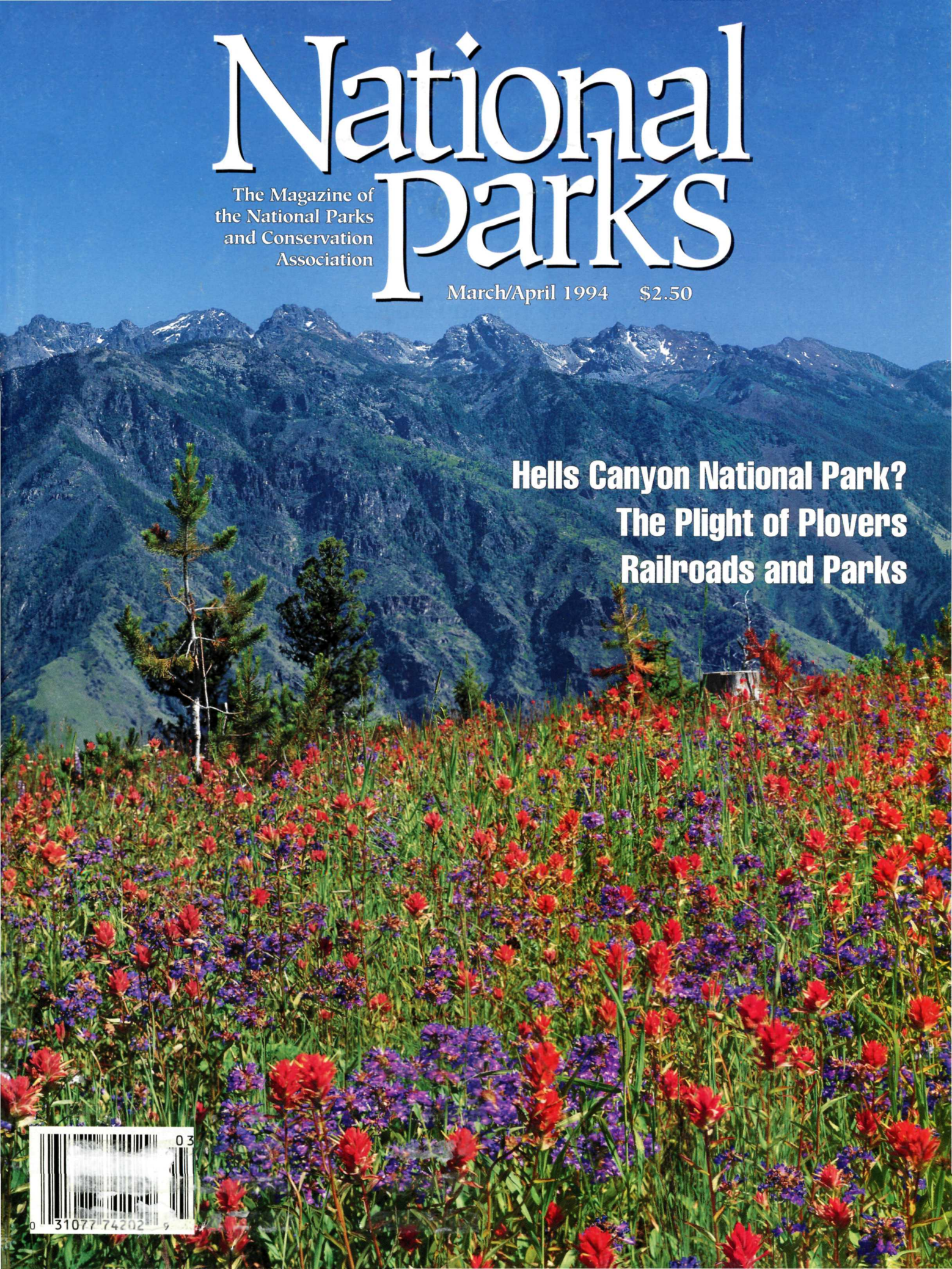


National Parks

The Magazine of the National Parks and Conservation Association

March/April 1994 $2.50

Hells Canyon National Park?
The Plight of Plovers
Railroads and Parks

TRIBUTE TO EXCELLENCE

Marjory Stoneman Douglas Award

Presented by NPCA and the Faultless Starch/Bon Ami Co., this award recognizes outstanding efforts resulting in protection of a unit or a proposed unit of the National Park System. The award is named in honor of Marjory Stoneman Douglas, who devoted many years to preserving the fragile ecosystem of the Florida Everglades.

DR. LIANE RUSSELL, the 1992 recipient, led efforts to establish the Big South Fork National River and Recreational Area in 1974 and to designate the Obed River as a Wild and Scenic River in 1976. For 25 years, she and the group she formed, Tennessee Citizens for Wilderness Planning, have successfully fought off a variety of threats to both rivers.

Liane Russell

Stephen Tyng Mather Award

The Stephen Tyng Mather Award, named for the first director of the National Park Service, is presented by NPCA and the Faultless Starch/Bon Ami Co. in recognition of a Park Service employee who has risked his or her job or career for the principles and practices of good stewardship.

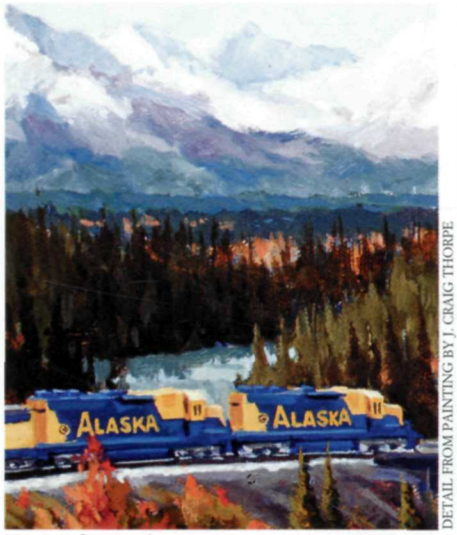
The 1992 recipient is BILL WADE, superintendent of Shenandoah National Park. He used every means at his disposal to gain more stringent air pollution controls on power plants surrounding the park. Despite limited funds, he has built a strong research and monitoring program and has established cooperative planning efforts with surrounding counties.

RICK FOSTER, *WINCHESTER STAR*

Bill Wade

The Faultless Starch/Bon Ami Company wishes to congratulate the recipients of these awards and thank them for the excellent contribution they have made to the protection of our environment.

The Faultless Starch/Bon Ami Company has actively supported the efforts of organizations such as NPCA for more than 100 years and will continue to work toward the goal of preserving our natural resources for future generations.



DETAIL FROM PAINTING BY J. CRAIG THORPE

Trains for Parks, page 30

EDITOR'S NOTE

In April 1974, *National Parks* magazine published an article by Alfred Runte arguing for the restoration of rail passenger service to the national parks. Now, 20 years later, we revisit this issue with another article by Dr. Runte, "Trains for Parks: A Second Chance." Since the first article was published, rail service has been restored at Grand Canyon, and trains still offer an efficient, comfortable means of travel to Denali and Glacier. Most people still prefer travel by car—for example, of Glacier's 2 million annual visitors, just 15,000 come by rail—but the trains offer a way for visitors to reach their destination without contributing to the automobile-induced pollution and congestion that continue to plague many of our national parks.

NATIONAL PARKS

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National Parks

THE MAGAZINE OF THE NATIONAL PARKS AND CONSERVATION ASSOCIATION

Vol. 68, No. 3-4
March/April 1994
Paul C. Pritchard, Publisher

OUTLOOK

4 Partnership, *by Paul C. Pritchard*

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COVER: *The Seven Devils Mountains at Hells Canyon National Recreation Area, by David Jensen. Environmentalists are pushing for a national park designation.*

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

Life memberships are $1,000. Annual memberships: $250 Guarantor, $100 Supporter, $50 Defender, $35 Contributor, $25 Active, $22 Library, and $18 Student. Of membership dues, $3 covers a one-year subscription to *National Parks.* Dues and donations are deductible from federal taxable incomes; gifts and bequests are deductible for federal gift and estate tax purposes. Mail membership dues, contributions, and correspondence to NPCA, 1776 Mass. Ave., N.W., Washington, DC 20036. When changing address, please allow six weeks' advance notice and send address label from your latest issue plus your new address.

Partnership

DUPONT PHOTOGRAPHERS

WHAT DO trails in the Grand Canyon, red wolves in the Great Smokies, and carriage roads in Acadia have in common? They have all benefited from partnerships between citizen groups or private businesses and NPCA.

NPCA is committed to establishing partnerships because the needs of parks cannot be met by government alone.

NPCA and the National Park Service (NPS) recognize that private businesses have an important role to play in conservation efforts through "green marketing." You, our members, play a role when you take advantage of our travel program, use our MasterCard credit card, or buy products from companies that donate part of the proceeds to the parks through NPCA—all at no cost to you.

Some examples: through its long-time partnership with Matrix Essentials, a hair- and skin-care products manufacturer, NPCA raised more than $35,000 for trail restoration projects in Grand Canyon, Redwood, and Everglades national parks and $9,700 for restoration and maintenance of historic carriage roads in Acadia National Park. For the second year, HI-TEC Sports USA joined with NPCA on a "Posters for the Parks" campaign, which raised more than $60,000 for projects such as building a trail in Petrified Forest National Park, Arizona. Casey Travel offers NPCA members travel discounts and a 5 percent rebate, which can be donated to NPCA for its park protection efforts.

Our Bank of Baltimore MasterCard, used by more than 11,000 NPCA members, generated funds to reintroduce red wolves to Great Smoky Mountains National Park, to name one of many projects. We hope your use of the card will produce more than $800,000 over the next five years for park projects that otherwise could not be accomplished.

Another long-time partner, the Faultless Starch/Bon Ami Company, funds two annual NPCA awards, the Marjory Stoneman Douglas Award and the Stephen Mather Award. The company also donated funds to launch our first March for Parks in 1990 and is a sponsor of the fifth annual March for Parks, to be held this April (see page 46). Other sponsors include Foghorn Press, G. H. Bass & Co., Tom's of Maine, the Polaroid Education Program, and Scholastic, Inc.

Besides corporations, a community that NPS and NPCA are joining forces with is the "friends" groups being established at parks nationwide. In San Francisco this May, our 75th Anniversary will culminate with a meeting of NPS staff, friends groups, and other park advocates to determine how to work as partners on behalf of the national parks (see page 48 for details).

Partnership comes in many forms. The right partnership results in value added to the tangible needs of the parks, while maintaining the intangibles—the values we associate with the parks.

Paul C. Pritchard

President, NATIONAL PARKS AND CONSERVATION ASSOCIATION

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LETTERS

New Directions

I am impelled to comment on the interview with National Park Service (NPS) Director Roger Kennedy ["New Direction for NPS"] in the November/December 1993 issue. There is little new thinking to be found in Kennedy's responses to your interviewer's questions, which raises an important issue. The history of NPS clearly shows that the Park Service's most successful and dynamic years occurred when its director was a career NPS person with years of park experience. While Kennedy can boast an impressive vita, he lacks the experience required to manage the nation's outstanding natural and cultural resources. I look forward to the day when an NPS career professional will again lead the Park Service.

Nathan B. Golub
Washington Crossing, PA

The last time I went to a Disney theme park it cost nearly $100 for two of us. I almost choked when I read in the interview with Director Kennedy that it costs only $5 per carload to get into Yosemite National Park! If people are willing to pay $50 per person to see what Disney created, I don't think it's unreasonable to charge more to see what God created. The Park Service should catch on to what the amusement parks have known all along—charge high prices and the people will *still* come.

Julie Green
Boynton Beach, FL

The story "Charting the Course" [November/December 1993] leads me to suggest that NPCA create a new master plan for the National Park System. In the past year, *National Parks* has featured a diversity of park units, including the Presidio, Manzanar, and Civil War battlefields. Unfortunately, these units contribute to the huge backlog for maintenance and unfunded parklands. If we are to have a sustainable park system, we must have a plan that defines what it will be, how much it will cost, and how we will fund it. NPCA is the entity to create and implement the plan. Without it, there may be no need for an NPCA in 25 years.

John Silas Hopkins III
Shaker Heights, OH

In 1988, NPCA authored the National Park System Plan: A Blueprint for Tomorrow, *the first effort to guide the future of the national parks. The nine-volume plan contains recommendations for park protection, research, land acquisition, and others. NPCA is dedicated to the plan's full implementation.*

—the Editors

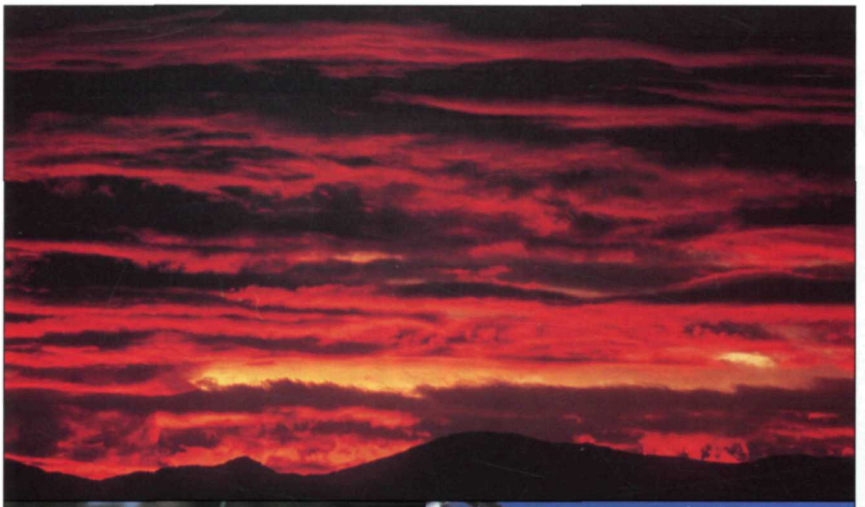
Living History

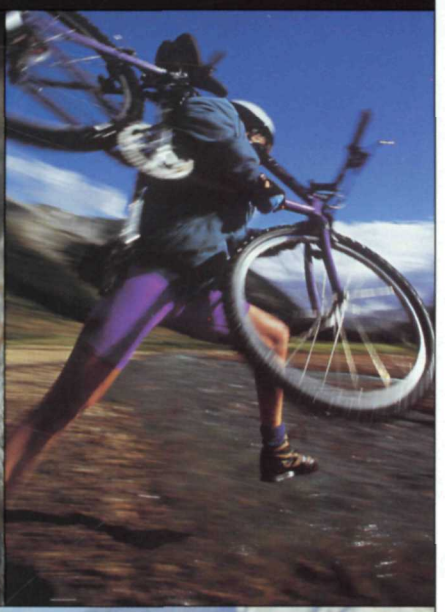
I viewed in total disbelief the two-page photo for "The Last Valley Campaign" [November/December 1993]. No military reenactment like that shown could ever take place in any national park. The National Park Service maintains that such activities are not proper or safe to take place in national parks. It is difficult for military reenactors to support NPS acquisition of historic land. While such acquisition protects the land from developers, it also stifles such historical events as portrayed in the photo.

James F. McGaughey
Pittsburgh, PA

While the Park Service prohibits historic battle reenactments, many reenactment units still volunteer at NPS battlefield parks by giving educational artillery and musket demonstrations. One reason reenactments are prohibited is liability for possible injury to reenactors and spectators. However, at the proposed Shenandoah Valley battlefields park, reenactments are likely to be permitted, as much of the national battlefield would be composed of lands not federally owned or administered.

—the Editors





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Debate over Denali

In response to "Denali's Future Hinges on Current Debates" [News, November/December 1993], I believe the main issue at Denali National Park and Preserve is limiting the number of visitors. The number of visitors cannot be increased without irrevocably degrading the animal populations, the wilderness, and the visitor experience itself. The National Park Service also proposes new trails, public cabins, and a visitor center that it cannot afford to maintain. Southside development in Denali will only add to the park's problems.

Becky Long
Talkeetna, AK

Wildlife Refuge

I would like to comment on Bruce E. Baker's letter in the November/December 1993 issue [concerning NPCA's opposition to the hunting amendment to the California Desert Protection Act]. Although hunting is often a successful wildlife management tool, too many people take advantage of hunting rights. I agree with making as much land as possible national parks, to give wildlife a refuge from human annihilation.

Kelly Cassell Dietrick
San Antonio, TX

Write: Letters, NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036. Or call 1-900-835-6344. Callers will be charged 89 cents a minute. Instructions will be given at time of call. All calls and letters may be edited for length and clarity.

Corrections

In the photo on page 38 of the November/December 1993 issue, Stephen Mather and Robert Sterling Yard are first and second from the left, respectively, not third and fourth as stated in the caption. Former National Park Service Director Horace Albright is to the extreme right in the photo.

The Clodius parnassian pictured on page 35 of the same issue is a butterfly, not a moth, whose scientific name is *Parnassius clodius.*

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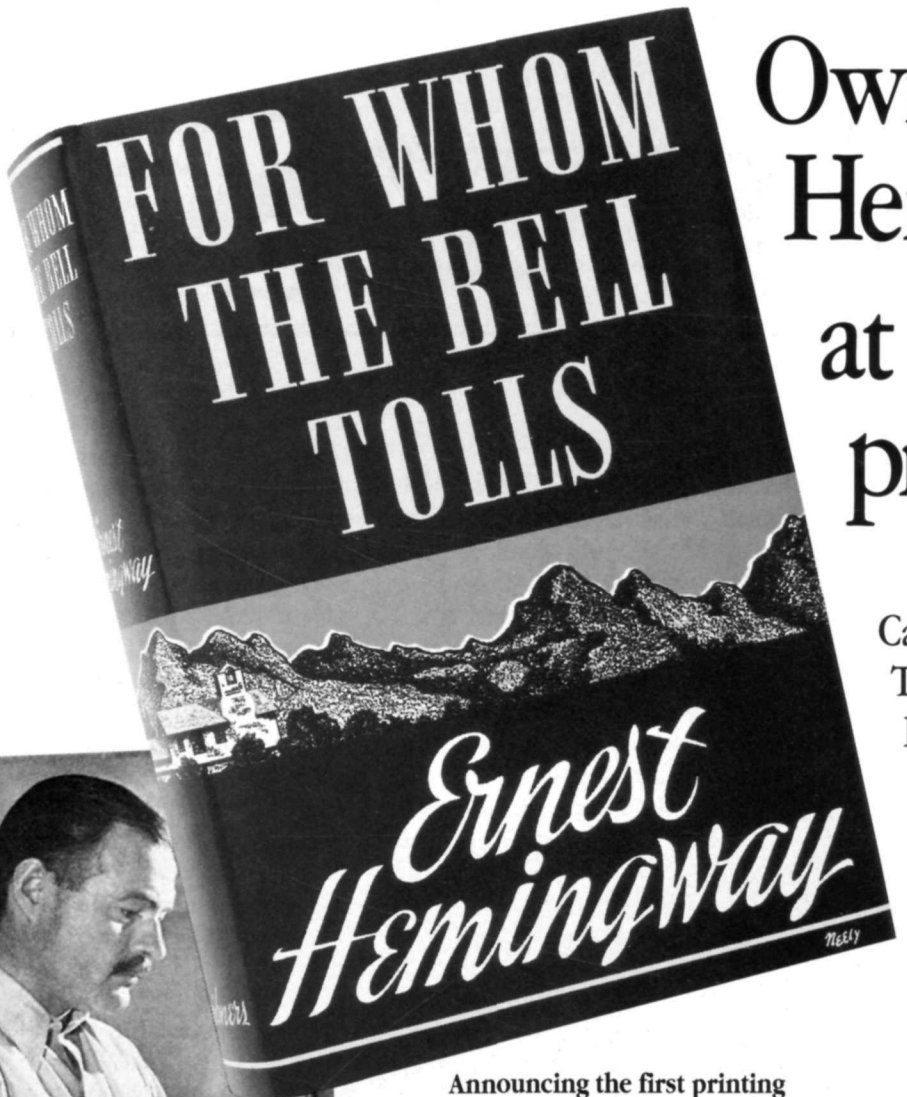

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N • P • C • A
NEWS

Steps Taken To Aid Grand Canyon

The Clinton Administration recently announced new controls on a dam that has played havoc with the flow of the Colorado River through the Grand Canyon for 30 years.

Under a draft plan released in January by the Bureau of Reclamation, Glen Canyon Dam would from now on be operated with less importance placed on power generation and more on reducing environmental damage to the Grand Canyon. The move was applauded by NPCA and other conservation groups, which have long pushed for changes in the way the dam is managed.

The plan, said Bureau of Reclamation Commissioner Dan Beard, "represents the difference between the old way we treated America's rivers and the way of the future...I am here to say...to the millions of people who believe the Grand Canyon is a piece of God's art, the cathedral will be protected."

The dam, which was built 15 miles up the Colorado from the park boundary in 1963, harnesses the river's power to generate energy for Western states during periods of peak energy use. Because it uses the river to produce sudden bursts of energy, it causes dramatic changes in water level, as much as 13 feet in one day.

Such sharp fluctuations wear away the canyon floor. The dam also blocks sediment that used to flow down the river and replenish shorelines. As a result, 50 percent of the beaches in the canyon have been seriously eroded.

The dam has turned the warm, muddy Colorado cold and clear. Three species of fish native to the river—the Colorado River squawfish, the bony-tailed chub, and the razorback sucker—have disappeared. Another, the humpback chub, is endangered.

The fluctuating water level can pose hazards for river rafters, as well as wash away the beaches where they pull ashore for the night.

There are more than 430 archaeological sites in the Grand Canyon put at risk by the dam. They include ancient Indian ruins and burial sites, as well as sacred places where Native American ceremonies are still held.

Under the new proposal, the maximum volume of water flowing through the dam would be reduced from more than 31,500 cubic feet per second to 20,000 cubic feet. Releases have sometimes dropped as low as 1,000 cubic feet per second but now would not fall below 8,000 in the daytime and 5,000 at night. As a result, changes in the level of the river would not exceed two to three feet per day.

"While it will never be possible to restore the river to a completely natural condition, what's been proposed will go a long way toward mitigating the impacts of the dam," said Boyd Evison, superintendent of Grand Canyon National Park.

The proposal comes in a draft environmental impact statement on the dam's operations, ordered by the Interior Department in 1989. After public input, the final version will be released in October. The Grand Canyon Protection Act, passed in 1992, sets that date and requires that the dam's impact on the canyon be reduced.

"It's time to make the changes," said David Simon, NPCA Southwest regional director. "Some excellent science has gone into this, and we strongly favor the proposed action."

DAVID MUENCH

Proposed new controls on Glen Canyon dam would help reduce environmental damage to Grand Canyon National Park downstream.

Concessions Gridlock Broken in Senate

Legislation to reform the national park concessions system cleared its biggest hurdle February 2 when the Senate Energy and Natural Resources Committee approved the measure 16-4.

Concessions reform has been a top NPCA priority for several years.

The bill, S. 208, mandates open competition for contracts worth more than $500,000 in gross revenue, returns concessioners' franchise fees to the national parks rather than to the general treasury, and eliminates the appreciating interest concessioners have gained in park facilities. NPCA estimates the bill will generate at least $60 million annually in revenue for the parks.

"Bills to correct these problems have been kicking around Congress for 15 years," said William J. Chandler, NPCA director of conservation policy. "The duration of the problem, the bipartisan support for the bill, and the margin of the vote make this a major step forward. Gridlock has been broken."

The bill's sponsors are Sens. Dale Bumpers (D-Ark.), Robert Bennett (R-Utah), and J. Bennett Johnston (D-La.), chair of the committee. Bumpers has championed reform for several years, and Bennett has provided crucial leadership on the Republican side.

A Senate floor vote on the bill is likely this spring. The House national parks subcommittee also plans to take up this issue in the near future.

The Senate is expected to vote on another major piece of environmental legislation in March or early April. The Senate Energy Committee approved this fall a bill to protect several million acres of the California desert as parkland and wilderness. But it accepted an amendment removing more than 290,000 acres of spectacular canyons and rock formations, archaeological sites, and crucial wildlife habitat from the proposed Mojave National Park.

While the committee rejected a provision allowing sport hunting in the Mojave park, the amendment will almost certainly be put forward again on the Senate floor.

✍ *Write to your senators (U.S. Senate, Washington, DC 20510), asking them to vote for the National Park Concessions Policy Reform Act when it comes to the floor. Also ask them to vote for the California Desert Protection Act and for any amendments to restore the deleted lands, while opposing efforts to allow sport hunting in the parks.*

Everglades Case Heads Back to Court

Talks collapsed this winter between the Interior Department and the powerful Florida sugar industry over pollution of the Everglades, with the issue now scheduled to return to court in April.

The Department of the Interior in January revived its clean-up agreement with Flo-Sun Land Corporation, a major sugar grower. But U.S. Sugar Corporation, the state's other big grower, and the Florida Sugar Cane Growers Cooperative remain opposed to signing a final version of a deal Interior and the industry had negotiated last summer.

NPCA and other groups argued that the deal left too much of the cost of cleaning up agricultural pollution to taxpayers. They also faulted it for backing off from the strict pollution-cutting requirements of a previous court settlement. "The return of the issue to court may end up meaning a better and fairer resolution," said Don Barger, NPCA Southeast regional director.

GEORGE WUERTHNER

Populations of wading birds and other wildlife in the Everglades have plummeted.

In 1988, the Justice Department took Florida to court for failing to enforce its own environmental laws by allowing pollution of Everglades National Park. A 1991 settlement and clean-up plan were immediately challenged by more than 30 sugar industry lawsuits.

Interior Secretary Bruce Babbitt began the negotiations last year in the hope of breaking the deadlock and speeding cleanup. But the agreement with Flo-Sun, like the draft agreement reached with both companies in July, "allows Flo-Sun to remain in violation of water quality laws for years to come," Barger said. "The administration is pushing these agreements in the name of balance, but what remains out of balance

NEWSUPDATE

▲ **Wanted.** NPCA has contributed $5,000 toward a $10,000 reward for information leading to the arrest and conviction of the arsonist responsible for destroying the historic Robinson House at Manassas National Battlefield Park in July.

Virginia police and FBI investigators have determined arson caused the blaze but have not publicly identified a suspect or motive in the case.

▲ **Friend of the parks.** In March, NPCA will present its William Penn Mott Conservationist of the Year award to Rep. Sidney R. Yates (D-Ill.), chair of the House Interior appropriations subcommittee. Yates has helped boost funding for the National Park System, championed reintroduction of the wolf to Yellowstone, and helped protect parks from damaging projects.

is the ecosystem of south Florida."

Phosphorus pollution from surrounding farmlands drains into the Everglades, causing decline of the algae species at the base of the food chain and fueling an invasion of phosphorus-loving cattails that crowd out native plants and choke water flow.

The Everglades is also imperiled by the loss of its natural water supply, cut off by the levees and canals that drained south Florida for agriculture and urban development. The disruption of fresh water flow through the Everglades to Florida Bay has made the bay unnaturally warm and saline. A giant algae bloom is jeopardizing the coral reefs and fishing industry of the Florida Keys.

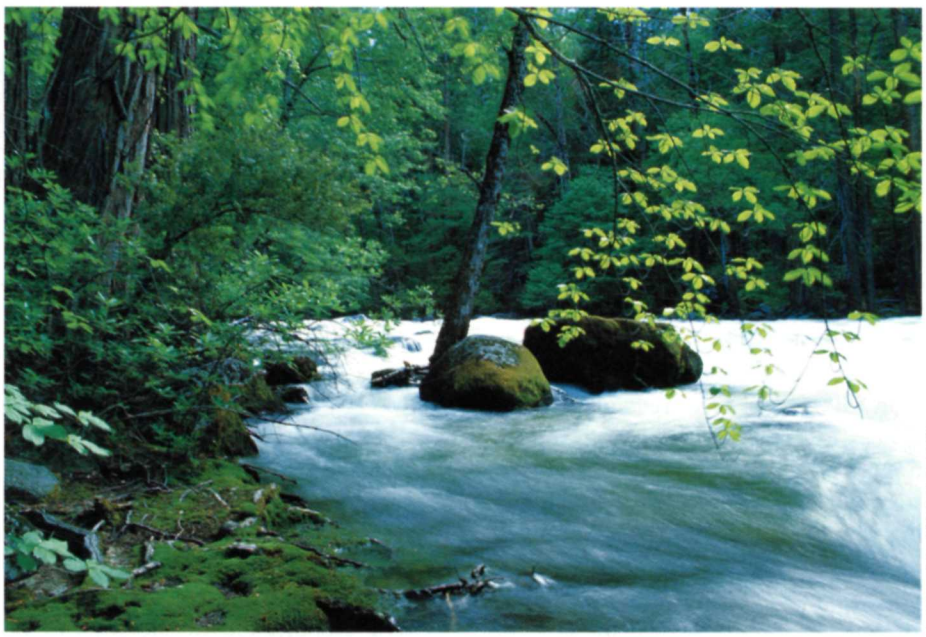
Some progress is under way. This spring, work to restore the natural flow of the Kissimmee River, one of the Everglades' most important water sources, will begin. NPCA and other members of the Everglades Coalition, which held its annual meeting in January, strongly back a ballot initiative gaining support in Florida. It would place a penny-per-pound tax on sugar produced in the Everglades area, with proceeds going to a 25-year restoration fund.

The coalition is urging that restoration efforts be based on recommendations made in November by a panel of scientists, part of an Everglades task force Babbitt has assembled. Their description of the minimum action necessary to save the Everglades is more expansive than current efforts.

The coalition also opposes a measure, put forward by Sen. Bob Graham (D-Fla.), to remove the Environmental Protection Agency's regulatory authority over the Everglades. It would eliminate federal ability to fight water pollution in the region.

More Action Needed For Clean Water

Problems at the Grand Canyon and in the Everglades make it clear that rivers and wetlands within national parks are not automatically shielded from environmental damage. As Congress takes up reauthorization of the Clean Water Act this year, NPCA and other conservation groups are urging the inclusion of stronger protections for park waters.



ROBERT HITCHMAN/UNICORN

Clean, free-flowing waters are the lifeblood of many parks, but they need better protection.

Since its passage in 1972, the Clean Water Act has brought significant strides in cleaning up water pollution. Still, at least a third of the rivers recently studied by the Environmental Protection Agency and more than half the lakes were not clean enough to make swimming or fishing safe.

For more than ten years, pollution from a landfill near the park border contaminated Marshall Brook in Acadia National Park in Maine, killing fish and other aquatic life. Waste water treatment plants and industrial facilities release pollutants into the St. Croix National Scenic Riverway in Wisconsin and Minnesota, sometimes exceeding permissible levels of fecal coliform bacteria and ammonia. Heavy metals from a nearby abandoned mine drained for decades into Yellowstone National Park's Soda Butte Creek, which has yet to recover fully.

One of the ways conservationists hope to provide better protection is the "outstanding national resource waters" provision of the act. Environmental Protection Agency regulations call for waters in national parks, state parks, and wildlife refuges to receive this classification, the most rigorous available. It means that water quality, with very little exception, is not to be degraded at all. Such protections would help in cases like those of Acadia and Yellowstone, where pollution comes from outside park boundaries.

But EPA has left the task of classification to the states, most of which have taken limited or no action. The state of Florida, for example, designated waters in the Everglades as "outstanding Florida waters" but allowed agricultural pollution to continue.

A week after President Clinton declared in his State of the Union address, "This year we will fight for a revitalized Clean Water Act," the administration released its own proposal. Of the bills now before Congress, it would give national parks the most comprehensive water quality protection.

The president's plan calls on federal agencies to nominate park waters for protective classifications. It also provides for more public and National Park Service involvement in local development planning that could affect water quality in parks.

In the Senate, alterations to a bill crafted by Sens. Max Baucus (D-Mont.), John Chafee (R-R.I.), and Bob Graham (D-Fla.) are raising concern, as strong protections seem to be disappearing from its provisions.

Grizzly Plan Called Seriously Flawed

A federal plan that was supposed to ensure a future for grizzly bears in the lower 48 states is more likely to preside over their disappearance, scientists and conservationists claim.

"Many grizzly experts believe that the plan is inadequate to make certain the bear's recovery or even its survival," NPCA President Paul Pritchard wrote to Interior Secretary Bruce Babbitt in January. Pritchard urged that the plan be "withdrawn and rewritten." Others have made the same plea to Babbitt, including a group of 22 prominent biologists. Stating they are "deeply disturbed" about the plan, the scientists argue that in several regards it "is not based on scientifically credible data or analysis."

Critics had hoped the U.S. Fish and Wildlife Service's final grizzly recovery plan, released in December, would improve upon much-criticized earlier versions. They now say, however, that it is in some ways even weaker.

The grizzlies of the West once numbered 100,000. Today there are fewer than 1,000, restricted to mountainous areas of Wyoming, Montana, Idaho, and Washington. The only two sizable populations inhabit Yellowstone and Glacier national parks and the national forests that surround them. Since the grizzly was listed as a threatened species in the West in 1975, "virtually every factor" that led to its decline "has continued or has been exacerbated," the scientists wrote to Babbitt.

Of these, the biggest problem is loss of habitat. As it disappears, grizzlies are increasingly split into small, isolated populations that may not have the genetic diversity to survive indefinitely.

Bears need large tracts of wildlands free from human disturbance. But even in designated bear habitat, "the number of clearcuts, roads, and trails...has increased exponentially since 1975," the scientists stated. The plan does not require hoped-for controls on development in bear habitat. A limit on road-building that appeared in earlier versions was gone from the final plan.

Further, much of the land grizzlies inhabit falls outside the officially designated zones. Conservationists and biologists called for redrawing of the zones to reflect the bears' actual distribution, but the plan does not do so.

Another concern is what the scientists called "highly arbitrary" population goals set by the plan. Yellowstone bears, for example, could be taken off the endangered species list with a population of only 158. When bears were put on the list, a step taken largely because of concern over their falling numbers at Yellowstone, the population there was estimated at 230.

The Fish and Wildlife Service's methods of counting bears have also come under fire. The scientists found them "likely to be wrong" and not "scientifically credible."

"We are concerned that the plan represents a push to remove Endangered Species Act protections from grizzlies at a time when their future appears even more uncertain than it did 20 years ago," Pritchard said.

MICHAEL FRANCIS

Many biologists believe the survival of grizzlies in the lower 48 states is in doubt.

✍ *To urge Secretary of the Interior Bruce Babbitt to withdraw and rewrite the grizzly bear recovery plan, write to him at the Department of the Interior, 18th and C Streets, N.W., Washington, DC 20240.*

MARKUP

Key Park Legislation

Bill	Purpose	Status
Concessions reform H.R. 1493 S. 208	Increases concessions fees and returns them to the park system; establishes competitive bidding for contracts; reforms possessory interest. NPCA supports.	The Senate Energy and Natural Resources Committee approved S. 208 on February 2. It now awaits a vote on the Senate floor. H.R. 1493 is before the House subcommittee on national parks.
California Desert Protection Act S. 21	Establishes Mojave National Park, expands Death Valley and Joshua Tree national monuments, redesignates them as national parks, and designates 4 million acres of Bureau of Land Management wilderness. NPCA supports.	The Senate Energy and Natural Resources Committee approved S. 21 on October 5. It still awaits votes in the full Senate and the House of Representatives.
Lechuguilla Cave Public Law 103-169	Permanently withdraws an area near Carlsbad Caverns National Park from oil and gas drilling to protect spectacular Lechuguilla Cave. NPCA supports.	The bill passed the House of Representatives in May and the Senate in November. It was signed into law by President Clinton on December 2.
Old Faithful Protection Act H.R. 1137	Regulates geothermal drilling and pumping around Yellowstone to prevent damage to the park's geysers and hot springs. NPCA supports.	H.R. 1137 passed the House of Representatives on November 15. It is now before the Senate Energy and Natural Resources Committee.

NPCA is currently working on more than 60 bills.

Appeal Filed To Shield Parks from Road Claims

The Justice Department, NPCA, other conservation groups, and Native Americans have filed for reconsideration of a November court ruling that could have serious consequences for national parks across the West and Alaska.

In *Shultz* v. *Department of Army*, the Ninth Circuit Court of Appeals held that a private landowner has a right-of-way across an Army base under an 1866 statute. The ruling could intensify the threat to public lands from a rash of right-of-way claims asserted under Revised Statute 2477.

The statute granted rights-of-way for the construction of public highways across unreserved federal lands. Counties and states have argued in recent years that R.S. 2477 gives them the right to turn dogsled trails, footpaths, or decades-old jeep tracks into roads or paved highways, even if they cross parks and other federal lands.

This interpretation of the statute could lead to a tangle of roads across these lands. The National Park Service reported to Congress last June, "The impact of R.S. 2477 rights-of-way in national park units could be devastating."

Claims for more than 4,000 separate routes are pending in just five counties in Utah. The state of Alaska has identified 1,700 potential rights-of-way. It hopes to use the statute to build roads or railroads through Denali and Wrangell-St. Elias national parks and to encourage mining and resort development on private lands within the parks.

In the Shultz case, the court imposed few legal requirements for granting an R.S. 2477 right-of-way. The Justice Department filed a petition for reconsideration of the decision in January. Similar petitions were filed by NPCA, other conservation groups, and the Alaska Tanana Chiefs Conference. The petitions urge the court to render a new ruling that will avoid the serious threats to parks and public lands that could result from the original decision.

The ruling makes clear the importance of upcoming regulations to govern the validity of R.S. 2477 claims. The

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GREG RYAN/SALLY BEYER

At Voyageurs, snowmobiling in proposed wilderness has become a controversial issue.

regulations will replace a 1988 policy statement by then-Interior Secretary Donald Hodel, which sets extremely lax standards for granting rights-of-way and largely surrenders federal authority over their development.

When he took office a year ago, Interior Secretary Bruce Babbitt put a moratorium on consideration of R.S. 2477 claims until the new regulations are adopted. The regulations will establish criteria for determining legitimate R.S. 2477 rights-of-way. They will also define federal authority to protect the environment by regulating use and development of qualified rights-of-way. A draft version for public comment is due to be released soon.

✍ *Write to Secretary Babbitt (Department of the Interior, 18th and C Streets, N.W., Washington, DC 20240) and ask him to issue tough new R.S. 2477 regulations to protect parks and public lands.*

NPS May Remove Snowmobile Trail

The National Park Service may remove a controversial snowmobile trail from Voyageurs National Park in northern Minnesota but is facing opposition.

In 1990, NPCA, the Voyageurs Region National Park Association, and other groups filed suit against the Department of the Interior. It had proposed building a snowmobile trail across the park's 100,000-acre Kabetogama Peninsula, a potential wilderness area. Park Service policy prohibits motorized use of wilderness areas or areas being considered as wilderness.

Rep. Jim Oberstar (D-Minn.), along with Minnesota House Speaker-Designate Irv Anderson and others, met with Park Service Director Roger Kennedy on February 3 to oppose removal of the trail. "Voyageurs National Park was always intended as a multi-use recreation area," Oberstar told the *International Falls Daily Journal*. "I see no benefit to declaring the lion's share of the park to be wilderness area."

NPCA and others take issue with this position. "The legislation [authorizing the park] does in fact provide for multiple uses," said NPCA Heartland Regional Director Lori Nelson. "However, there are alternatives for management that would accommodate snowmobiling without jeopardizing the Kabetogama Peninsula."

In response to a 1991 court order, the Park Service proposed designating more than 127,000 acres of the park as wilderness. It also sought to create a 100-foot "nonwilderness" strip down either side of the trail, spurring renewed opposition from NPCA and others.

The Voyageurs wilderness plan states that this snowmobile provision would not "diminish the suitability of any potential wilderness." "We are managing the land according to the wilderness recommendations," said Dave Given, associate regional director of planning and resource preservation for the Park Service's Midwest office. Conservationists argue, however, that the trail would violate the protective purpose of the Wilderness Act and damage the habitat of the threatened timber wolf.

Despite these arguments, a temporary snowmobile trail has been constructed and is being used.

"There are lots of hopeful signs," said Jennifer Hunt, executive director of the Voyageurs Region National Park Association, "that the Clinton Administration will go one step further than the Bush Administration to take the nonwilderness part out of the plan."

NPCA agrees. "The Park Service seems inclined to take out the trail but is deferring to the upper levels of the administration," Nelson said. "It's important at this point for NPCA members to counter the pressure being put on the Park Service."

✍ *To urge that the trail be removed from the Voyageurs wilderness plan, write to Rep. Jim Oberstar and Rep. Bruce Vento at the U.S. House of Representatives, Washington, DC 20515, and to Park Service Director Roger Kennedy, Box 37127, Washington DC 20013. Also write to Minnesota Sens. Paul Wellstone and Dave Durenberger at the U.S. Senate, Washington, DC 20510.*

—Kim A. O'Connell

Cave Protected From Drilling

After much concern over its safety, one of the world's most remarkable caves will receive protection from nearby energy exploration.

In a final environmental impact statement released in December, the Bureau of Land Management decided not to allow Yates Energy Corporation to drill on a site near Carlsbad Caverns National Park in New Mexico. The site is less than half a mile from the park boundary and less than two miles from the park's Lechuguilla Cave.

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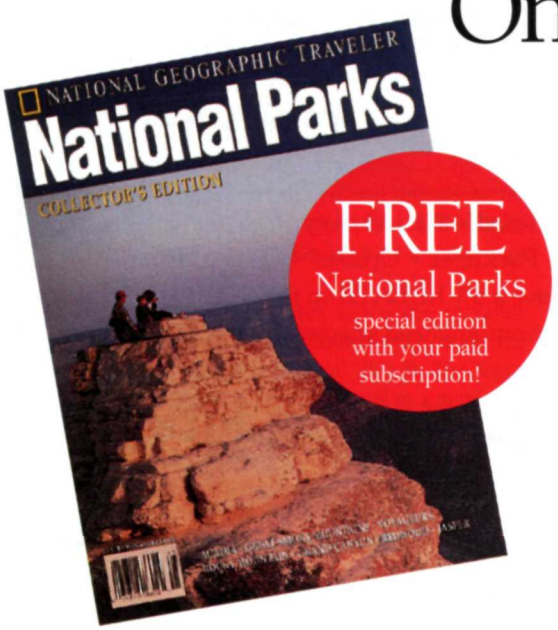

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BLM seemed to lean toward approval of the drilling proposal in a first version of the environmental impact statement, issued in August 1992. NPCA and other conservation groups urged BLM to reconsider. The agency also received more than 500 letters, many of them from NPCA members, that showed "overwhelming public support" for protecting the cave, said Carlsbad Caverns Superintendent Frank Deckert.

When explorers first cleared the opening to Lechuguilla Cave in 1986, they found a place of spectacular beauty, with huge chambers, colored lakes, and varieties of formations never seen before. Lechuguilla is known to be the deepest cave in the United States and the eighth longest in the world. By some estimates, only 5 percent of its passages have been discovered. It almost certainly extends beyond the park's borders.

Even with precautions, the National Park Service and NPCA believe, drilling could penetrate Lechuguilla, releasing flows of oil, natural gas, or both. Oil could pollute and damage the cave. Natural gas could asphyxiate visitors and also poses the risk of explosion.

In a 1993 report, a team of geologists recommended that a "cave protection zone" with no drilling allowed be established on the border of the park. That recommendation is reflected in the final BLM proposal and in a bill sponsored by Rep. Bruce Vento (D-Minn.) and Sens. Pete Domenici (R-N.M.) and Jeff Bingaman (D-N.M.), which was signed into law in December. BLM will move the Yates lease to a less sensitive area, will not allow drilling on existing leases in the protection zone, and will not issue any new leases in the area.

"Oil and gas occur on a number of places on the face of the Earth," Rep. Vento said. "There is only one Lechuguilla Cave."

NPCA Staff Receive Park Service Awards

Three NPCA officials were presented with awards from the National Park Service in January for their role in making possible much-needed improvements to Martin Luther King, Jr., National Historic Site in Atlanta.

NPCA President Paul Pritchard, Southeast Regional Director Don Barger, and Michael Weland, former NPCA Washington representative, were recognized along with members of Congress, state and city officials, and local citizens in a ceremony held at the site.

The park, which preserves the house and street where King was born, the church where he preached, and his grave, has been contending with deterioration and soaring visitation. Between 1984 and 1992, the number of visitors climbed from 350,000 to 3.2 million a year. It is expected to reach 150,000 a day while the 1996 Olympics are being held in Atlanta. At present, the site lacks public restrooms and exhibits on King's life. For the 80 to 90 tour buses and 1,500 carloads of visitors that arrive on peak days, it has 35 parking spaces.

Barger and Weland worked with the Park Service and Rep. John Lewis (D-Ga.), a veteran of the civil rights movement, to persuade Congress of the urgency of the situation. The result was an $11-million appropriation to add the needed facilities and walkways and green space to the park.

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REGIONAL REPORT

News Briefs from NPCA's Regional Offices

ALASKA

Chip Dennerlein, Regional Director

The Federal Aviation Administration rescinded in early February a grant it had issued to the state of Alaska for planning airports inside Denali and Wrangell-St. Elias national parks and preserves. NPCA and the National Park Service had insisted that the FAA had no authority to issue such grants. They also argued that Alaska has no authority to build commercial airports in the heart of two wilderness parks.

◆

While the state of Alaska has been thwarted in one development effort, the Federal Highway Administration has given it the funds to start another. With a $1.2-million federal grant, the state is working on plans to build a new highway through Denali National Park. The road would connect the George Parks Highway near Denali's eastern border to the isolated town of McGrath, 300 miles to the west.

There are routes that would connect the two points without going through the park. The Alaska Department of Transportation has acknowledged, however, that its primary goal is to provide access to Kantishna, an area of private land deep within Denali, where Alaska has long hoped to see major resorts developed. NPCA is challenging the state's plans as a significant threat to the park's wilderness character and its wildlife and as an inappropriate use of federal funds.

HEARTLAND

Lori Nelson, Regional Director

NPCA has asked the Federal Communications Commission to prevent construction of a 460-foot radio tower near Sleeping Bear Dunes National Lakeshore in Michigan. NPCA, the Audubon Society, and a local group called Citizens for Existing Towers filed the appeal, urging the FCC to make issuance of Leelanau County's license to upgrade its radio system conditional on installation of the equipment on existing towers. The proposed tower site is in the migratory path of the state's endangered prairie warbler.

NORTHEAST

Bruce Craig, Regional Director

The Disney Corporation has announced plans to create a 3,000-acre theme park called "Disney's America" in Prince William County, Virginia. Disney would also build 1,300 hotel rooms, a 27-hole golf course, 2,500 homes, and 2 million square feet of office or retail space. The county, though near Washington, D.C., is still largely rural, and the proposal has set off intense controversy.

The site Disney has chosen is four miles from Manassas National Battlefield Park, scene of the first and second battles of Bull Run. One likely side effect of the project is sprawl encircling the park. Another is increased congestion on two already busy roads that run through the battlefield. If "Disney's America" does go forward, NPCA is urging that the roads through the park be replaced with one bypassing it. It is also calling on Disney to purchase and donate historic lands that may be swallowed up by development.

PACIFIC NORTHWEST

Dale Crane, Regional Director

When the Army vacates the Presidio of San Francisco this fall, the site is scheduled to become part of the National Park System. NPCA and other supporters of the plan cite the Presidio's 220 years of military history, hundreds of historic buildings, spectacular views of San Francisco Bay and the Golden Gate Bridge, wild coastal bluffs, and untouched shoreline. They also believe that its cost to the federal government can be greatly reduced by leasing many of its facilities for nonprofit or public use. But the contingent of the Sixth Army that will remain, Army officials say, will need the site's golf course, swimming pool, and many of the other facilities on which the Park Service is relying to defray the site's cost. NPCA is urging the Park Service and the Department of the Interior to resist such attempts to fragment the Presidio.

ROCKY MOUNTAIN

Terri Martin, Regional Director

The National Park Service has put on hold plans to upgrade a downhill ski area within Yellowstone pending further review. The project was halted after NPCA and others objected to it as inappropriate.

The park's Undine Falls ski area was opened almost 50 years ago with a basic rope tow to the top of the slope and has served local schools and residents of the park and a nearby community since. The park decided last fall to replace the rope tow with a 1,000-foot-long T-bar lift. The project would require six supporting towers, between 16 and 23 feet high. Late last year, the National Park Service cleared approximately 20 trees from the area, including some old-growth, as the first step.

National Park Service policy states that "because downhill skiing...requires extensive development and can be provided outside park areas, it will generally not be provided for in parks." It also states, "The National Park Service will not permit new downhill skiing facilities or associated structures in any unit of the National Park System."

"This is treating Yellowstone as a personal playground rather than a national park," Martin said. "The plan should be permanently scrapped."

NPCA is protesting National Park Service plans to mine gravel within Grand Teton National Park in Wyoming. The gravel would be used to maintain park roads. Park Service regulations allow such mining only if "economic factors make it totally impractical to import" road materials.

In a letter to the park, Martin argued that the park had not provided evidence that the expense of importing gravel would meet this standard. Further, she noted, all the proposed mining sites in the park either provide important wildlife habitat, are viewed or used by the public, or are otherwise environmentally sensitive.

SOUTHEAST

Don Barger, Regional Director

NPCA is opposing a proposed interchange between the Natchez Trace Parkway and Interstate 840 near Nashville, Tennessee. The interchange would funnel heavy, fast-moving commuter traffic onto the parkway, creating safety problems and destroying the scenic, leisurely character of the parkway along that stretch. A November public hearing in Nashville revealed strong local opinion against the interchange.

The Natchez Trace Parkway is a historic route of more than 400 miles that follows an old Native American trace, or trail, between Nashville and Natchez, Mississippi.

SOUTHWEST

Dave Simon, Regional Director

Arizona Gov. Fife Symington (R) is calling for new limits on flights over the Grand Canyon. Airplane and helicopter noise in the canyon exceeds levels allowed by a 1987 federal law, a National Park Service study found last fall.

While the law included measures to restore natural quiet to the canyon, the number of people touring the park by air has since nearly doubled.

NPCA and other conservation groups applauded Symington's request, which was made in a letter to Secretary of the Interior Bruce Babbitt and Secretary of Transportation Federico Peña.

Sites of Shame

Disgraceful episodes from our past should be included in the park system to present a complete picture of our history.

By Robin Winks

WITH THE RECENT addition of Manzanar National Historic Site to the National Park System, the public has been introduced more dramatically than ever before to a fundamental debate. Should the national parks commemorate and protect only places and events in which we take pride, or should the parks strive to mark events and places that many agree represent shameful episodes in our national experience? Manzanar, in California's Owens Valley, tells the story of the Japanese-Americans who were interned in so-called resettlement camps (called "concentration camps" by some commentators) during World War II.

Other shameful episodes have occurred in our history. No nation is without them. At Wounded Knee in South Dakota, the U.S. cavalry massacred 300 Sioux. The Trail of Tears, from Tennessee to Oklahoma, marks the route used for the forced removal of more than 15,000 Cherokees from their land, so that settlers might advance into the Southeastern frontier. The "Wounded Knee Battlefield" is now a national historic landmark, though not a unit of the National Park System; the Trail of Tears is one of several historic trails recognized by the National Park Service.

Today, most historians would agree that the Sioux and Cherokee were treated shamefully. Most would also agree that slavery, the My Lai massacre, or the slaughter of the American bison and the passenger pigeon were, in different measures and different ways, shameful. The question is, should we commemorate or should we strive to forget, indeed should we bury from the national consciousness, these fearful times in our history? Forceful arguments have been made on both sides.

Each of the 367 units of the National Park System—the most intellectually elegant and the best administered system in the world—is a branch campus of our greatest national university. Each unit has a unique mission, and each is to be interpreted so that visitors may comprehend the mission and attain a better understanding of American heritage. Indeed, this view is explicitly recognized by the National Parks and Conservation Association. Its 1988 *National Park System Plan* maintained that the Park Service plays a significant role as teacher of a national curriculum.

No effective system of education can be based on unqualified praise...we cannot omit the negative lessons of history.

Education is best done with examples. These examples must include that which we regret, that which is to be avoided, as well as that for which we strive. No effective system of education can be based on unqualified praise, for all education instructs people of the difference between moral and wanton acts and how to distinguish between the desirable and the undesirable. If this premise is correct, we cannot omit the negative lessons of history.

Another premise suggests that our national parks are, as their earliest administrators noted, "exhibits" of the natural landscape and of the national character. Taken as a whole, the park system was intended as an array of exhibitions of the forces of nature, including that which humankind does for good and for ill. Omitting an exhibit from the national catalog because it is less than salutary would destroy the concept of the national inventory on which the system is based.

Of course, national park units are largely about pride. One may study a nation and its self-awareness by examining the places its people have consciously worked to protect. The rise of the national park ethic ought to reflect greater maturity and breadth of vision here, where it all began, than it might in nations and cultures that have so recently come to a full measure of independence. But pride based solely upon triumphs, as a sound authority has told us, may be prelude to a fall.

In truth the discussion concerning "sites of shame" is ill-focused. Several such sites already exist within the National Park System, though the units involved also tell the story of human triumph in the face of adversity. Is not Andersonville National Historic Site, a prison camp that held Federal soldiers during the Civil War, a place at which one can weep only bitter tears of shame for what people have done to each other? Can one visit Frederick Douglass' home in Washington, D.C., or the units that celebrate the accomplishments of Booker T. Washington or George Washington Carver without reflecting on the long stain of slavery and racism that still strikes across the American experience? Can one stand at the Martin Luther King, Jr., National Historic Site in Atlanta, Georgia, or enter the John F. Kennedy birthplace in Brookline, Massachusetts, without reflecting on how these men died? Of course, such sites are sources of pride, for they tell us of achievements, but the

sites are ultimately places of sadness.

Those who call for us to forget Manzanar or Wounded Knee would, one suspects, also condemn the Japanese for erecting a memorial and museum at Hiroshima. Yet, whatever that place may mean in our respective histories, could one realistically suggest that what happened there should not be recalled? Indeed, sometimes one hears that episodes in our history might best be omitted. How does this argument differ from those made in Stalinist Russia when the *Soviet Great Encyclopaedia* was revised periodically to wipe from memory events and individuals no longer politically acceptable? Americans can never permit such tampering, for freedom grows best in a climate in which error is spoken of openly and corrected publicly.

Manzanar National Historic Site is as much a site of pride as it is a site of shame: all Americans should take pride in what those who lived there endured, for their courage is our courage. Further, it ought to be a distinct source of pride that we have, as a people, reached sufficient maturity to recognize our mistakes, to create a visible symbol of the invisible past to teach future generations of the great fear and irrationality that at times descend upon a people in time of war.

How might we deal with the subject of slavery within the park system? Should we create Slave Trade National Historic Site? Of course we should not, for grounds both practical and intellectual. On the practical side, what community today would welcome such a national park unit? On the intellectual side, is the human experience to be recognized that of the trade in slaves or the wider intellectual environment that permitted, indeed that justified, the institution of slavery? One must never fail to interpret an event in the context of the time in which it occurred. Slavery must be interpreted as an institution both condemned and supported.

We can represent slavery by creating a unit or units connected with the Underground Railroad. This phenomenon would not have existed without slavery. Any unit that focuses on the Underground Railroad must deal with the realities of the slave system. But it should also focus on human courage, the slaves who fled North to free states or to Canada; abolitionists, black and white, who helped them; the spirit of the Quakers and others who spoke out against slavery; being a fugitive, a prisoner, and the product of a system that required a civil war to uproot. Happily, a study is in progress, which may lead to the creation of just such a unit.

ANDREW TOOS

One other delicacy when speaking of "sites of shame" is that not all agree on whether an event was shameful. I still recall a field trip made with other members of the National Park System Advisory Board, of which I then was chairman, and a leading Park Service historian was explaining the events that had taken place on the fields of one of our greatest Civil War encounters. The historian, a Southerner, said perhaps at the moment unreflectively, "fortunately, the Federal troops were able to throw the Confederates back," at this very place on which we all stood. A voice, good natured and cultured, and pridefully Southern, spoke from the listening pack: "Why do you use the word 'fortunately'?" she asked. The park historian thought for a moment, aware of the full burden of the question, conscious of his own Southern heritage, mindful that the historian must speak the truth as he or she understands it, and he replied, "Because surely no one today would argue that our society would be the better had the Confederacy won the war." To some extent pride and shame are matters of opinion, and no park unit should forget this.

On the whole, interpretation is balanced and well aware of this delicate problem. At Moores Creek National Battlefield, where American colonists fought on both sides of the Revolutionary struggle, interpretive markers state the case for those rebelling against the King of England as well as for those who remained loyal to the Crown. At Shiloh, neither North nor South is condemned. At Minute Man's "rude bridge that arched the flood," statements present both the views of the British and those of the Americans. This is as history should be.

Two months ago I stood on the banks of the Tennessee River and looked out from the battlefield of Shiloh, and I cried, unable to stop the tears that spoke of so great a national sadness, that Americans should have killed each other, in such numbers, and with such grim determination. A month ago, I walked the rolling hills of Andersonville, and again those tears came, unasked. They were neither about shame nor about pride; they were about the lessons of history learned and unlearned. Surely this is what the National Park System of a mature nation must also be.

Robin Winks is Townsend Professor of History at Yale University. He has served as a trustee on NPCA's board.

Salvation for Hells Canyon

Arguing that the continent's deepest gorge is suffering at the hands of the Forest Service, environmentalists are fighting to protect Hells Canyon as a national park.

By Joel Connelly

THE RISING DRONE of an oncoming jet boat resounded through basalt cliffs of the Snake River canyon, shattering the tranquility of early evening and drowning out the low roar of spring runoff waters. In an aquatic version of a fire drill, five river guides dropped dinner dishes and sprinted toward the river bank. They reached the shore ahead of the wake in time to prevent their wooden craft from banging against rocks.

The jet boat happened along last year as Forest Service officials briefed a group of visiting journalists in a pasture above the river. The officials had been making the case that conflicts between motorized travelers and rafters in the Hells Canyon National Recreation Area should not be an issue. With motor sounds, man-made waves, and gasoline smells to underscore his point, Ed Cole, a Forest Service district ranger, acknowledged the obvious: "This is not a wilderness river."

Although the Forest Service likes to make the point that conflicts are not a problem, jet boats are allowed unrestricted access on the 31-mile "wild" portion of the Snake, 67.5 miles of which is a national wild and scenic river, while float boats must acquire a permit. The major difference at Hells Canyon is not so much the designations as the agency that manages the area.

ALAN COSSITT

PHIL SCHOFIELD

Conservationists believed spectacular Hells Canyon was protected when it became a national recreation area, but the Forest Service allows logging, grazing, and unlimited jet boat use.

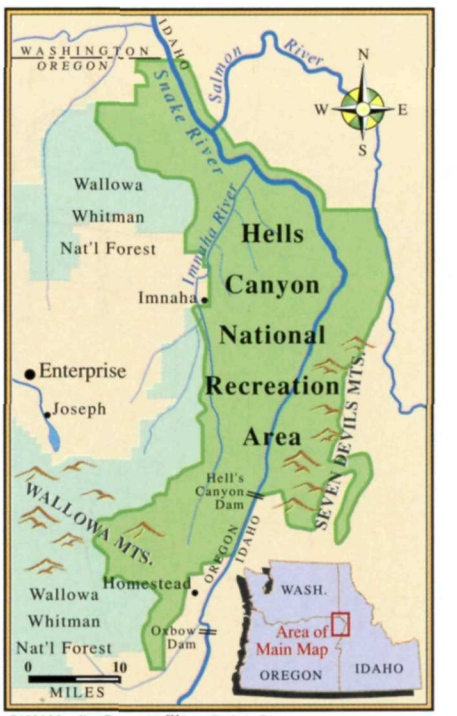
The 652,488-acre Hells Canyon National Recreation Area—which is within the Wallowa-Whitman National Forest—was officially "saved" in 1975, when its designation by Congress ended a quarter-century push by utility companies to build a 600-foot-high dam in North America's deepest canyon. If the company had succeeded, the dam would have been the river's fourth. The three existing dams have destroyed the natural salmon runs and prevented sand from washing down the river, creating boulder fields rather than beaches. Extreme fluctuations in the water level, caused by releases from the dams, also have eroded the riverbanks.

In holding off the fourth dam, environmentalists were forced to make compromises with resource users of the remote 7,900-foot-deep canyon along the Idaho-Oregon border. The U.S. Forest Service, not the National Park Service, was put in charge of the recreation area. Timber harvesting along the canyon rim is allowed in old-growth ponderosa pine forests. The Forest Service has built more than 150 miles of logging roads at Hells Canyon since it became the curator of the recreation area and continues to allow domestic sheep to graze in the canyon, even though conclusive evidence shows that they transmit a deadly bacteria to wild bighorn sheep.

During the 1970s, the Idaho Department of Fish and Game began reintroducing the bighorns, which were nearly eliminated decades earlier by hunting. But since a 1990–1991 dieoff of bighorns—the second one in the area within four years—the department has refused to introduce any more. Besides sheep, cattle graze along the river, fouling the water with their waste. And the number of jet boats has increased threefold in the past five years, slowly turning the canyon into a kind of natu-

RICHARD DAY

Among the country's wildest places, Hells Canyon provides a home for 349 species of wildlife, including the mountain lion.



The Hells Canyon National Recreation Area straddles the Oregon-Idaho border and includes more than 650,000 acres.

ral boom box. Powerboat engines are faintly heard even from a 7,800-foot-high lookout in the Seven Devils Mountains, more than a vertical mile above the river.

Nearly two decades after the national recreation area was established, a new push is on to transform it into a national park and preserve. Last September, the House Natural Resources subcommittee, chaired by Rep. Bruce Vento (D-Minn.), held hearings to evaluate how the Forest Service responded to a 1990 congressional study accusing the agency of poorly managing its national recreation areas. The Forest Service testified that it tries to maintain a wide range of historic uses at Hells Canyon, but representatives of environmental groups and the Nez Perce Indians criticized the agency's management.

"To assume that the spectacular natural, ecological, and cultural attributes of the Hells Canyon country are permanently protected due to its designation as a national recreation area is a grievous mistake," testified Ric Bailey, executive director of the Hells Canyon Preservation Council.

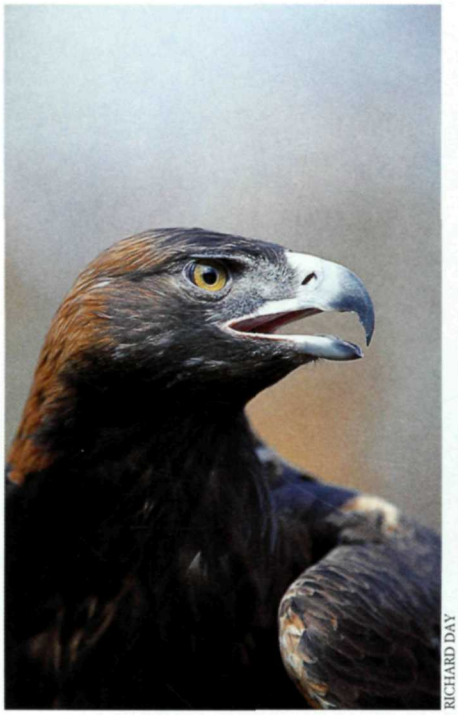
A onetime logger and heavy equipment operator, Bailey has been guiding dories down the Snake River for 15 years. "We are not trying to reform the Forest Service," he said during a float down the river last year. "It is impossible to get them to manage for ecosystems or to see this as a place where people can not only see but feel the wonders of nature. We want to put an agency in charge, the National Park Service, which has not only the staff but the philosophy to protect this place."

In its 1988 *National Park System Plan*, NPCA recommended transferring Hells Canyon to the National Park Service (NPS) and redesignating the area as a national park. The plan stated that "Hells Canyon is a dramatically scenic natural area, one of the world's wonders. It has always qualified for national park status."

Environmentalists envision Hells Canyon as among the last generation of great new national parks in America. Forests of larch, spruce, and fir abound in the canyon, which is one of the best places in the lower 48 states for viewing wildlife: golden eagles circle in the wind currents, and a surviving herd of bighorn sheep graze below cliffs still daubed with paint marking the planned site of High Mountain Sheep Dam. Pacific rattlesnakes live in the grasses near tributary streams and sun themselves, sometimes at eye level, on trailside rocks. Recently, one of Bailey's rafting parties witnessed a cougar chase and bring down a young deer. Altogether, the canyon supports an estimated 349 species of wildlife, including black bears and elk.

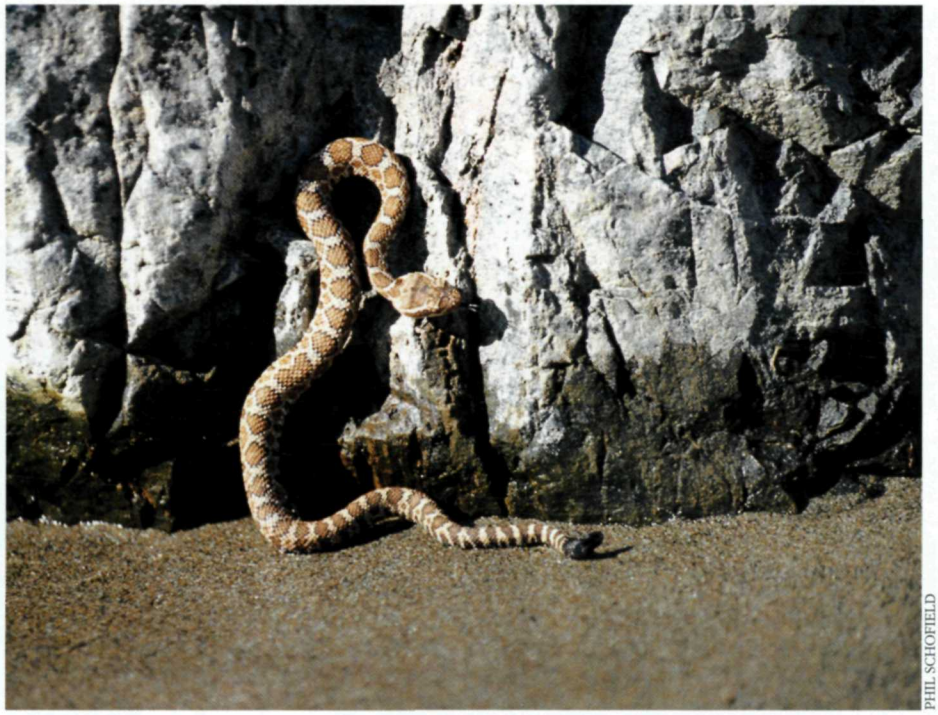
Hells Canyon's abrupt elevation changes make for a collision of climate zones. Springtime meadows in the lofty Seven Devils range take on purple and red tones from lupine and Indian paintbrush. A vertical mile below, yellow flowers top the cactus, and poison ivy grows densely along the riverbank and tributary streams. Searing heat drains hikers in midsummer.

Hells Canyon is one of the country's wildest, most difficult-to-reach places. In a horizontal distance of just eight miles, elevations plunge from 9,393 feet on Idaho's He Devil Peak to 1,500 feet at the river and back up to 6,895 feet on Bear Mountain in Oregon. In a heavy spring runoff, whitewater and whirlpools of Granite and Wild Sheep Rapids can put a knot in the stomach of



RICHARD DAY

The golden eagle lives in Hells Canyon, one of the best places in the lower 48 states for viewing wildlife.



PHIL SCHOFIELD

Rattlesnakes make a home in the grasses near tributary streams and sometimes sun themselves on trailside rocks.

even the most skilled kayaker.

After rafting Hells Canyon last year, Roger Contor, a 34-year Park Service veteran, reflected: "By whatever standard you apply, this place undoubtedly qualifies as a national park. From the first day, it would outrank all but a few of the existing 51 national parks." Contor, now retired, served as the first superintendent at Washington's North Cascades National Park and later as regional director of Alaska's national parks.

The canyon meets all possible criteria for national park status except, perhaps, for an abundance of political support. National park status for Hells Canyon would bring changes for jet boaters who currently have free rein to travel the Snake River within the recreation area. Park designation would likely eliminate logging and over time put cattle and sheep out of the canyon. Such increased protection is fiercely opposed by officials and residents of surrounding counties, who believe that increased protection would eliminate economic mainstays.

Jet boats, for instance, are a $22-million industry in Lewiston, Idaho, a city that advertises itself as "the jet boat manufacturing capital of the world." Commercial operators annually carry an estimated 20,000 tourists into the deepest reaches of Hells Canyon.

The slogan "Land of Many Uses," familiar to anyone who has driven into a national forest, proclaims what has been the Forest Service's management philosophy. While many national forests have shifted from development toward recreation, Hells Canyon's management retains the old ways. The Forest Service has catered to economic interests in surrounding towns, particularly after the Reagan Administration in the early 1980s put down an attempt to restrict jet boats in the upper canyon. The Forest Service has thrown together uses that are obviously in conflict, and the only effort the agency has made to cope with Hells Canyon's growing popularity is to build access roads.

Few campsites are established along the Snake River; a rafting party on a busy weekend can be forced to continue for miles. "I've had to row until dark, sometimes with a load of wet passengers, to find a site," says David Sears, a longtime dory guide. Yet, at the mouth of Sheep Creek, the Forest Service bought an old ranch ideally located for overnight stays, only to lease the property back to a livestock operator and jet boat concession.

The Forest Service's most controversial action has been to erect a monument to industrial tourism at the only spot accessible by road on the Idaho shore of the canyon. Pittsburg Landing used to be reached by a precarious track that beat up the few four-wheel drive vehicles that ventured onto it. Now, however, the Forest Service has built an all-weather road accessible to all kinds of recreational vehicles. The effect is jarring. A recreational vehicle park has been punched into a meadow. A newly improved side road leads to a parking lot where a paved trail draws visitors into a grove of hackberry trees that shelter 2,000-year-old Indian petroglyphs.

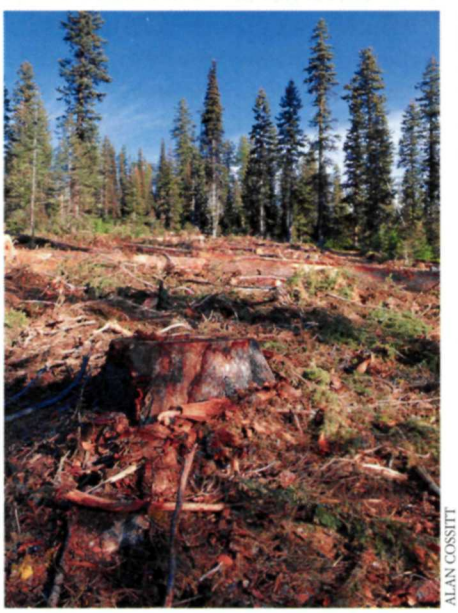
"This makes me very, very nervous," Contor said as he visited the petroglyphs last year. "I'll tell you what I think will happen. Someone will deface this site with a can of spray paint. Then they'll put an ugly chain link fence around it." His prediction was, regrettably, realized less than six weeks later. Vandals

ALAN COSSITT

gouged a series of stick figures into a rock in the middle of the petroglyph site. The vandals were never caught.

During the congressional hearings in September, Samuel Penney, chairman of the Nez Perce Tribal Executive Committee, testified that the desecration occurred only after the Forest Service provided easy access to the site. "Obviously, the tribe is opposed to future human encroachment on these significant areas...."

The Nez Perce Indians, Hells Canyons' first human inhabitants, wintered here until 1877, when the U.S. Cavalry drove them out, a chase that lasted four months and covered 1,000 miles. More than 1,000 prehistoric Indian sites can be found throughout the area. Today, the Nez Perce collect plants for medicines and food at Hells Canyon and use the area for worship. During the congressional hearings, Penney supported transferring the land to the National Park Service. "There can be no price tag placed on the loss of a species or the destruction of habitat," he said. "This outlook does not seem to be shared by the Forest Service...."



ALAN COSSITT

Abrupt elevation changes in Hells Canyon make for a collision of climate zones, and create habitat for everything from alpine flowers to cactus. Forests of larch, fir, and ponderosa pine also thrive in the national recreation area. The Forest Service allows logging in old-growth ponderosa pine stands, and clearcuts are a common sight.

The proposal to put Hells Canyon under National Park Service protection has precedents throughout the United States, including two in the Northwest. In 1938, Franklin D. Roosevelt toured rainforests of the Olympic Peninsula and moved to create a 900,000-acre Olympic National Park. Three decades later, North Cascades National Park was carved out of three national forests.

One key conservationist, however, is leery of the Park Service. When first elected governor of Idaho in 1970, Cecil Andrus declared that more dams would be built in Hells Canyon "over my dead body." Andrus, a Democrat, later teamed up with a pair of Republican conservationists, Washington Governor Dan Evans and Oregon Governor Tom McCall, in campaigning for a dam-free national recreation area. As interior secretary in the late 1970s, Andrus was the Carter Administration's point man in adding 44 million acres in Alaska to the National Park System.

RON SPOMER

The U. S. Forest Service provides few campsites along the Snake River for rafters, but the agency recently improved access to Pittsburg Landing, a popular visitors' area near 2,000-year-old Indian petroglyphs. The ancient artworks were later damaged by vandals.

Now, however, Andrus opposes park status for either Hells Canyon or the Sawtooth National Recreation Area in southern Idaho. He argues that national park designations would draw more visitors than these areas can handle. The governor also fears the Park Service as a source of rules and regulations that would impede Idahoans' enjoyment of their outdoors. Andrus is an elk and bird hunter, and he knows that Hells Canyon is prized shooters' terrain.

Advocates of park legislation see only one way of securing political support in Idaho and Oregon. They would designate most of Hells Canyon as a national preserve, a category of national park that allows hunting. But establishing national preserves in Alaska was a compromise not everyone likes.

"Certainly Hells Canyon is a place that has all of the attributes to qualify as a national park, but hunting would be a serious detriment," said Dale Crane, NPCA's Pacific Northwest regional director. "We need to know what parts of the area should be completely protected, and where extractive activities such as hunting could be allowed. The next step should be to ask the Department of the Interior to study these issues so we have a better idea of how best to protect Hells Canyon."

PHIL SCHOFIELD

The status quo can count on continued backing from the loggers of Wallowa County in Oregon and a jet boat lobby that employs a former Forest Service river ranger as its lobbyist. With a recently released plan for use of the river, the Forest Service has sought to temper controversy over noise. It plans on alternating weeks of the spring and summer to give jet boats and float boats exclusive use of a 27-mile stretch of river. But the plan has received low marks from both environmental groups and the jet boat lobby. The Forest Service failed to address such questions as livestock grazing or leasing public lands to private concessioners.

A greater vision is clearly needed for this magnificent canyon. In 1967, when public and private power interests dueled over who would build a dam, such vision was supplied by the late U.S. Supreme Court Justice William O. Douglas. The judge delivered a famous opinion ordering federal agencies to look beyond kilowatts in determining Hells Canyon's future. "The test is whether the [dam] will be in the public interest," wrote Douglas. "And that determination can be made only after an exploration of all issues relevant to the 'public interest.'" These issues, Douglas said, included not only power supply but the preservation of a wild river and wilderness areas and the protection of wildlife.

The act establishing Hells Canyon as a recreation area stipulates that it should be managed so as to "assure that the natural beauty, and historic and archaeological values of the Hells Canyon Area and the...Snake River...are preserved for this and future generations." Many believe the only way to achieve this end is by creating a national park at Hells Canyon.

Joel Connelly is a writer with the Seattle Post-Intelligencer *in Washington.*

Trains for Parks: A Second Chance

Restored rail service to Glacier, Denali, and Grand Canyon offers a way to protect the environment by easing traffic problems.

By Alfred Runte

SOME THIRTY YEARS AGO, as my mother read to me of a proposal to cut another road through the heart of Great Smoky Mountains National Park, she recalled her father's prediction that the automobile would destroy America. Today, thousands of critics are echoing my grandfather, insisting that our national parks, at the very least, should never have been opened to cars in the first place.

Yet for all our praiseworthy rhetoric defending public transportation as the best alternative, most of us would still do anything to stay in our cars, and thus resign ourselves to trains, buses, and shuttles only as a last resort. We wage, in other words, another battle for consistency, maintaining on the one hand the need for enlightened self-interest, while on the other rationalizing our inexorable slide into ruinous self-indulgence.

Now, at Glacier, Denali, and Grand Canyon national parks, the restoration of rail passenger access suggests that another era of enlightened self-interest may finally be under way. If so, NPCA deserves much of the credit for keeping the dream alive. As early as 1974, I wrote in *National Parks* to remind the environmental community of its historic "pragmatic alliance" with the Western railroads. At the turn of the century, preservationists and railroad executives marched side by side up Capitol Hill to urge congressional support for more national parks, national monuments, and the National Park Service. It was the best of both worlds, generating new business for the railroads while reassuring preservationists that the National Park System would expand and endure.

Granted, the railroads were out to make a profit. Yet their goals, as well as their methods, differed markedly from those of their successors, who came to associate profit with the ascendency of the automobile. Essentially, the railroads did their profit-taking outside of the national parks, concentrating their efforts on increasing the long-distance ridership of their already established trains. Like the airlines today, the railroads saw every extra passenger as a bonus, as someone to fill an otherwise empty seat. Thus, by 1927, for example, no fewer than five transcontinental railroads vied for passenger traffic to Yellowstone National Park, offering separate gateways, itineraries, and other amenities distinctive to each company.

Once park-bound passengers had left the train, the railroads regressed, at best, into a break-even proposition. True, most of the early park hotels were built by railroads, yet the shortness of the summer season in most national parks quickly dispelled any hopes the companies had of recapturing all construction costs. Instead, the railroads inevitably came to see park facilities as a poor investment, albeit sometimes a necessary prerequisite if larger profits from their existing transcontinental trains were to be realized.

By breaking the railroads' monopoly over long-distance travel, the automobile dramatically shifted the center of profit-taking from outside to inside the national parks. Gone was the home-to-parks marketplace the railroads had once controlled, leaving their successors no alternative but to commercialize park attractions. Of course, the railroads themselves had insisted on building access roads and better lodging, and their own advertising campaigns had certainly promoted visitation. Yet, virtually overnight, the automobile increased visitation by five- to tenfold. Even more to the point, pressures for in-park development escalated proportionally, as investors who bought out the railroads' holdings scrambled to regain control over visitor spending by catching restless motorists wherever

In a rare tribute to the timeless qualities of traditional railroad art, the Alaska Railroad and Holland America Westours commissioned this 1994 painting especially for *National Parks*. Artist J. Craig Thorpe depicts the *Aurora* (Alaska Railroad) and the *McKinley Explorer* (Holland America Westours) as the combined trains are enveloped by the Alaska wilderness approaching Denali National Park.

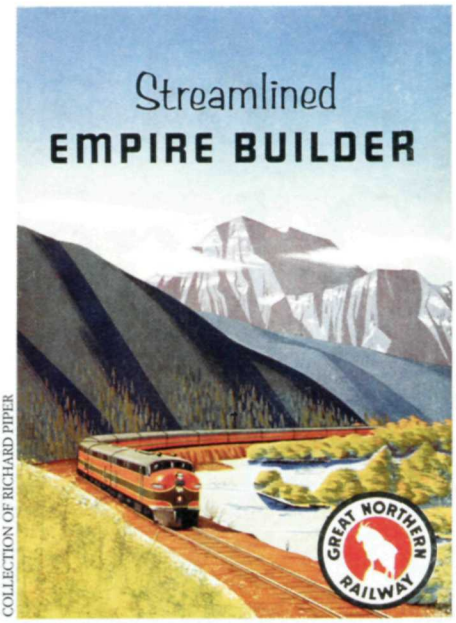

ALASKA
ALASKA
ALASKA
Westours
McKinley Explorer
J. CRAIG THORPE

they habitually stopped their cars.

If there were such a thing as time travel, the present-day trains to Glacier, Denali, and the Grand Canyon are quintessential time machines, taking us back to that period when access and preservation were not so inconsistent. Indeed, the trains demonstrate how transportation alone has figured critically in park protection. Glacier, especially, with a transcontinental railroad tracing "welcome" across its doorstep, still *feels* like a traditional park. The daily arrival of the *Empire Builder* at both the east and west entrances still envelops the Glacier experience with comforting reminders of the past, when people shared their adventures aboard the train rather than retreat to the isolation of their own cars. Quite simply, concepts such as community and responsibility were not as alien as both appear today.

This further explains, at least in part, why Glacier's railroad mystique suffuses even the park's highways. Although dating from the 1930s, the park's colorful motor stages remain as popular as ever and further underscore the importance of fostering stewardship through precedent and continuity. Even now, Glacier's unbroken heritage of public transportation is building upon itself through projects to reduce congestion and environmental damage—most notably the new shuttle-bus service on Going-to-the-Sun Road, intended as an alternative to too many private cars and oversized camping vehicles.

Although cars still predominate (just 15,000 of Glacier's 2 million annual visitors actually come by train), the point is that the durability of rail passenger service offers subliminal reinforcement to park managers who resist always bending to demands for private access. Consider, then, the added significance of Denali National Park and Preserve in Alaska. At Denali there is no choice: except on rare occasions, all park visitors must enter by bus or shuttle. Most people gladly accept the restriction, reveling in the numbers and variety of wildlife that can be seen along the road because visitor access is so carefully controlled.



COLLECTION OF RICHARD PIPER

Well into the 1950s, the railroads fended off conformity and monotony with immersions in landscape art, such as this view of the *Empire Builder* just outside Glacier National Park. Now operated by Amtrak, the train remains part of the Glacier experience and still offers a spectacular alternative to access by cars.

More than 100,000 people (roughly 7 percent of Denali's annual visitation) begin to accept the necessity of those limitations as passengers aboard the Alaska Railroad. Every morning between early May and the middle of September, two great trains depart from opposite ends of the 356-mile main line linking Anchorage and Fairbanks. Eight hours north of Anchorage, and four south of Fairbanks, each makes its primary stop at the entrance to Denali National Park.

For Denali, as for Glacier, the key to the expanding influence of this relationship has been its presence from the start. Besides the railroad, the restrictions limiting private access were in place long before the 1980s boom in Alaskan travel. Inevitably, those restrictions fundamentally shaped Denali's exploding popularity, forcing all concerned to approach the park with greater sensitivity.

The train itself represents the epitome of affection for the landscape. Actually, it is three trains in one, with cars separately owned and staffed by the Alaska Railroad, Holland America Westours, and Princess Tours. Both the Alaska Railroad and Holland America Westours have restored classic dome equipment built during the early 1950s, now recognized as the golden age of rail passenger travel. With its accent on visibility and the celebration of regional identities, the era encouraged industrial designers to harmonize Western trains with the passing scenery. Much as the visitor, once inside Denali, is constrained to think and act responsibly, so the aesthetics of the train invite the same standard, enveloping the journey to the park with a prefatory affirmation of stewardship and community.

A similar definition would best describe the spirit of the Grand Canyon Railway, which itself is a masterpiece of historic preservation. Completed to the South Rim in 1901 by the Atchison, Topeka, and Santa Fe Railway, it ultimately succumbed to the automobile in 1968, when the last Santa Fe passenger trains departed Canyon Depot for the main line at Williams. The 64-mile spur then entered a period of troubling uncertainty, which, its defenders feared, would end with the tracks abandoned and ripped up for scrap.

To be sure, no one at the time could have foreseen the events of September 17, 1989, when 5,000 people gathered at Williams, and another 4,000 at Canyon Village, to witness the reinaugural of the restored Grand Canyon Railway. Well into the railroad's eleventh hour, Max Biegert, a Phoenix investor, had come forward to save the day.

By 1993, Biegert's investment had totaled more than $20 million, the bulk of it committed to track rehabilitation and redevelopment projects well outside the park proper. His, then, is basically the same business formula pursued by the railroad companies at the turn of the century, which also won over defenders of the national parks by stressing transportation, rather than in-park commercial ventures, as their long-range source of profits.

Thus the Grand Canyon Railway has also staked its future on whether or not the Park Service shares its conviction

COLLECTION OF AL RICHMOND; PERMISSION OF J. CRAIG THORPE

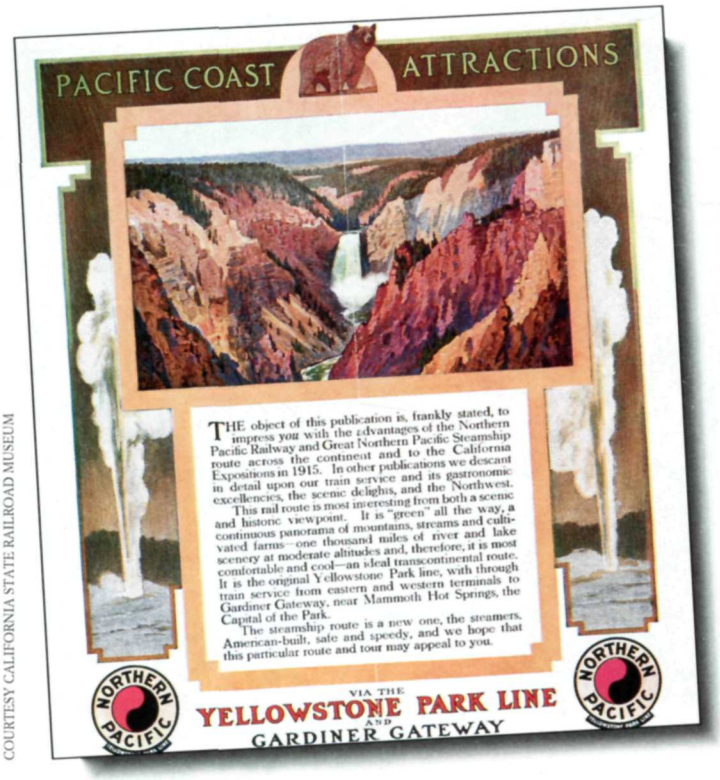
that vehicular access should be phased out along the South Rim. Relative to that goal especially, major pockets of skepticism still surfacing within the agency underscore the critical importance of reinforcing stewardship through continuity. Unlike Glacier and Denali, the Grand Canyon lost rail passenger service for 21 years, time enough for another whole generation of planners to grow up knowing only the dominance of the automobile. In either case, while the railroad proposes additional parking and a spur track at Tusayan, well off the rim some eight miles to the south, the draft general management plan, released last September, leans visibly toward several thousand new parking spaces adjacent to Mather Point, ostensibly a key feature of the park itself.

Were that scenario to prevail, Grand Canyon, like Glacier, would offer only limited incentive for visitors to take the train. Obviously, the Grand Canyon Railway, not to mention environmentalists, would prefer something much closer to the exemplary model in place at Denali, where all but park employees, overnight guests, and a tiny fraction of day-use visitors are asked to forsake self-indulgence for the good of the park. With similar confidence in its own capacity, the Grand Canyon Railway has promised a potential ridership of 4,730,000 annually, which for years to come could virtually eliminate any need for day-use parking within sight of the canyon proper.

Even now, a steam locomotive stirs universal excitement and waterlust, and, at Grand Canyon, may announce the restoration of priority for the environment. Passengers stepping off this train have left their cars, campers, and mobile homes 64 miles to the rear.

With annual visitation on the South Rim already greater than 4 million (the railroad's share in 1993 was 108,000), Max Biegert is trusting that concern for the future of the canyon will shift public opinion to his side. Certainly the founders of the national parks had no intention of authorizing access for its own sake, or of subjecting the national parks to every cultural obsession, convenience, toy, or public whim. Yet, ironically, although the park system itself was in large part a vision of the Western railroads, it is the Grand Canyon Railway, not the automobile, that some on the park staff now accuse of offering just "entertainment." My grandfather knew better, as do millions of other Americans who finally acknowledge the social tragedies the automobile has caused.

Nor is it a question of who stands to profit. Private railroads are no less legitimate because their profits may accrue to someone other than Chrysler, Toyota, or General Motors. The question is what is best for the future of the national parks—more development *inside* their boundaries, on lands allegedly set aside "inalienable for all time"; or outside the parks, where the railroads, in keeping with that mandate, have proven time and again that access and preservation need not be in conflict.



COURTESY CALIFORNIA STATE RAILROAD MUSEUM

COLLECTION OF ALFRED RUNTE

Barely 16 years apart, these two advertisements featuring Yellowstone boldly contrast the marketing aims of the railroads, whose emphasis was transportation, and ensuing concessioners, whose reliance on the automobile launched modern efforts to turn park attractions into major profit centers. In the railroad advertisement (left), the journey itself is extolled and park features faithfully depicted; in contrast, the ad on the right ignores preservation. Bears exist to draw crowds who prefer hotels over scenery. Old Faithful geyser is a backdrop, as if it exists only to distract passing motorists.

Yes, all public transportation is more restrictive than travel by car, but that again is just the point. Now, more than ever, the parks need social filters to help visitors make a choice about whether it is more important to safeguard the national parks or just to brag that one has "been there." The line must be drawn eventually; why not do so today, with elegance and sensitivity, rather than disavow the day of reckoning with more and more asphalt? In short, what best allows young and old, weak and strong, the privilege of access, yet insists, through innovative technology and the journey itself, that everyone plan in concert for the sake of preservation?

Enough, then, of the equally simplistic argument that public transportation is costly and therefore elitist. The line-up of motor vehicles now common at most entrance stations consists of expensive cars and recreational vehicles whose owners could easily afford a round-trip railroad ticket. Of course, the poor should be subsidized, as long as they too accept the need for self-restraint.

As Aldo Leopold observed in his wilderness classic, *A Sand County Almanac*, "It is the expansion of transport without a corresponding growth of perception that threatens us with qualitative bankruptcy of the recreational process. Recreational development is a job not of building roads into lovely country, but of building receptivity into the still unlovely human mind."

Born of the age when travel, by necessity, was a community experience, the passenger train teaches receptivity as a matter of course. The unlovely side of our nature is more comfortable behind the wheel, where human grief and environmental suffering are both easily discounted. Even so, receptivity survives, occasionally reawakening with distinction, as at Glacier, Denali, and Grand Canyon national parks, or, as with Yellowstone, Yosemite, and Mount Rainier, extending at least the hope of community through the renewal of rail passenger service. Toward that end, may all of us have the courage to choose receptivity over self-indulgence, and, having done so, be rededicated in mind and spirit to preserving the best of the American land and the best means for its salvation.

A member of NPCA's board of trustees, Alfred Runte is internationally recognized as a historian of the national parks. His latest works include Yosemite: The Embattled Wilderness *and* Trains of Discovery: Western Railroads and the National Parks.

Plight of the Plovers

Though opposed by some, restrictions on East Coast beach use have allowed threatened piping plovers to increase in number.

By Bill Sharp and Elaine Appleton

MARK WILSON

IT IS THE MIDDLE OF THE NIGHT June 14, 1993, on Cape Cod's North Beach in Chatham, Massachusetts. A few feet uphill of the spring high tide line, in an unremarkable dent in the sand, a brood of piping plovers—two adults and three chicks—huddles in a space about the diameter of a large grapefruit.

Suddenly, over the top of the dune comes a four-wheel drive vehicle. The startled birds stay still, instinctively knowing that their protective coloring makes them nearly invisible. Wildlife workers find them the next day—three chicks and one adult in that same space—flattened in the tire track of the vehicle. They find the second adult dead in the other tire track.

Although this accident involved an emergency vehicle on its way to a plane crash, the incident points out the need for close management at beach areas where people and plovers meet. Increasingly, the Park Service is required to engage in expensive, labor-intensive management to satisfy its dual purpose to protect wildlife and provide for the enjoyment of the public. In the case of the piping plover, which was added to the U.S. list of threatened and endangered species in 1986, federal laws govern activities in the bird's habitat. Although restrictions extend to pedestrians, beach goers, and fishermen, the most contentious issue involves off-road vehicles (ORVs).

MARK WILSON

The shore-dwelling piping plover competes for living space with beach goers such as fishermen and dune-buggy enthusiasts. The National Park Service restricts vehicle and pedestrian traffic on the beaches of national parks and seashores once this threatened bird's nesting season begins.

From Maine to South Carolina, vehicle restrictions to protect plovers at national seashores and other beaches are now common. But surf fishermen and dune-buggy enthusiasts are furious. They can no longer travel to their favorite haunts during nesting season, which can stretch from March to mid-August. Nearby home and business owners also complain about restrictions. The arguments surrounding the piping

MARK WILSON

Once piping plovers begin nesting in mid-March, the Park Service fences off a portion of the beach to stop any pedestrian or vehicular traffic from disturbing the birds.

CARY WOLINSKY

Before 1961, beach vehicles were allowed unlimited access up and down Cape Cod.

plover have become so divisive that in 1992 the *Boston Globe* called the bird "the spotted owl of the Atlantic Coast." But NPCA's Northeast Regional Director Bruce Craig says, "If the plovers can't have a safe haven in the national parks, just how is the species to thrive?"

Piping plovers, named for their high-pitched call, measure about seven inches long and have a 15-inch wingspan. The color of dry sand, piping plovers prefer barrier beaches and spits for nesting. More than 100 years ago, the Atlantic population of piping plovers was large enough to make them a common sight from Newfoundland to South Carolina. Plumage hunters caused their decline around the turn of the century, but the birds rebounded during the 1940s, as shorebird feathers became less popular for human headgear. But their numbers fell again as people began a postwar invasion of the shoreline, steadily reducing the birds' available habitat. The piping plover currently is listed as endangered in the Great Lakes region and is considered threatened elsewhere.

Anne Hecht, endangered species biologist with the U.S. Fish and Wildlife Service (USFWS) in Massachusetts, leads the U.S. Atlantic Coast Piping Plover Recovery Team. Fish and Wildlife, National Park Service (NPS), and state programs have worked together to increase the 1986 Eastern seaboard piping plover population of 790, including both the United States and Canada, to the current more viable population of 1,200.

Key locations in all these efforts, Hecht says, are the national seashores and other park units. She identifies six sites as crucial plover nesting areas: Cape Cod National Seashore in Massachusetts; Fire Island National Seashore in New York; Gateway National Recreation Area in New York and New Jersey; Assateague Island National Seashore in Maryland and Virginia; and Cape Hatteras and Cape Lookout national seashores in North Carolina. The Commonwealth of Massachusetts and Cape Cod National Seashore boast combined federal, state, and local efforts that have doubled the state's plover population in the past three years.

Unlike USFWS, which blocks access completely to some of its wildlife refuges, the Park Service does not close an area altogether, an action that would be easier and cheaper, says David Manski, chief of natural resource programs at Cape Cod National Seashore. What the Park Service does instead requires vigilance and care. For instance, staff at Cape Cod National Seashore starts in late March to fence off the upper portions of the beach, closing them to the public. People can pass in front of the fenced-off area, but cannot walk through it. Dogs and kites are also prohibited at this time. Once the eggs hatch, the Park Service closes the beach to vehicles and keeps it closed until the chicks either disappear or fledge.

Manski points out that these efforts also benefit several other species that share the same habitat as the piping plover. Common terns, the Massachusetts-listed least tern, and the federally listed roseate tern, as well as a rare plant and the endangered tiger beetle live in this wild beach community.

Diligent labor is needed to protect these birds, and during the 1993 breeding season at Cape Cod National Seashore, abundant proof exists of what a difficult chore this is. Park visitors aided by binoculars and Park Service experts have trouble seeing plover chicks even when they are pointed out. While the adults are hard to see, the chicks are nearly impossible. When they move in characteristics spurts, the fluffy offspring look less like chicks than errant balls of lint propelled by the wind. The birds' mottled eggs are even harder to see and are easily stepped on if fencing does not prevent pedestrians from passing through the nesting area.

The intensive effort to protect the birds, along with these other species, is

MARK WILSON

Vehicle tracks can be dangerous to a chick, which can become trapped in the groove.

MARK WILSON

Plover chicks will wander up to a mile on a beach to forage for food. During this time, the chicks are especially vulnerable to disturbances, such as kite flying.

not cheap. Cape Cod National Seashore spent $93,000 for salaries as well as administrative and vehicle expenses during 1993. Such costs will rise as the plover population increases. But the program is paying off. After holding steady from 1986 through 1990 at about 140 nesting pairs, numbers rose to the 1993 tally of 280, by far the largest state population along the Atlantic.

You might expect Andy Ringgold, superintendent at Cape Cod National Seashore, to be elated over his park's prominent role in this nesting success, but his pleasure is tempered with some caution. The steady rise in plovers has forced the Park Service to enforce restrictions on more and more beach, frustrating ORV owners in particular as the birds reclaim land. "We've done everything we can to protect the plovers, but as our success becomes more significant, the impacts on recreational activities become more significant as well," says Ringgold.

Before 1961, when the park was established, drivers could take their vehicles virtually anywhere they felt like going on the beaches or into the impressive dunes. But even before the plover was listed, executive orders signed by Presidents Nixon and Carter limited vehicle use on federal lands. ORV use in the dunes is now forbidden. Use on the beach was restricted to an 8.5-mile stretch when the plover was listed as a threatened species.

Once chicks have hatched and portions of the beach are closed, fishermen and ORV users can no longer travel freely along the shoreline. Before 1990, plovers chose to nest along more secluded parts of the seashore, leaving the 8.5-mile stretch to ORVs and the fishermen and beach goers who use it. Now, says Manski, "Plovers are expanding into the ORV corridor, closing down the beach during the height of the summer. The ORV people want use of the beach at the same time the plovers want to be there." In 1993, NPS closed all but a half mile of Cape Cod National Seashore's ORV corridor for five days, and some portion of the corridor was closed for up to six weeks. Competition for the beach is likely to become even more intense this summer as a record crop of piping plovers returns for a new nesting season.

The dilemma of Cape Cod's achievement is heightened by the widespread success of other conservation measures in Massachusetts. ORV users cannot simply use the land outside of the park, because the birds are nesting on municipal and state beaches, where they are also protected.

Frustrated ORV fishermen joke about adopting hawks. They occasionally bring cats ("honorary plover wardens") to their meetings. The gags help members vent their anger about regulations that restrict what some of them consider "the traditional human uses of the beaches." ORV users get high marks for compliance from Manski, despite their frustration.

Louis MacKeil is president of the Cape Cod Salties, a fishing club that uses ORVs to reach fishing spots along the seashore. He is convinced that fishermen can coexist with piping plovers. "We aren't asking them to let us run amok on the beaches," says MacKeil. "But we want to at least pass by the birds and get closer to the spots where we know there are fish."

The very thought of ORVs passing by a nest after chicks have hatched bothers Scott Hecker, director of the coastal water bird program for the Massachusetts Audubon Society. Newly hatched plover chicks leave the nest to forage as soon as their down feathers dry. They wander the beach, feeding frequently, until they fledge at four to five weeks of age. "Piping plover chicks wander up to a mile from the nest when they are one day old," says Hecker. At that age, they get trapped in ORV tracks on their way to and from feeding areas, and some are inevitably run over.

The Park Service makes a great effort to keep peace with the people who come to enjoy the park. Staff members check nesting sites daily and alert ORV users as well as others to any changes that may affect access to the beach. Even so, accidents happen when people disobey the rules.

Hecker recalls June 20 of last year, when he was checking piping plover nests on Duxbury Beach north of the Cape. Hecker left the family of plover chicks he was watching and walked up the beach to look for other nests. On his return an hour later, he saw a single vehicle moving up the beach, too late for him to stop it. When he reached the nest area, Hecker found one of four piping plover chicks dead in a tire track, and the rest of the plover family standing over the dead bird. USFWS's Hecht estimates that plover chicks found crushed are only a portion of those killed by vehicles each year.

At Fire Island National Seashore in New York, prime plover habitat abuts prime human real estate. The national seashore wraps around 17 small communities that include about 4,000 houses, a significant portion of them year-round dwellings. Roads do not exist on this long and narrow island—only jeep trails. Off-road traffic on parkland along with regular ferry runs provides basic services to the island communities.

Park officials here are caught in the bind of having to frustrate recreational users and homeowners to obey federal laws. Even the extreme step of requiring pedestrian escort for vehicles passing nesting areas on the beach failed to protect all the chicks—one each was flattened in 1991 and 1992. Last year, the Park Service stepped up its protection efforts; no one was allowed to pass a nest unless escorted by park personnel on foot. And park personnel were available only two times a day. Three chicks fledged successfully, but the price in inconvenience to Fire Islanders and NPS was substantial—as was the cost of additional Park Service labor.

MARK WILSON

The diligence of the Park Service and other agencies to protect plovers also benefits other beach-dwellers, such as common and roseate terns.

This year, two plover-preferred sections of the beach will be closed to vehicles, including a one-mile stretch at Sunken Forest and a six-mile stretch from Old Inlet to Watch Hill, says Natural Resource Specialist James Ebert. This will be a change from trying to guide vehicles past nesting areas at great expense. By closing these beach sections altogether, says Ebert, "we won't have to worry so much about protection, and we'll be able to monitor the species better. We will save money and get better data so we can see if the program is worthwhile."

Even if Fire Island's newest vehicle plan works well, other enforcement needs require effort as well as education. One case in point: kites hovering over the beach mimic the flight patterns of birds that prey on young plovers, disrupting feeding and other behavior. Disturbance to plover chicks caused by kite flying is second only to the disruption caused by ORVs, according to a Massachusetts study. The birds can die because of lost feeding time.

Other parks are far more fortunate in their abilities to keep people and plovers apart. Assateague Island National Seashore, which has supported a stable population of the birds over the past several years, has a vehicle trail running the length of the seashore inland from the beach. Park personnel route off-road vehicles around plover nesting areas, says Carl Zimmerman, chief of resource management. Of the park's 22 oceanfront miles in Maryland, 13 are generally open for ORV use, he says. This may change because storm activity has created new washout areas in the ORV area, which plovers prefer for nesting. The birds have been quick to take advantage of any new nesting sites elsewhere.

Cape Hatteras and Cape Lookout national seashores in North Carolina also have a fairly steady, albeit low, production of piping plovers. North Carolina marks the southern tip of the plover's reproductive range; only a few spots in South Carolina support nesting. The region's value as plover habitat is not known, but predation from mink, gulls, snakes, and oystercatchers may exceeds the danger from vehicles.

Throughout the piping plover's range, NPS personnel struggle to protect these small birds from a variety of threats. The plover controversy, whether viewed at Cape Cod, Fire Island, Gateway, Assateague, or Cape Lookout, places NPS in a classic bind between its dual responsibilities to preserve and protect species and to provide for public enjoyment of natural resources. It is a dilemma that defies simple answers and that will challenge the Park Service for years to come.

Bill Sharp and Elaine Appleton last wrote for National Parks *about the Park Service's lack of scientific data.*

75th Anniversary: A Retrospective

A Mission to Educate

Throughout its history, NPCA has worked to promote understanding and appreciation of the national parks.

By John Miles

SINCE ITS OUTSET, the National Parks and Conservation Association (NPCA) has maintained that education should be a central purpose of the national parks. The organization, founded in 1919 as the National Parks Association (NPA) by a group of scientists, teachers, and businessmen, has always believed that teaching the public about the parks is the key to their promotion and defense.

NPA evolved from the National Parks Educational Committee, which was formed to "further the view of the national parks as classrooms and museums of Nature." The committee was the brainchild of Robert Sterling Yard, who also worked for the National Park Service. He wanted the Park Service to pursue the idea, but Director Stephen Mather thought an independent organization would better serve the "educational point of view." In a letter to committee Chairman Henry Mcfarland, Mather said that Yard's "recently developed plans for organizing the cooperation of schools and universities of the country [for education in and for the parks] should be continued under freer and more permanent auspices than the government offers."

The association set its direction at the first meeting in June 1919. The founders agreed to print popular science publications about national parks; to send regular bulletins describing park issues to members and allied organizations; and to establish a slide service and picture-library service. With few members and limited financial resources, Yard could manage only a series of bulletins in the first year of operation, sending off a few typed pages of information to members and supporters. During his tenure as editor of publications (1919–41), Yard published 69 issues of *National Parks Bulletin*, an essential tool for education and conservation work. Yard, who had enjoyed a career as a journalist, wanted to produce a magazine but did not have the resources to do so.

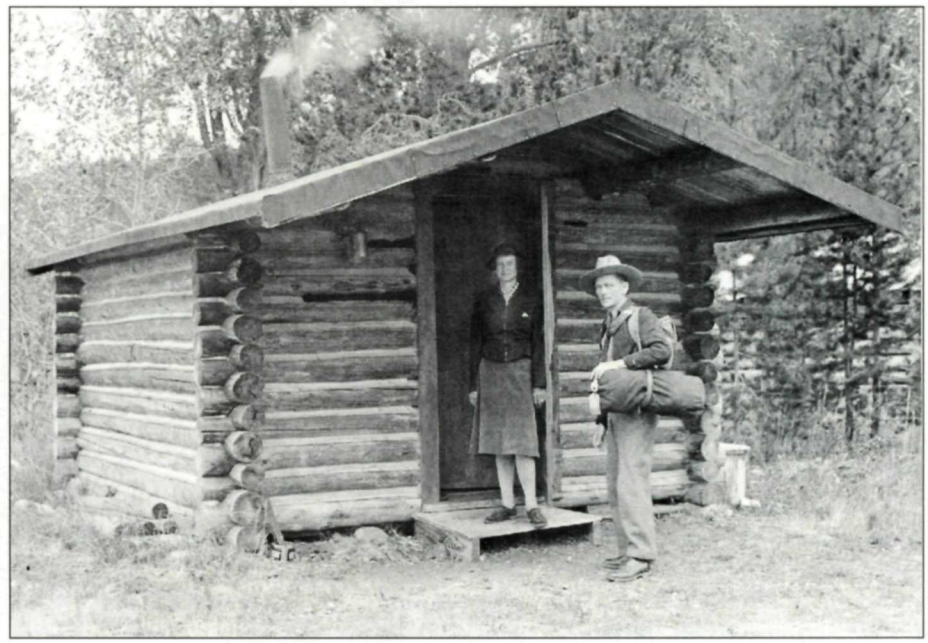
Robert Sterling Yard, as editor of publications from 1919 to 1941, published 69 issues of the *National Parks Bulletin*.

Besides the magazine, other goals outlined in the early agenda were not met. NPA did not issue its popular science publications or establish slide and picture libraries. Early on, Yard and other NPA leaders realized that what the parks needed most was defenders. To protect parks threatened by commercial interests and degradation, Yard recruited allies from other conservation groups, outing clubs, and especially women's clubs. These groups assisted in campaigns involving Congress, and the *Bulletin* was sent to all of them throughout the country.

The *Bulletin* slowly grew to include photographs and thoughtful essays in addition to news. It was intended as a reward for members' support, and it provided information about park issues. But the photographs, maps, and drawings made the *Bulletin* expensive to produce. A no-frills publication was needed to inform allies about issues, and Yard instituted the "National Parks News Service" for this purpose. Much of the writing in both the *Bulletin* and the news service was done by the energetic Yard.

Late in the 1920s, the association found a way to boost the educational mission of the National Park Service. With Mather's encouragement, museums, lectures, guided nature walks, and campfire talks—the beginnings of in-

Mary and Devereux Butcher visiting a ranch that was later to become part of Grand Teton National Park. Butcher started *National Parks* magazine.



DEVEREUX BUTCHER

terpretation—emerged at some of the parks. These programs were not widespread, and stronger administrative and budgetary support was needed to expand them. NPA trustee John Merriam had a special interest in teaching people who were not trained in science to understand nature. A distinguished scientist and conservationist, he pressed for more attention to education in the national parks. At his suggestion, NPA established in 1927 an Advisory Board on Educational and Inspirational Uses of National Parks, with Merriam as chairman.

This group had only begun its work when Secretary of the Interior Roy West appointed Merriam to chair an Interior Department committee to study education-related problems in the national parks. Four of this committee's five members were NPA trustees. The group recommended that a permanent advisory board be established. The National Park Service Educational Advisory Board convened in March 1929 with Merriam again as chairman, and in 1930 a branch of research and education was established within the Park Service. Merriam and his NPA colleagues had succeeded in boosting the cause of education in the national parks.

In 1941 Robert Sterling Yard was forced by his advanced age (he was 80) to relinquish his role as editor, and Devereux Butcher, recently appointed NPA's executive secretary, added publications to his duties. An artist, writer, and photographer, Butcher shared Yard's conviction that education should be a primary mission of the association and that a magazine should be the centerpiece of this work. Butcher succeeded in increasing the association's membership and raising enough money to change the *National Parks Bulletin* into *National Parks Magazine*.

Beginning in 1941, the magazine was published quarterly with entertaining and informative articles illustrated with photographs, many of which Butcher took during his extensive travels through the National Park System. Regular publication enabled Butcher to attract outstanding writers, among them future NPA President Sigurd Olson and future trustee Olaus Murie. Butcher, who edited the magazine until 1958, made it a key vehicle in national park protection battles.

During the 1950s, NPA expanded its educational mission. In 1955 college student Elizabeth Cushman approached the National Park Service with a proposal that high school and college students volunteer during summers to work in the national parks. The parks would have a pool of workers to help with park projects, and the students would learn and grow from the experience. The Park Service liked the idea and suggested that Cushman seek the sponsorship of the National Parks Association. Fred Packard, then executive secretary of the association, was impressed with Cushman's idea, and the Student Conservation Program was created. Students worked in Olympic and Grand Teton national parks on projects ranging from trail building to assisting with research. The association sponsored the program for three years, during which it proved that it could accomplish significant work for parks and education for student volunteers.

The Student Conservation Program was controversial within the leadership of NPA. Some thought it a waste of scarce resources. Others believed it was precisely what the association should be doing. The argument was over how best to defend the national parks. Educational programs did not always address current problems and produce immediate results, at least in terms of park protection. In 1960, the association withdrew its sponsorship, but it had helped to launch an experiment that continues today as the Student Conservation Association. For more than 35 years since, SCA has placed thousands of student volunteers with public land management agencies. Much good work and education has been the result.

In 1959 NPA trustee B. Floyd Flickinger, a retired college professor and Park Service historian, argued that NPA should be *the* leader in park education. He believed the association should offer programs about parks for teachers and other adults, publish popular and technical books on park matters, and employ a director to oversee these programs. Anthony Wayne Smith, NPA's executive secretary, agreed that the association should be active in this area, but he did not agree that its educational mission should be as broad as Flickinger advocated. Instead, he initiated the Conservation Education Center, in part, to replace

NATIONAL PARK SERVICE

STUDENT CONSERVATION ASSOC.

NPA initiated both interpretation and the Student Conservation Program. Top, a ranger describes a starfish to young visitors, and, bottom, students at Olympic.

the Student Conservation Program as protection against the Internal Revenue Service (IRS).

NPA and other conservation organizations were, at this time, struggling with an IRS definition of a nonprofit, which would not allow "lobbying" but would allow education. Smith was not keen on the Student Conservation Program, which he regarded as financially risky, but he saw its value as an appropriate activity helpful with the IRS. When he severed NPA's relationship with the Student Conservation Program, he founded the Conservation Education Center. The center presented lectures, field trips, symposia, motion pictures, and exhibits on parks and conservation. Notables such as planner Ian McHarg, writer Rachel Carson, and scientist Barry Commoner addressed center audiences in the Washington, D.C., area from 1960 to 1970. The Conservation Education Center served an important but limited community and did not advance the larger association agenda of park protection and education.

In the 1970s, NPA changed its name to the National Parks and Conservation Association (NPCA) and moved toward a broader publications program, which was realized in the 1980s. Eugenia Connally, the fifth editor of *National Parks* magazine, worked on a growing list of NPCA publications. The association's investigations in the late 1970s revealed major problems in the national parks, which led to a congressionally mandated assessment by the National Park Service. The Park Service documented scores of threats to natural and cultural park resources.

NPCA convened a conference in Jackson Hole in 1981 to explore the underlying causes of the problems in the parks and subsequently published *National Parks in Crisis* in 1982. Other publications on greenline parks, visitor impact management, and threats to the waters that flow through parks followed. Publication in 1988 of the nine-volume *National Park System Plan* was a milestone in the association's educational program. It offered a comprehensive vision of the future of the National Park System and elevated its role in the debate about what national parks were, should be, and might become. Many NPCA publications have not been aimed at the general public as the founders envisioned but instead are directed at Congress, the Park Service, and other specific groups in a position to affect park policy and management. The *National Park System Plan* is an outstanding example of this approach.

NPCA's founders were educators who knew the United States had, in its national parks, an educational resource of inestimable value. They understood the power of education as a tool for protecting this resource. Today, NPCA continues to define its educational mission and struggles to be current in its methods. It continues to use publications to alert decision makers, NPCA members, and a concerned public to problems and opportunities for park protection. It embraces a range of outreach activities and seeks to send its messages into print and electronic media. Direct mail and grassroots outreach play an increasingly important role. Robert Sterling Yard could not have imagined some of the techniques used by NPCA in its educational campaigns today, but he would surely approve.

John Miles teaches environmental studies at Western Washington University and is writing a book about NPCA. This is the third in a series of four articles examining NPCA's history in honor of its 75th year.

Subterranean Journey

Some of the world's longest, deepest, and most spectacular caves can be found within the park system.

By Todd Wilkinson

AN EXAMINATION of the foothills in the southern New Mexican desert reveals little of the rich underworld that lies beneath. Far below the cacti, rattlesnakes, and searing heat of the summer sun is Carlsbad Cavern, a realm of toothy stalactites and stalagmites, gypsum "flowers," and pools filled with lily pads made of stone. Dark and dank, it is a labyrinth half a million years old, where the thermostat remains at a chilly but near constant 56 degrees Fahrenheit. According to some, the cavern as well as caves in general are the gateway to the last true wilderness on Earth.

Most caves in the United States are karstic—they are composed structurally of water-soluble limestone, marble, or gypsum. Over millions of years, as acidic water flowed, dripped, and percolated through the ground, it exploited gaps in the rock, creating passageways that are now inhabited by specialized communities of plants and animals. The karstic nature of caves is crucial to the process of storing and filtering subsurface groundwater. Evidence suggests that at least 22 percent of the nation's fresh water supply is held in karstic aquifers. In the eastern United States, fully 44 percent of available groundwater passes through caves.

Although some caves have a history of being abused, federal legislation passed in 1988 is slowly ushering in a new era of protection. The Cave Resources Protection Act, signed into law by Ronald Reagan, mandates that a comprehensive inventory of all caves be compiled and used as a basis for a new geographic information system. The complex inventory—which involves mapping ecological, geological, and hydrological components—began in October 1993.

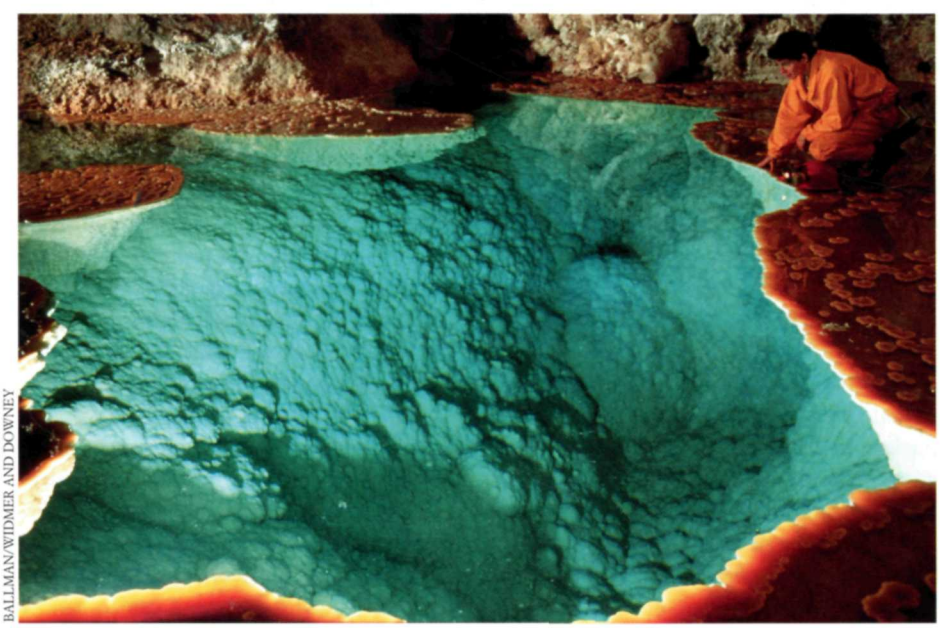
Roughly one in every six units of the park system—about 60 sites in all—has caves beneath its terrestrial boundary. Many offer tours, and a fee is charged for the service. Visitors who tour a cave should be prepared for low ceilings and slippery conditions.

Carlsbad Caverns

This year, three quarters of a million visitors will descend into Carlsbad Cavern, a sanctuary for thousands of Mexican free-tail bats. At nightfall, the bats leave the cave in huge swarms during an exodus that can last up to two hours.

In the late 1800s, tons of bat dung, called guano, were quarried from the caverns to be used as fertilizer.

The national park includes Lechuguilla Cave, one of the 80 caves found there. At a depth of 1,593 feet, Lech-



BALLMAN/WIDMER AND DOWNEY

NORMAN R. THOMPSON

NORMAN R. THOMPSON

Images from Carlsbad's caves, clockwise: an underground lake, frostwork, and a caver admiring gypsum flowers.

STEVE MULLIGAN

Stalactite in Timpanogos Cave, one of the tallest caves in the world.

uguilla is the deepest known cave in the United States. To put the measurement in perspective, Lechuguilla's depth matches the height of a 160-story skyscraper. Since intensive exploration began in 1986, more than 60 miles of passages, many containing spectacular rock formations, have been found in Lechuguilla. Although much of Lechuguilla is closed to the public, visitors can explore the rest of the caverns.

A lunchroom, recently recommended for removal, was built into one of Carlsbad's larger passageways. Two tours are offered, and both follow paved, well-lighted trails. On the three-mile blue tour, visitors see all of the caverns' chambers open to the public. The red tour explores the subterranean chamber called the Big Room.

Above ground, visitors can follow the scenic Walnut Canyon Desert Drive or more than 50 miles of hiking trails. Campgrounds are located in the nearby towns of White's City and Carlsbad, where restaurants and service stations also are available. For more information, write to Superintendent, Carlsbad Caverns National Park, 3225 National Parks Highway, Carlsbad, NM 88220.

Timpanogos Cave

The Wasatch Range of northern Utah at Timpanogos Cave National Monument is home to three of the highest-elevation caves in the lower 48 states.

Tunnels constructed during the 1930s pass from Hansen Cave to Middle Cave and finally to Timpanogos Cave. Stalactites and stalagmites are found within the caves, along with helictites, the unusual spiral formations for which these caves are known. These intriguing manifestations of calcite are found elsewhere but nowhere in such tremendous numbers.

A journey to the caves begins at the visitor center. From there, an arduous mile-and-a-half hike leads to the entrance of Hansen Cave, more than 1,000 feet in elevation and more than a mile above sea level.

Tours are limited to fewer than ten people, so reservations are necessary. The park also offers guided nature and geology walks, which include a look at the Great Heart of Timpanogos—a giant formation created by the joining of several stalactites.

Food and other services are available within ten miles of the park. Lodging is available farther away in Orem, Provo, Heber City, and Salt Lake City. In addition to public campgrounds in nearby Uinta National Forest, private campgrounds are available in American Fork, Lehi, Orem, and Provo. For more information, write to Timpanogos Cave National Monument, R.R. 3, Box 200, American Fork, UT 84003.

Oregon Caves

In 1907 Joaquin Miller, the self-proclaimed poet of the Sierras, described the caverns that two years later would become Oregon Caves National Monument, as the "marble halls of Oregon." Few caves within the National Park System have a more spectacular array of geological wonders than this colorful and surreal netherworld located near Cave Junction, Oregon.

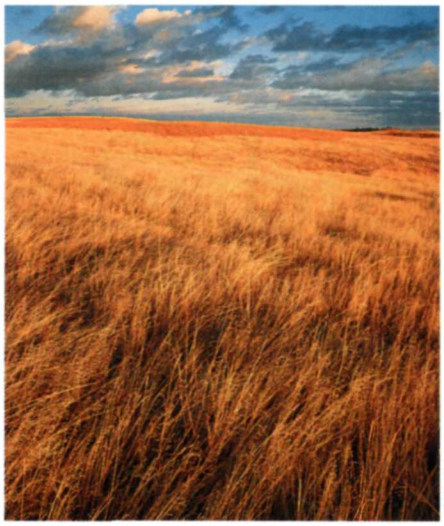
All six of the world's major rock types can be found here, as well as a crystalline substance called "moonmilk." During the 19th century, explorers claimed that smearing this substance on wounds of animals helped them heal so quickly that it seemed magical. With the look and feel of cottage cheese, moonmilk is composed of the same type of bacteria used to make antibiotics.

Tours are offered by the Oregon Cave Company, and lodging is available at The Chateau, a six-story hotel with a dining room, soda fountain, and coffee shop. The park does not have a campground; however, the Forest Service operates two from late May to mid-September in the adjoining Siskiyou National Forest. Neither campground has showers or utility connections. For more information, write to Superintendent, 19000 Caves Highway, Cave Junction, OR 97523.

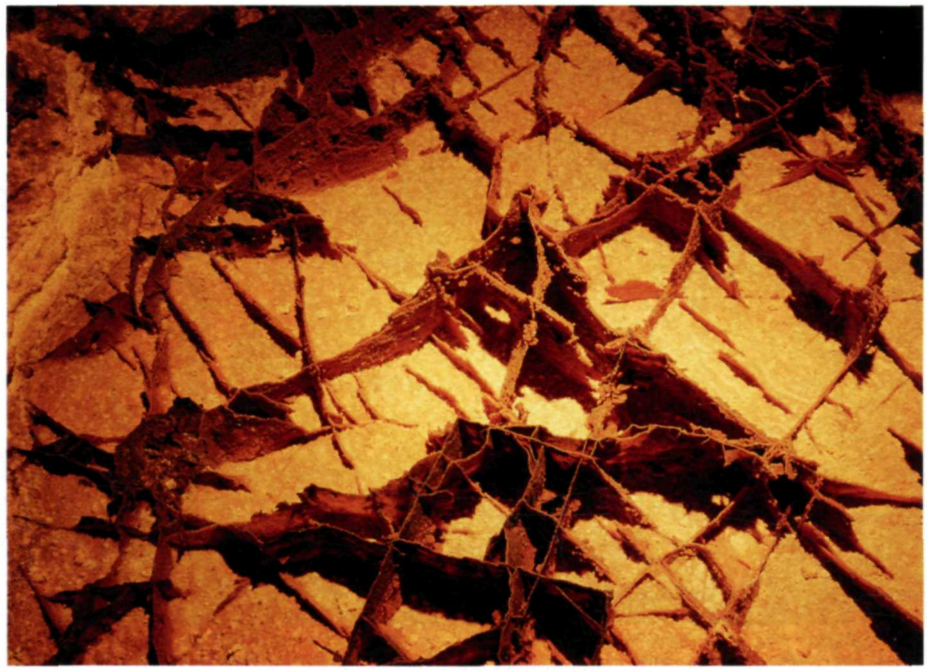
Wind and Jewel Caves

Wind Cave National Park and its smaller cousin, Jewel Cave National Monument, are phenomena that seem out of place following a long drive across the High Plains. Rivaling the majesty of the Black Hills, and surpassing the man-made artistry of Mount Rushmore, these two caverns continue to reveal new passageways. In fact, at Wind Cave "barometric wind studies estimate that approximately 5 percent of the total cave has been discovered," according to the Park Service.

Set apart from the prairie ecosystem of bison, prairie dogs, and pronghorn, Wind Cave, near Hot Springs, South Dakota, is one of the world's oldest



TOM TILL



TOM TILL

Views outside and inside of Wind Cave in South Dakota. Above, Black Hills grasslands and, right, boxwork inside of the cave.

caves and the sixth longest. First discovered in the 1800s, Wind Cave became America's seventh national park in 1903, thanks largely to then-President Theodore Roosevelt.

Rangers lead tours year-round. A fee is charged, and tickets can be purchased at the visitor center. Special cave tours for handicapped visitors may be arranged by contacting park headquarters. Campgrounds are available inside as well as outside of the park. Motels, hotels, camp supply stores, and service stations are available in both Hot Springs and Custer. For more information, write to Superintendent, Wind Cave National Park, Hot Springs, SD 57757.

Jewel Cave, the third longest in the world, is equally endowed with mesmerizing features, including the calcite crystals that gave the cave its name. In 1908, when the cave was established as a monument, less than one-half mile of passages was known, and the primary attractions were chambers of the jewel-like calcite crystals. Other treasures include translucent sheets called "draperies," created by water trickling down a slanted cave ceiling.

Explorations over the past 30 years have revealed much more of the cave's underground riches. Because of the cave's scientific value, much of it is closed to the public, but tour routes have been designated for visitors.

Camping and lodging are not available at Jewel Cave, but both are available in public lands and communities nearby. The nearest campground, one of several in Black Hills National Forest, is seven miles east of the park. For more information, write to Jewel Cave National Monument, Route 1, Box 60AA, Custer, SD 57730.

Mammoth Cave

Established as a national park in 1941, Mammoth Cave National Park remains the most popular cave in the United States, attracting 2 million visitors annually. The 350-mile-long cave is the longest in the world, and some passageways are still uncharted.

Mammoth was discovered during the 1790s, when a hunter chased a bear into the cave. By the time the War of 1812 erupted, entrepreneurs were mining nitrates from the cave for gunpowder. Scarcely three decades later, Stephen Bishop, a self-educated African-American slave, began guiding guests into the cave. Its mystique attracted 19th-century Shakespearean actors, such as Edwin Booth (brother of Lincoln's assassin, John Wilkes Booth), who recited plays in the torch-lit chambers. The cave also housed a hospital for victims of tuberculosis, because at the time doctors believed the damp air would do the patients good. Visitors who tour the cave can still see the hospital ruins.

The cave is world-renowned for its geology, flora, and fauna. Some of the more unusual creatures include white spiders, shrimp, crayfish, and eyeless fish. The cave's cool darkness also has attracted molds and mushrooms.

Ranger-guided tours are offered year-round. The park has three campgrounds—Headquarters, Houchins Ferry, and Dennison Ferry—open all year on a first-come, first-served basis. All but Dennison Ferry have water. Backcountry camping is allowed with a permit.

Besides the cave, visitors can enjoy scenic drives and hikes as well as trips on the Green River from April through October. The Mammoth Cave Hotel Complex has rooms, restaurant, campstore, and gasoline station and is open all year. Rustic cottages, hot showers, and a laundry are available spring through fall. For more information, write to Mammoth Cave National Park, Mammoth Cave, KY 42259.

Todd Wilkinson lives in Bozeman, Montana, and writes regularly about national park issues.

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COME MARCH WITH US

Join thousands of marchers this Earth Day weekend, April 22–24.

March for Parks, the NPCA walk event for parks, is held each year in conjunction with Earth Day. With support from national corporations and local businesses, hundreds of marches are organized each year to benefit parks nationwide. We have a record number of march organizers, or March Partners, signed up this year and are looking forward to a successful March for Parks weekend, April 22–24.

Earth Day is just around the corner, but it is never too late to participate in March for Parks. If you are not organizing a march, look for one to join. Contact the parks in your community and ask whether a March for Parks is being held to benefit the park, look in your local papers for notices of March for Parks events close by, or call our Washington, D.C., office to find the nearest event.

If a March for Parks is scheduled for your area, contact the event's March Partner to find out how you can help and where to pick up a pledge form so you can start collecting donations for your park. March for Parks events raise money for park improvements, protection, and education projects benefiting national, state, and local parks. Each march is different, so find out what is being done in your area. NPCA will award national prizes, including two round-trip airline tickets to the local march participant who raises the most money, and a pair of hiking boots to a random march supporter. Contact the March Partner in your area to become eligible.

Every year March for Parks has two flagship events. This year, the flagship march in San Francisco, organized by corporate sponsor Foghorn Press, will benefit the Presidio. One of the oldest military sites in the country, the Presidio will be transferred this year to the National Park Service. A lot of work needs to be done to transform the military site into a park unit. Foghorn Press is using March for Parks to involve citizens in this effort. Sign-up sheets located throughout the march route will identify six projects in the park. For six consecutive weekends following the march, Foghorn Press, the Park Service, and the people who have agreed to participate will organize work groups for each project.

The flagship march in Washington, D.C., will benefit Rock Creek Park, one of the largest urban national parks in the United States. On the day of the march, participants can assemble picnic tables, plant trees, and clean up the creek. They can also sign up to work on other projects later in the season. All funds raised will help pay for exercise stations throughout the park, environmental education programs at the park's visitor center, and an audio tape to accompany a handicapped-accessible trail.

Again this year, March for Parks relies on the support of some outstanding sponsors: G. H. Bass; Foghorn Press; the Faultless Starch/Bon Ami Company; Tom's of Maine; the Polaroid Education Program; and Scholastic, Inc. These companies make it possible for NPCA to organize March for Parks and to provide all of the March Partner kits free of charge.

If you are interested in contributing to March for Parks, you may do so by donating to March for Parks care of NPCA's Washington, D.C., office or by purchasing March for Parks merchandise. All proceeds from the sale of merchandise go toward the March for Parks program. Your contribution will help NPCA continue this great program next year.

If you are interested in participating in March for Parks, call 1-800-NAT-PARK, extension 222, to find the march nearest you.

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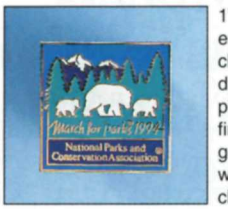

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NOTICES

Much Ado About the 75th

With one eye on the past and another on the future, NPCA is planning several events to coincide with its 75th anniversary conference. Titled "Citizens Protecting America's Parks: Joining Forces for the Future," the conference will be held May 18–21 in San Francisco, California.

At a news conference May 18, NPCA will release its comprehensive report, *National Parks in Crisis*, outlining in detail the threats endangering each of the national parks. NPCA believes that increased media coverage, public awareness, and citizen action will result in better protection for these natural and cultural resources.

To further promote citizen action, Foghorn Press, a San Francisco-based publishing company that has worked with NPCA in the past, will publish *Our Endangered Parks: What You Can Do To Protect Our National Heritage.* This updated version of NPCA's guidebook for grassroots action will be released in time for the anniversary.

Throughout the conference, concurrent workshops for activists will be held on such topics as starting a nonprofit park support group, fund raising, resource management strategies, and building a strong relationship with the National Park Service. Interior Secretary Bruce Babbitt, Park Service Director Roger Kennedy, Sen. Dianne Feinstein (D-Calif.), and NPCA trustee Robin Winks, among others, have been invited to speak at the conference.

The evening of May 19, NPCA's actual anniversary, will begin with a tour of San Francisco's Presidio, scheduled to become a national park this fall, and will conclude with the 75th anniversary dinner. At the dinner NPCA will announce the winner of the 1994 Marjory Stoneman Douglas award, named for the noted environmental activist who has devoted years to preserving the Florida Everglades. An ancillary reception at Alcatraz and a field trip to see interpretive programs at Marin Headlands are also planned.

The National Park Service is cooperating with NPCA in the development and implementation of the conference, thereby forging a strong relationship between public and private organizations. Contact Athan Manuel at 1-800-NAT-PARK, extension 221, for more information on 75th anniversary events.

What Friends Are For

Recognizing the need for communication and cooperation among park support groups, also known as "friends" groups, NPCA has taken steps toward building them into a national network. Friends groups raise money, lobby on the local and national levels, and provide hands-on problem solving for parks but do not have a national network for guidance and communication.

NPCA met with Vera Guise of Friends of the Blue Ridge Parkway and Victoria Greenlee of Friends of the National Parks at Gettysburg in December to discuss goals and issues. This spring, NPCA will put together two working groups to build the network. One group will develop a model agreement for cooperative partnerships between friends groups and the National Park Service. Another group, composed of representatives from NPCA's regional offices and friends groups, will use regional sessions at the 75th anniversary conference to develop short- and long-term goals. For more information, contact Tom St. Hilaire at 1-800-NAT-PARK, extension 220.

Cascades Conference

Although one side of the border between the United States and Canada in the North Cascades Ecosystem remains thickly forested, the other has been heavily clearcut, as the two countries have in the past had differing views of wilderness management. To protect this wilderness and plan for regional ecosystem management, U.S. and Canadian agencies have discussed the creation of the Cascades International Park and Reserve.

Establishing this international park is the focus of the "Conference on Protection and Management of the North Cascades Ecosystem," to be held March 25–27 at the University of Washington in Seattle. In addition to examining the roles each country would play, conference participants will analyze the area's biological resources and explore current and potential alternatives to resource exploitation.

NPCA, the National Park Service, and the Canadian Study Center at the School of International Studies at the University of Washington are jointly sponsoring the conference, along with 28 other U.S. and Canadian agencies and organizations. The conference is made possible by a grant from the Skagit Environmental Endowment Commission. For more information, contact Dale Crane, NPCA Pacific Northwest regional director, 618 South 223rd St., Des Moines, WA 98198.

For Parks, Not Profit

As a result of successful marketing promotions NPCA has undertaken with three of its concerned corporate partners, more than $48,000 was raised in 1993 for specific projects at four national parks.

The badly damaged trails at Sequoia-Kings Canyon National Park in California, for one, will be rehabilitated with the help of $8,000 raised in cooperation with Sequoia Grove Vineyards. Visitors to this park will also benefit from new exhibits about the dangers of human-bear interaction, created in part with a $4,000 donation from a Casal Thaulero Winery promotion.

NPCA's long-standing partnership with Matrix Essentials yielded more than $36,000 to aid trail rehabilitation and revegetation projects at Grand Canyon, Redwood, and Everglades national parks. NPCA President Paul Pritchard presented a donation of

JOSÉ MENDEZ

NPCA President Paul Pritchard (right) presents a donation to Everglades Superintendent Dick Ring (left) and National Park Service Director Roger Kennedy.

$12,117 to Everglades Superintendent Dick Ring and National Park Service Director Roger Kennedy at an Everglades Coalition conference in January.

Invitation to Acadia

NPCA and the Smithsonian Institution's National Associate Program are sponsoring their first joint educational travel seminar in Maine's Acadia National Park. Scheduled to take place September 8–11, the seminar will provide participants with an insider's look at the park's unusual ocean and mountain scenery. Opportunities to tour the park include several guided hikes, early-morning birding trips, and a scenic nature cruise to view wildlife. Evening presentations will be led by experts on park geology and history, with one panel focusing on the park's resource management challenges.

If response is as good as expected, NPCA and the Smithsonian will jointly plan other travel seminars to national parks. As spaces are limited, reserve your place for the Acadia trip soon. For registration information, write to Bruce Craig, NPCA Northeast regional director, at NPCA, 1776 Massachusetts Avenue, N.W., Washington, DC 20036 or call 1-800-NAT-PARK, extension 236.

Kudos to Foghorn

For its involvement in and promotion of NPCA's March for Parks campaign, San Francisco's Foghorn Press will receive the 1993 Take Pride in California award. The award is given by the American Express Philanthropic Program and the California Department of Parks and Recreation to honor outstanding volunteer efforts benefiting the state's natural and cultural resources.

When California's financial problems threatened to close state parks and curtail services at others, Foghorn Press, along with NPCA, organized a March for Parks to protect Angel Island State Park. The event raised $12,000 to be split between the Angel Island Association and the Department of Parks and Recreation. For information on this year's March for Parks, see page 46.

Summer Internship

NPCA's Conservation Programs department is looking for summer interns to serve as research assistants and to work on several legislative issues, including at least one major project. Interns prepare fact sheets, analyze documents, attend and collect information at congressional hearings, draft correspondence, and provide office support.

Interested individuals with college-

level senior, graduate, or postgraduate student standing and relevant experience should send a resumé, cover letter, short writing sample, and two references or letters of recommendation by April 1 to Conservation Programs Internship, NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036. For information, call Laura Loomis at 1-800-NAT-PARK, extension 233.

Saving Civil War Sites

As Congress considers two bills calling for preservation of Civil War battlefields in the Shenandoah Valley, historians, preservationists, and the National Park Service continue to push for battlefield preservation on national and local fronts. In Fredericksburg, Virginia, for example, the Park Service and the Rappahannock Valley Civil War Round Table will co-host the second annual "Preserving Virginia's Civil War Heritage" conference March 26–27. The conference will feature speakers Edwin C. Bearss, chief historian for the Park Service, and A. Wilson Greene, executive director of the Association for the Preservation of Civil War Sites. A bus tour of the Wilderness Battlefield is also planned. Call 703-373-1672 or 703-659-0128 for information.

The Only Way to Fly

The NPCA Member Travel Program is offering NPCA members a 10 percent discount on all full-fare United Airlines tickets purchased in the month of April. This replaces the 5 percent rebate usually available to members. Contact your NPCA travel representative at 1-800-825-NPCA for reservations.

Next Issue...

In the May/June issue, you will find the last article in the NPCA history series by John Miles, and stories on volunteers who devote their time and effort on behalf of parks; the dilemma of removing mountain goats foreign to Olympic National Park; and the growing problem of plant poaching. Also look for a rundown of summer events in the national parks.

NPG Statement on Population

We Believe that the Optimum Rate of Population Growth is Negative

We believe that the optimum **rate** of population growth for the United States (and for the world) is **negative** until such time as the **scale** of economic activity, and its environmental effects, are reduced to a level that would be sustainable indefinitely.

We are convinced that if present rates of population and economic growth are allowed to continue, the end result, within the lifetimes of many of us, would inevitably be near universal poverty in a hopelessly polluted nation and world.

We agree with Professor Herman Daly who has pointed out that the human economy is a subset of the biosphere, and that **the current scale of economic activity relative to the biosphere is already far too large to be sustainable indefinitely.**

Stabilization Is Not Enough

We believe that calls for merely slowing down rapid population growth, or for stabilizing population at present or even higher levels, **are totally inadequate.**

Such proposals, while presented as a solution, **fail to address the central issue**: how to create a national (and world) economy that will be sustainable indefinitely.

At present or at even higher levels of population, neither the application of science and technology, nor simplifying life-styles, nor any combination of the two, can offer any hope of reducing our impact on the environment to a sustainable level.

We Need a Smaller Population

We recognize that our impact on the environment in terms of pollution and resource depletion is the product of our numbers times our per capita consumption of energy and materials. Thus, there are only three ways by which that impact can be reduced:

- By reducing the size of our population by a negative rate of population growth.
- By reducing over consumption (in the United States and other developed countries) by simplifying life-styles.
- By reducing resource depletion and pollution per unit of consumption through more efficient use of energy and materials.

Population size is by far the most critical of those three variables. **Nevertheless, our present scale of economic activity is so large relative to the biosphere that all three measures are needed in order to reduce it to a sustainable level.**

An Urgent Need

Over 20 years ago, when our U.S. population was far smaller, (about 202 million, rather than our present 260 million), Professor John Holdren correctly saw the urgent need for a negative rate of population growth. At that time he wrote,

"...What is surprising...is that there is not more agreement concerning what the rate of change of population size should be. For given the uncertain, but possibly grave, risks associated with substantially increasing our impact on the environment, and given that population growth aggravates or impedes the solution of a wide variety of other problems...it should be obvious that the optimum **rate** of population growth is zero or negative until such time as the uncertainties have been removed and the problems solved."

A Population Goal for Our Country

We must have, first of all, a nationally-determined population goal for our country, accompanied by effective policies to achieve it.

We urge Congress and President Clinton to set, as a top priority national goal, **the achievement of a negative rate of population growth for the United States until such time as the scale of our economic activity is reduced to a sustainable level.**

We also call on our political leaders to urge other nations to pursue a similar goal.

Please help us build broad public support for a national policy to achieve a negative rate of population growth.

NPG is a nonprofit, national membership organization established in 1972. ***We are the only organization that calls for a smaller U.S. and world population, and recommends specific, realistic measures to achieve those goals.***

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NP-394

Gold Town

WHEN ASKED TO think of gold rushes, most people envision the rich gold fields of California and Alaska, not the wilderness of northern Minnesota. But in the late 1800s, "boomers" flocked to the Rainy Lake area, in what is now Voyageurs National Park, in search of glittering wealth.

A new book, *Gold Town to Ghost Town: Boom and Bust on Rainy Lake*, by David E. Perry, tells the story of this little-known gold rush. Perry relies mostly on newspaper reports from the time and first-person accounts to bring to life the sights, sounds, and smells of a turn-of-the-century boomtown in the Minnesota wilderness.

By his account, it seems that even the gold camp of raucous prospectors called Rainy Lake City was, as most people find Minnesota to be, polite and civilized. Only a single fatal shooting occurred in the short history of the city. Even so, it had its share of colorful characters—Paddy the Keg, Gold Bug Jimmy, Double-Breasted Johnny-on-the-Spot, and One-Armed Sullivan (the infamous shooting victim). And Rainy Lake City did have "places where you can get Indian Whiskey at 15 cents per small glass; or play any kind of robber's game that you are looking for," and two establishments "[kept] females to dance."

Unfortunately, the gold in the Rainy Lake fields was scarce and hard to retrieve, and the prospectors soon left for richer fields. Because the Rainy Lake gold rush was so short (lasting from 1893 to about 1900) and unproductive, this book has limited historical significance. But perhaps more important, the book points out how the rush changed northern Minnesota forever. Many who came for gold stayed for the wealth of the forests, waters, and wildlife. Loggers and settlers found the old prospector's routes, and now the area has many communities.

Anyone planning a trip to Voyageurs would enjoy reading this short book before touring the mine fields and the site of Rainy Lake City in the park.

Gold Town to Ghost Town: Boom and Bust on Rainy Lake, $6.95 for paperback, published by and available from Lakes States Interpretive Association, International Falls, Minnesota.

—*Yvette La Pierre*

Trains of Discovery

Roberts Rinehart Publishers has released a collector's edition of Alfred Runte's *Trains of Discovery: Western Railroads and the National Parks*, a beautifully illustrated book that captures the spirit of the period when Americans were accustomed to passenger trains as a serious option for travel.

In his 96-page book, Runte argues that without the assistance of the railroads, Yellowstone, Yosemite, Glacier, and the Grand Canyon, among others, might never have become national parks. While Runte says the railroads were profit-motivated, he maintains that the railways were environmentally aware of the land and its value, a virtue that died with the increased use of the automobile. Train and park buffs will enjoy this book, which has an important message for anyone working to alleviate the traffic congestion in the parks.

Trains of Discovery; paperback edition $19.95, regular hardback $35; and numbered, signed limited edition, $60; Roberts Rinehart Publishers, Niwot, Colorado.

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Diabolical Landscapes

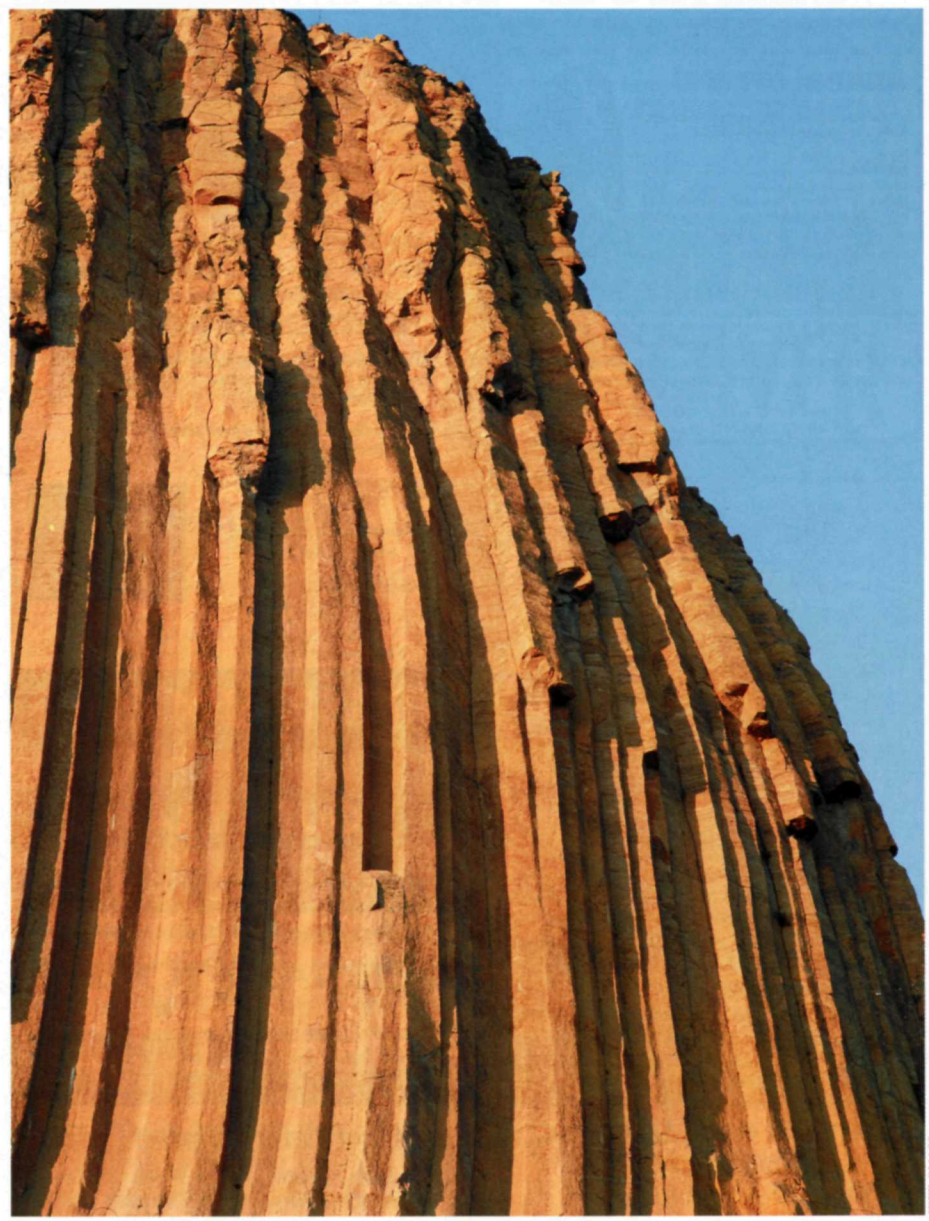
PARK PURSUIT tests your knowledge of the history and the natural resources represented within the National Park System. Clues can be found in past issues of the magazine, in books, or in literature about the parks.

The March/April quiz focuses on sites with titles that suggest the devil was at work when they were named, and information has been provided to aid you in identifying the places shown.

In Death Valley National Monument, for instance, stretches of land and towers of rock were cursed with the name of the devil or associated with death or misery. Devils Cornfield, an arrangement of arrow weed, and Devils Golf Course, the rugged surface in the center of Death Valley, are just two of the names bestowed upon the area.

Elsewhere, the despair and hardship endured by pioneers on the arduous journeys west can be seen in the names given to mountains, canyons, lakes, and towns along the way. Mount Misery, Devils Lake, and the towns of Tombstone and Last Chance are scattered along routes to the Pacific Ocean. Even so, a goodly number of Mount Pleasants, Fairviews, and Edens are mixed in as well. And if optimism was unable to pull these weary explorers through, there was always Hope, whether the pioneers ended up in Arkansas, North Dakota, or Arizona.

If you are unable to wait until the next issue for the answers, call our 900 number from a touch-tone phone (see page 8). Answers to the January/February quiz are: 1. International Peace Garden in North Dakota; 2. St. Croix Island International Historic Site in Maine; and 3. Perry's Victory and International Peace Memorial in Ohio.

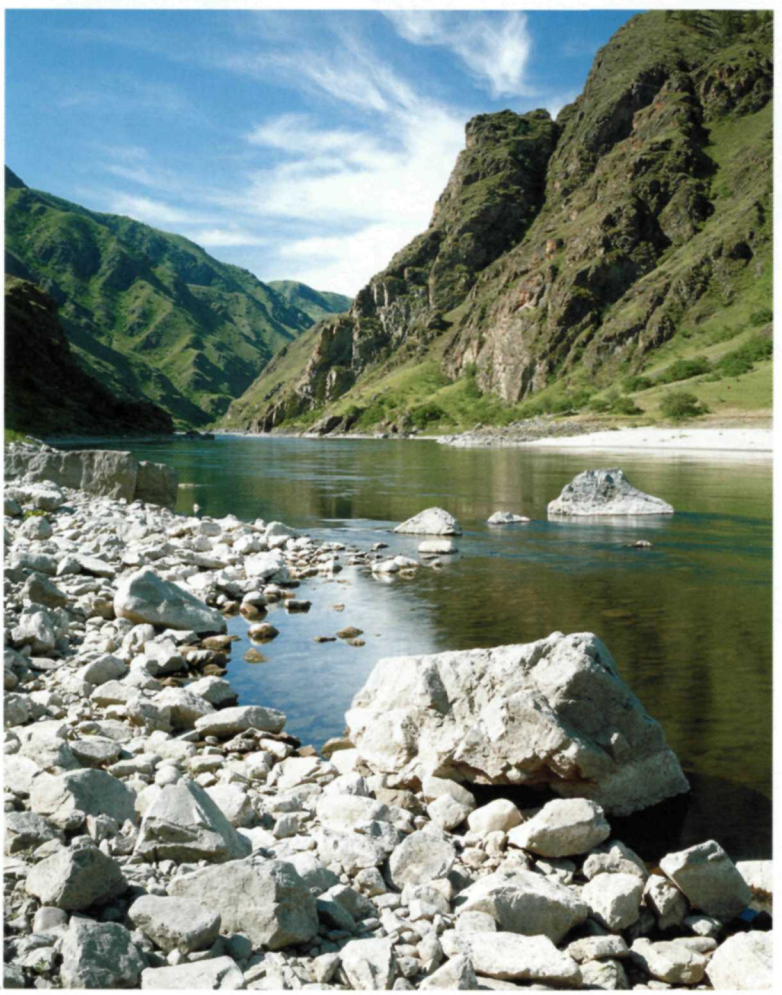


JEFF GNASS

1. This fluted stone column rises 1,280 feet above the bed of a river. It was the object of Richard Dreyfuss' obsession in the 1976 movie *Close Encounters of the Third Kind*. Geologists believe this fluted stone was formed by a mass of molten rock. What national park site is this?

GEORGE WUERTHNER

2. This pile of stone is a remnant of a basaltic lava flow that extended approximately six miles. Ice removed the bulk of this basaltic flow. One of the more resistant parts, shown here, is about 900 feet long and 200 feet high. What national park site is this?



JEFF GNASS

3. Although not a unit of the National Park System, this national recreation area's scenery qualifies it as a national park. A serpent-like river slithers through a canyon where Seven Devils romp along the shore. The site is currently administered by the U.S. Forest Service, but preservationists are pushing for a park designation. What recreation area is this?

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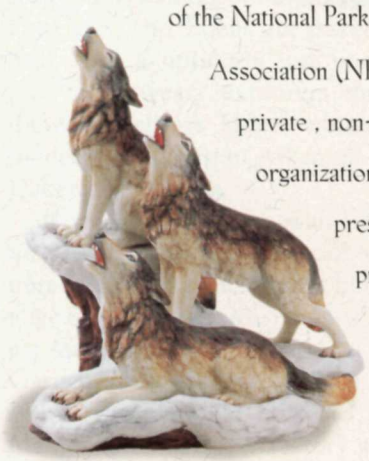

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