyone can snowshoe without much training. Although you have to swing your legs wider as you walk, it's a movement that comes naturally," he explains. "It does take practice to become efficient, and to recover when the tips of your shoes break through the crust."

Exploring a snowy trail as a dusting of new powder falls can be an exhilarating experience. "With snowshoes, any patch of snow can become a playground," says Rob Burbank of the Appalachian Mountain Club (AMC), a recreational organization founded in 1876. "You're not limited to a trail, but you do need to know how to use a map and a compass. Any winter activity in a backcountry setting requires proper preparation."

No one knows for certain when the first dweller of snow country laced wooden frames to his or her feet with strips of rawhide. Native North Americans and early European explorers in the 17th century used snowshoes that mimicked the shape of a beaver's tail—the wide, rounded tips tapering to slender trailing edges. Snowshoes suited for light, powdery snow sometimes measured six feet long to achieve enough flotation to buoy heavily laden trappers.

In the northeastern United States and Canada, snowshoes have traditionally been fashioned from strong, easily bent ash or hickory frames laced with untanned cowhide. Within the past quarter-century, however, shorter designs that mimic a bear's paw have become popular, especially in the West. These employ synthetic neoprene decking mounted on metal alloy frames. Typically, they have cleats on the toe and heel to allow safer travel over packed snow or ice-covered slopes.

Whatever your chosen shoe or level of experience, snowshoeing can provide an enriching winter experience.

A popular area for snowshoeing is the northern part of the Appalachian Trail, a 2,000-mile hiking path that stretches from Maine to Georgia and is administered by the National Park Service. The AMC operates a visitor center where the trail passes through Pinkham Notch, New Hampshire, in the midst of White Mountain National Forest. From January through March, AMC instructors offer a wide range of guided snowshoe activities. Walks range from three hours to five-day explorations. Fees include equipment rental and, if applicable, meals and lodging.

JOHN BURCHAM/ADVENTURE PHOTO AND FILM

Snowshoeing on Muldrow Glacier, Denali National Park, Alaska.

CONNIE TOOPS *is a writer living in West Virginia.*

For those who prefer to navigate on their own, follow the Appalachian Trail south from Pinkham Notch to Lost Pond, a fairly level round-trip of 1.5 miles. Views of Mount Washington provide an especially scenic backdrop beyond the shores of the frozen lake. By taking the Appalachian Trail north from Pinkham Notch and then circling on Connie's Way Ski Trail and Crew Cut Trail, adventurous trekkers can traverse through boreal forest to Lila's Ledge, a notable viewpoint. This hike covers two miles and gains about 400 feet in elevation. Along the way, watch for the tracks of ermines and pine martens, members of the weasel family that remain active throughout the winter.

For more information about winter snowshoe workshops or accommodations at Pinkham Notch Lodge, phone the Appalachian Mountain Club at 603-466-2727. Lodging, meals, and equipment rentals are also available in the nearby towns of Gorham and North Conway, N. H.

Denali

Winter in Alaska's Denali National Park can be a dismal time, with temperatures dropping to minus 40 degrees Fahrenheit. In December and January, the sun hugs the horizon, emitting a feeble glow only three or four hours each day. Although park headquarters and the main campground remain open, visitors are rare at Denali in deep winter. By late February and March, however, the daylight lasts longer, temperatures are inching upward, and snowshoe outings can be pleasant.

While skis may provide the best means of travel in areas of the park above the treeline, explorations in the spruce and willow forests near headquarters are well suited to the slower pace and relative safety of snowshoeing. Wandering about on the packed snow also offers the rare perspective of peering directly into the treetops, where gray jays and boreal chickadees dwell. Moose, lynx, and snowshoe hares are all fairly easy to see, and chattering red squirrels remain active in the spruce forests throughout the winter.

For information on winter visits to Denali, phone 907-683-2294. The village of Healy, which is 12 miles from park headquarters, offers a hotel and two restaurants that remain open throughout the year. Otherwise, plan to buy supplies and rent snowshoes in Anchorage (240 miles to the south) or Fairbanks (120 miles to the north.)

To ensure that your snowshoeing trek goes smoothly, bring a map and compass. Check the local weather forecast and remember that conditions can deteriorate quickly.

JOHN DITTLI

JON GNASS

Lassen Volanic offers a rare landscape for snowshoers.

Lassen Volcanic

Under a blanket of winter white, the raw landscape of Lassen Volcanic National Park becomes a surreal panorama of fire and ice. Perched at elevations ranging from 6,000 to 10,000 feet where the Sierra Nevada and Cascade mountains meet in northern California, Lassen receives abundant snowfall. But several areas on the surface of the volcano, which erupted violently in 1914-15, still bubble with caustic gases. The juxtaposition of frost and fumaroles, of soft snow and smoldering mudpots, provides a fascinating study in contrasts.

From late December through April 1, park naturalists give guided snowshoe walks for participants aged eight or older. The two-hour walks proceed from the ski chalet at the southwest entrance and traverse gentle grades. One route follows the park road to Sulphur Works, a hydrothermal area with steaming gas vents and hot bubbling mud. An alternate path explores an old-growth red fir forest along West Sulphur Creek. Participants who do not have their own snowshoes may rent a set from the park for a nominal fee.

Winter hikers may park outside the gate at the northwest entrance and snowshoe into the Manzanita Lake area. The route passes through open stands of Ponderosa and sugar pine near the lake, then climbs into a mixed coniferous forest at Chaos Jumbles. Round-trip distance is approximately four miles. Since Chaos Jumbles was denuded by a fast-moving volcanic avalanche early in this century, lodgepole pine and white fir have predominated the landscape.

Southwest Campground in the park is open during the winter, but campers should bring all of their provisions. For information about interpretive activities, call 916-595-4444. Lodging, food services, and equipment rentals are available in the nearby towns of Chico, Red Bluff, and Redding.

Voyageurs

Winter comes early to Voyageurs National Park, turning this watery wilderness on Minnesota's northern border to

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a vast expanse of ice and snow. Once the open water freezes, snow-lovers look forward to traveling the Rainy Lake Ice Road, a seven-mile thoroughfare across the frigid surface of Rainy Lake. Here park naturalists lead snowshoe-clad visitors along the wooded shoreline to howl in their best imitation of an eastern timber wolf. Their breath crystallizes in the cold stillness as they pause to listen to a mournful reply.

"The real beauty of traveling by snowshoe," says interpretive specialist Carol Moss, "is that you can go into the fairy-tale, snow-laden black spruce bogs." These are places visitors usually avoid at other seasons because of biting bugs. "In winter, there are no other signs of people, but the signs of animals are quite legible in the snow."

Visitors discover spots where deer have fed or bedded for the night. Mysterious holes reveal that grouse have dived into the deep powder in the evening, then exploded from their chilly lodgings the following morning. The meandering tracks of mice sometimes end in a swoop of outstretched wings, a sure sign an owl dined there.

Rainy Lake Visitor Center remains open through the winter, providing refuge for chilly hikers. Classes offer visitors an opportunity to construct their own snowshoes from kits similar to the native Ojibway style of winter footwear. For information on these or other park activities, call 218-283-9821. Winter camping is allowed at Voyageurs and in adjacent Woodenfrog State Forest Campground. Lodging, restaurants, grocery stores, and other services are found in the gateway communities of International Falls, Kabetogama, Ash River, and Crane Lake. Area resorts rent or provide snowshoes for guests.

Here are some recommendations to ensure your safety while snowshoeing:

▲ Understand your limits and turn back if necessary.

▲ Make sure someone knows what area you plan to explore.

▲ Instruct your backup to follow up if you do not return by a designated time.

▲ Dress in layers; carry high-energy snacks and plenty of water.

On a Mission

The rare mission blue butterfly relies on habitat protected by Golden Gate National Recreation Area.

BY YVETTE LA PIERRE

As coastal scrub has diminished in California, so has the endangered mission blue butterfly, which relies on this mix of coastal chaparral and grasslands for all stages of its life. Much of the butterfly's habitat has been destroyed by development or overtaken by non-native pampas grass, which is useless to mission blues. In addition, the mission blue lays its eggs on only three species of lupine, upon which the larvae feed after hatching. These lupines are believed to need periodic disturbances such as fire and landslides to reproduce successfully. Disturbances such as these are generally prevented in areas designated for recreational use, which describes most of the mission blue's range.

EDWARD S. ROSS

The mission blue butterfly lays its eggs on three species of lupine, a flower necessary for its survival.

Once relatively widespread throughout San Francisco and Marin peninsulas, the mission blue butterfly now survives in just a few sites within these areas. A large share of the mission blue's range falls within Golden Gate National Recreation Area (GGNRA), a National Park Service unit that also includes lands managed by other public agencies. GGNRA begins where the San Francisco Bay meets the Pacific Ocean and extends north and south along the Pacific shoreline.

A recovery plan for the butterfly, signed in 1984, focuses on reestablishing populations where they used to be or where they remain in very low numbers. The plan's immediate objective, as in any recovery plan, is to change the species' status to threatened.

"Ideally we want to get a population to the point of being abundant enough to be self-sustaining," says David Wright, an entomologist with the U.S. Fish and Wildlife Service (USFWS).

Efforts to preserve existing populations reflect common butterfly preservation practices: removing non-native plants, replanting host plants, reintroducing the endangered species, and protecting habitat from development and recreational overuse. To improve the butterfly's habitat, the National Park Service has removed pampas grass and replanted with native grasses, lupines, and two nectar species: coastal buckwheat and California phacelia. The Park Service is also restoring sedum, a plant upon which the endangered San Bruno elfin butterfly depends.

Regarding potential areas for reintroduction or management, Wright says the Fish and Wildlife Service is looking hard at Twin Peaks in San Francisco. Other populations that the USFWS would like to expand include Fort Baker in Marin Headlands and San Bruno Mountain in San Mateo County, where 2,000 acres of critical habitat for the butterfly are being managed by the county department of Parks and Recreation.

Unfortunately, in addition to habitat within the GGNRA, a significant amount of the mission blue's habitat falls on private land that has been slated for housing developments in the General Plan of the City of Pacifica, which lies between Sweeny Ridge of the park and the Pacific Ocean.

Overall, though, Wright is cautiously optimistic about the mission blue's future.

"Prospects for delisting are fairly good, especially since there seems to be some potential to protect habitat in Marin Headlands [an area of GGNRA] under Park Service management. That's encouraging," he says. "I think with so much of the range of the mission blue being under GGNRA protection, the prospects are pretty good."

YVETTE LA PIERRE *is a writer living in Madison, Wisconsin.*

Science or Tradition?

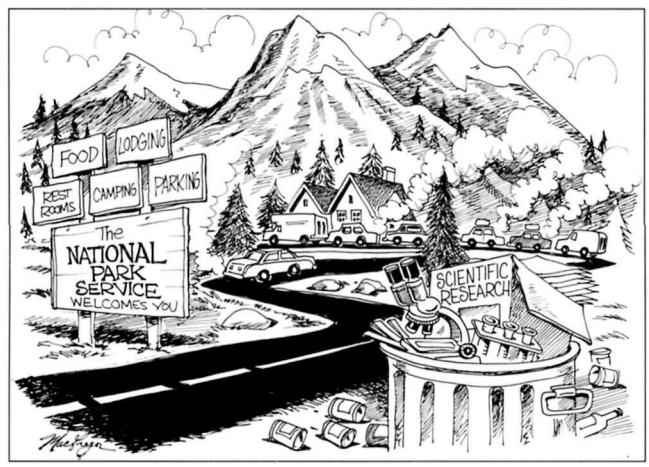
From the beginning, tourism has shaped the attitudes of Park Service leadership, resulting in a stubborn resistance to scientific resource management.

BY RICHARD WEST SELLARS

A CONFERENCE ON national parks held in Vail, Colorado, in 1991 focused on "environmental leadership"—asking how the National Park Service could establish itself as a leader in sound ecological land management. On the surface, it seems strange to raise such a question about a bureau that for 75 years had managed public lands under the mandate to leave them "unimpaired." Yet the Park Service had always emphasized a kind of tourism and scenery management. And its response to demands to become more ecologically informed—especially outspoken since the 1960s—had been, as a Vail conference document noted, "sporadic and inconsistent, characterized by alternating cycles of commitment and decline."

This reluctance to accept change has deep historical—and cultural—roots. With railroad companies as their chief lobbyists, the early national parks were not intended to be inaccessible nature preserves. By the beginning of the 20th century, more than 400 miles of roads had been built in Yellowstone, along with hotels, horse corrals, and trails. Yosemite, Sequoia, and other parks underwent similar tourism development, which came to include maintenance facilities, electrical plants, employee housing, campgrounds, garbage dumps, and extensive water and sewage systems.

Likewise, natural resource management sought to ensure public enjoyment of the parks. To protect popular wildlife species, predators such as mountain lions, wolves, and coyotes were systematically slaughtered. Naturally occurring forest fires were suppressed to protect green landscapes; and to please anglers, millions of fish—native and non-native—were released in lakes and streams.



DOUGLAS MACGREGOR

The 1916 act establishing the Park Service mandated no changes whatsoever for such policies. And, guided by the act, development to accommodate tourism continued with few interruptions. Significantly, this persistent determination to develop the parks propelled construction and development professions into commanding roles within the Park Service, giving them a power base they would hold to tenaciously. Landscape architecture, because it formed the crucial link between park development and the protection of scenery, became the single most influential profession in the service (a position that, arguably, it maintains today). Early on, landscape architects had joined with engineers, foresters, park superintendents, and rangers to establish a loosely allied but enduring leadership, whose values and perceptions formed the service's dominant culture. These leaders were deeply committed to public enjoyment of the parks, valued park scenery much more than ecology, and showed little interest in acquiring a scientific understanding of the parks.

This disinterest is demonstrated by the fact that biological science is the only important program in Park Service history to have been initiated with private funding. In 1929, 13 years after the Park Service was created, George Wright, a wealthy biologist stationed in Yosemite, used his own funds to launch a survey of wildlife in the national parks and to establish an office of wildlife biology. Later supported by the service's own appropriations, the office grew by the mid-1930s to a maximum of about 27 biologists.

In the context of prevailing Park Service values, the wildlife biologists' vision was truly revolutionary. The biologists opposed the killing of predators and voiced concern about the ecologi-

RICHARD WEST SELLARS *is a National Park Service historian based in Santa Fe, N.M. This essay was taken from his book published this fall,* Preserving Nature in the National Parks: A History *(Yale University Press).*

cal impacts of park development. They sought to maintain natural conditions in national park forests, adamantly opposing total fire suppression, and they charged that chemical spraying to kill native insects in the forests violated the very purpose of the national parks.

Without George Wright's leadership, the Park Service may have waited decades to create a science program—no evidence exists to indicate otherwise. Indeed after Wright's accidental death in 1936, the program declined. By 1939, only nine biologists remained, compared with about 400 employees classified as landscape architects—an indication of fundamental Park Service values. Without a vocal public constituency, the wildlife biology program languished for more than two decades.

Increasing public environmental awareness in the 1960s brought outside pressure for scientific resource management in the parks. This was reflected in two 1963 studies, the Leopold Report (principally authored by biologist A. Starker Leopold) and a subsequent report by the National Academy of Sciences. Both argued for creating strong, scientifically based natural resource management programs. In effect, they challenged the Park Service to reinterpret in scientific and ecological terms its long-standing mandate to leave the parks unimpaired. But a full and committed response would require Park Service leaders to share control over policies, programs, staffing, and funding with science, which had long been marginalized. Moreover, the reports' insistence on scientifically informed, research-based decision making threatened traditional management with more costly, difficult, and time-consuming processes. The reports thus precipitated a struggle between the ecologically oriented factions within the Park Service and the far more powerful leadership establishment.

Since the Leopold and National Academy reports, there have been about two dozen similarly critical studies of park science and resource management programs. While these programs have grown well beyond what they were at the time of the Leopold Report, the fact that so many critical reports have appeared since 1963 suggests that the Park Service's response has been, as the Vail conference document stated, "sporadic and inconsistent."

The Park Service had long ago established itself as a national and even international leader in the field of general park management—that which is focused mainly on tourism, including attracting, accommodating, educating, and managing visitors. Indeed, the dominant culture of the Park Service has in large degree evolved in response to the demands of tourism. Since the 19th century, managers have had to deal not only with the planning, construction, and maintenance of park facilities and roads and trails, but also with increasingly difficult concerns such as concession operations, visitor services, law enforcement (including drug and crowd control), and political pressure from tourism and other interests outside the parks.

> *Biological science is the only important program in Park Service history to have been initiated with private funding.*

Out of this evolving set of circumstances, certain shared basic assumptions began to emerge before the Park Service was created; they gained strength under the first Park Service director Stephen T. Mather and his successors, and endured—some of them up to the present. These dominant assumptions have included: With public enjoyment of the parks and the protection of scenery being the overriding concerns, management even of vast natural parks required little scientific information and few, if any, highly trained biologists—the unscientifically trained eye could judge park conditions adequately. Moreover, park managers should have independence of action, and scientific findings could restrict managerial discretion. Each park was a superintendent's realm, to be subjected to minimal interference. Similarly, the Park Service was the right-thinking authority on national parks—it could manage them properly with little or no involvement from outside groups. Environmental activism was often unwelcome; and legislation such as the Wilderness Act and the National Environmental Policy Act should not interfere unduly with traditional management and operations.

Overall, the Park Service developed a highly pragmatic management style that emphasized expediency, resisted information-gathering through in-depth research, and disliked interference from groups inside or outside the service. And when ecological concerns inspired a different perception of the national parks, many individuals who had risen to power embracing the dominant cultural assumptions of the Park Service adhered to tradition and resisted changing the perceptions and policies they had long taken for granted and upon which their careers and their influence and authority within the organization had been built.

For decades, the Park Service's dominant cultural traditions and assumptions have formed the chief impediment to a full acceptance of science. Nevertheless, the service has persistently claimed that preservation is its chief goal. If this assertion were valid—and if it had long been reflected in policies and organizational structure, and in such matters as staffing, funding, and programming priorities to establish an overall record of excellence in scientific natural resource management—the question of attaining environmental leadership, as posed at the 1991 Vail conference, would have been unnecessary. By example of its own resource management, the National Park Service would already have achieved such status had it followed the recommendations of its wildlife biologists, beginning more than six decades ago.

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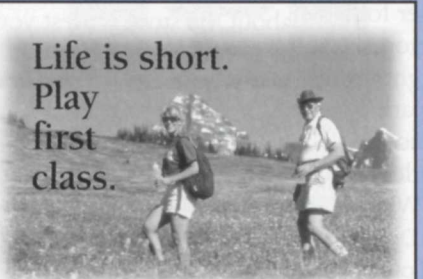

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NPCA Notes

Funds Presented to C&O Canal

► As a result of NPCA's successful March for Parks in April, the association presented a check for $12,531.61 to the C&O Canal National Historical Park. Park Superintendent Doug Faris and Gordon Gay, chief of interpretation at the park, accepted the check during a reception at NPCA offices in Washington.

The money will be used to construct new exhibits along the waterway that will explain the canal's rich historical and natural importance to the economic development of the Washington, D.C., area.

Everglades Coalition

► NPCA will host the Everglades Coalition's 13th Annual Conference in Key Largo, Fla., January 15-18, 1998. This coalition is a consortium of more than 35 local, state, and national organizations committed to the protection and restoration of the Everglades ecosystem.

Unprecedented efforts are now under way to restore the natural hydrology, wildlife, and other resources of the Everglades. One key part of the effort is the development of a comprehensive plan by the Army Corps of Engineers, whose officials will participate in this conference.

National Park Service (NPS) Director Robert Stanton will address an evening session.

For further information, contact Patricia Carr at 954-942-3113.

Moran Exhibition

► Known for his colossal canvases, 19th-century American landscape painter Thomas Moran and more than 120 of his works, are being featured in an exclusive United States tour. Many of the pictures on exhibit have not been seen publicly since the 19th century.

Organized by the Gilcrease Museum in Tulsa, Okla., and the National Gallery of Art in Washington, D.C., the exhibition will run through January 11 in the nation's capital. It then travels to Tulsa for display from February 8 through May 10, 1998. The tour ends on the West Coast at the Seattle Art Museum, June 11 through August 30.

During a trip in 1871, Moran became one of the first to pictorially document the remote western Yellowstone region. His sketches of the area provided an enlightening glimpse of America's vast and imposing territory. Only a year later, his work was instrumental in persuading members of Congress to enact legislation that would protect these magnificent lands as the country's first national park. In honor of Yellowstone's 125th anniversary, the park's superintendent has lent original Moran watercolors to this exhibition.

Washington Weekend

► In November, 27 Trustees for the Parks, and NPCA Board members and staff gathered together for a weekend in Washington, D.C. They were brought up to date on pressing park policy issues and concerns by NPCA's Vice President for Conservation Policy William Chandler, and NPS's Deputy Director Jacqueline Lowey.

The group toured three national park-related art exhibits including the Thomas Moran retrospective at the National Gallery of Art, the Ansel Adams photographic exhibit at the National Musuem of American Art, and the National Building Museum's exhibit, "Lying Lightly on the Land: Building America's National Park Roads and Parkways."

As part of the weekend, a National Park Service ranger guided the group on a night tour of the capital's spectacular monuments.

To learn more about Trustees for the Parks, contact Nancy Sturm at 1-800-NAT-PARK, ext. 145.

Feeding Frenzy

► In response to inquiries concerning bird feeders mentioned in Roland Wauer's article, "For the Birds" [March/April], NPCA asked Wauer where the feeders could be purchased. Contact Wild Birds Unlimited for information about the store nearest you, at 1-800-326-4928.

Phil Pearl

► In October 1997, Phil Pearl left his position as NPCA's Pacific Northwest regional director. Although his time with NPCA was brief, he was successful in several areas. Pearl was instrumental in working to remove two dams on the Elwha River outside of Olympic National Park and in securing partial appropri-

ations for their removal. He contributed significantly to securing a collaborative decision to reduce Centralia's suphur dioxide emissions by 90 percent by 2003. Most notably, Pearl led NPCA's efforts to bring the negative impacts of personal watercraft (PWC) within the parks to the attention of the National Park Service. As a result of NPCA's efforts, the National Park Service is moving to control PWC activity in national parks.

Freeman Tilden Award Given

► The National Parks and Conservation Association and the National Park Service presented the Freeman Tilden Award to Chuck Arning, an NPS audiovisual specialist at the Blackstone River Valley National Heritage Corridor in Uxbridge, Mass. Arning received the award for his monthly cable television program, "Along the Blackstone." The award, named for the "father of interpretation" in the National Park Service, honors employees who find innovative ways of educating visitors about their park. The award was presented by NPCA Interim Executive Officer William G. Watson and Maureen Finnerty, associate director for operations of the National Park Service. Arning received a bust of Freeman Tilden, an engraved plaque, and a $2,500 cash award.

Journalist Robert Cahn Dies at Home

► A close friend of the environment, journalist Robert Cahn died October 24 of pneumonia in his home in Boulder, Colo. Cahn was a frequent contributor to *National Parks* magazine and participated in numerous NPCA conferences and events. In 1988, he was awarded NPCA's Marjory Stoneman Douglas Award, which recognizes an individual's outstanding efforts on behalf of the national parks.

Cahn's distinguished writing career spanned more than 50 years. He served as staff correspondent for *Life* magazine, Los Angeles bureau chief of *Colliers* magazine, and Midwest editor for *The Saturday Evening Post*. He was a field editor of *Audubon* magazine and wrote for *Reader's Digest*, *Smithsonian*, *World Monitor*, *TV Guide*, *Environment*, *Sierra*, and *Earth Work*. He was a former correspondent and environmental writer for the *Christian Science Monitor*, and was awarded the Pulitzer Prize in 1969 for his 15-part series, "Will Success Spoil the National Parks."

National Parks

INDEX: Volume 71 (1997)

BLM: Bureau of Land Management
NHP: National Historical Park
NHS: National Historic Site
NM: National Monument
NMP: National Military Park
NP: National Park
NPres: National Preserve
NPS: National Park Service
NS: National Seashore
NSR: National Scenic Riverway
NTC: National Training Center

NOTE: Bold numerals indicate months of issue

Water Glide

An expansive freshwater wetland that includes mangrove forests and coastal prairies define this national park.

CARR CLIFTON

BURGEONING HUMAN population and encroaching development consume freshwater supplies that feed this park's delicate wetland ecosystem. The subtropical region hosts a variety of vegetation and mammals and offers a winter stopover for migrating birds. Canoeing, an excellent way to view the park, takes visitors through mangrove forests and coastal prairies. Last year, the Clinton Administration announced a $1.5-billion, seven-year plan to restore the natural waterflows. Have you visited this national park? Can you name it? [ANSWER ON PAGE 10.]

1998 March for Parks!

NPCA's **March for Parks** is the nation's largest Earth Day event supporting America's parklands. Each year more than 1,000 March for Parks projects—such as walks, runs, cleanups, and other kinds of events—are organized to celebrate Earth Day.

March for Parks is also pleased to endorse events at sites honoring America's historical and cultural richness.

If funds are raised, **100% stay with the park project.** Any local, state, or national park, or trail, monument, or public open space is eligible, as are events promoting environmental education programs. NPCA especially encourages those who appreciate the cultural and historic significance of our parklands to organize a march on Earth Day, April 22, or between April 18-25, 1998.

Flat Run Settlement: Celebrating American History and Cultural Diversity

Groundbreaking for this Fairfield, Pa., project took place in a 1997 March for Parks event at the site of a future 18th-century "living history" educational park. Historians and settlement founders Barbara and Art Snyder and Jean Little Sunshine Knight hope to build a Haudenosaunee (Ho-di-no-sho-NEE, or "People of the Longhouse") Native American village and European settlement as a hands-on living history experience demonstrating every aspect of 18th-century life in south-central Pennsylvania.

Mike Caldwell

Art Snyder (center) and Mark New Moon Proctor (left) receive a book from March for Parks supporter Todd Hunter (right) for the Settlement library. To volunteer for this project, call the Snyders at (717) 642-8469.

You need not be an NPCA member to receive free materials to organize your own march. Simply fax this form to: 202-659-0650, or mail to NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036. For more information, call 1-800-NAT-PARK, ext. 236; e-mail: mrchparks@aol.com; web: http://www.npca.org

Letter of Agreement (must be signed)

Name_____Organization (if applicable)_____

Address (city/state/zip)_____

Day or message phone ( )_____E-mail:_____Fax:_____

Please provide the following information (if known), or call us:

Name of park: _____Type (nat'l, state, city) $Goal_____# Participants goal_____

Funds/project will be used to_____

Date of march: ❑ Sat., April 18 ❑ Sun. April 19 ❑ Mon., April 20 ❑ Tues., April 21
❑ Wed., April 22 ❑ Thurs., April 23 ❑ Fri., April 24 ❑ Sat., April 25

I agree to hold a March for Parks to celebrate Earth Day, using the official 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 my event, I will notify NPCA. If I cancel my event, I will notify NPCA immediately and return my free materials. My event will be organized in an environmentally sensitive manner. If I choose to raise funds at my event, I will donate all net proceeds to the public park of my choice. I will send results, news clippings, and other information to NPCA after my event.

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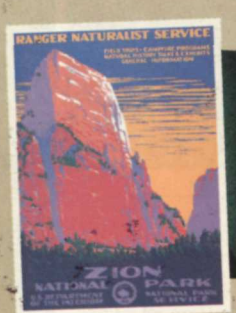

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