

The Magazine of
The National Parks
Conservation
Association

National Parks

FALL 2005

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Maine's North Woods

Petersburg at a Crossroads

Invasion in Point Reyes

An Excursion That's for the Birds



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The Next Big Thing?

In recent decades, only California and Alaska have set aside huge swaths of land to create new national parks, but there's a chance Maine might be next.

By Heidi Ridgley

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Petersburg at a Crossroads

Petersburg is poised to become either the largest Civil War battlefield in the entire park system or prime land for subdivisions and strip malls.

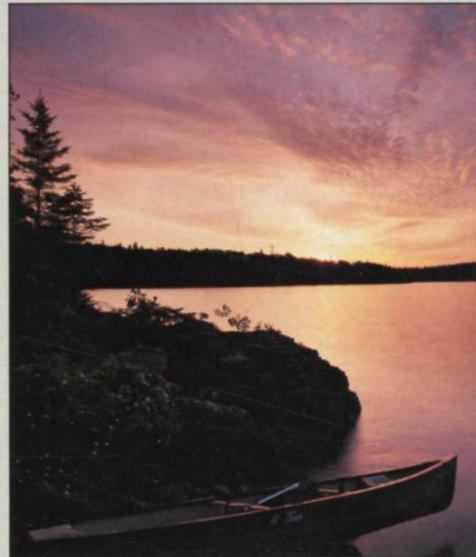
By Phyllis McIntosh

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Deer vs. Deer

The management of native and non-native deer at Point Reyes National Seashore has many people taking sides.

By Bruce Leonard



The sun rises over Eagle Lake, part of the Allagash Wilderness Waterway in Maine's North Woods, *by Paul Rezendes.*



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MICHAEL H. FRANCIS



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PRESIDENT'S OUTLOOK

A Challenge to our Members

In August, I traveled to Seattle to visit Mount Rainier National Park with a group of NPCA supporters and colleagues. Our plan was to hike for a full day through Glacier Basin to Camp Sherman, and then after a day of rest, to climb to the summit. During the daylight hours we passed glaciers framed by tower-



ing trees, and in the evenings we enjoyed the stars and rested our sore knees.

Although an ice fall prevented us from reaching the summit, this particular trip was especially rewarding for me as I heard first hand from some park staff how much they appreciated the important role NPCA plays in protecting the parks.

The National Park Service is charged with caring for these incredible places, but NPCA serves as the advocate for the parks and for the thousands of dedicated employees who work for the agency. We provide an independent, nonpartisan voice that is not subject to the whims of Congress and the administration in the short-term, but rather concerned about preserving the parks for the long haul, ensuring that they remain unimpaired for future generations.

Sometimes our work can be an uphill climb, and no one understands this better than our members and supporters. This past spring, one of our 300,000 members demonstrated the depth of her support in a most generous and extraordinary way: she committed \$20 million, spread over four years in a challenge grant to NPCA to help fully protect and fund our parks by 2016, the centennial anniversary of the Park Service. This generous gesture is a strong endorsement of our past successes and our plans for the future. In making this incredible gift, the donor is helping to sustain the important work that we do, and she hopes it will challenge others to increase their support.

Half of the gift was earmarked for our endowment with a challenge: For every additional dollar committed to our endowment, the donor will contribute two dollars. This investment is a wonderful validation of NPCA's hard work. It recognizes our role as the leading voice of the American people in protecting and enhancing our National Park System.

I look forward to sharing with you ways in which you can join in this effort to expand the scope and strength of our work to protect the parks. We thank all of our members for their continued support to sustain the best idea America ever had, the national parks.

Thomas C. Kiernan

A Rare Opportunity

As I stood on the deck of a tour boat in Glacier Bay National Park in Alaska this summer, listening to the crack of “white thunder”—the noise created when chunks of ice break off or “calve” from a glacier—I marveled at the lack of human imprint on the land. Here, nature is supreme.



CHAD EVANS WYATT

Some national parks in the Lower 48 offer such an experience, but great expanses of unbroken land are few and far between, especially along the hyper-developed East Coast. One such place is the 3.2-million-acre Maine Woods.

In this issue, we explore the proposal to transform this area into Maine Woods National Park and Preserve. The land, no longer needed by the paper mills, is for sale. (See story, page 20.)

According to polls, a majority of Maine residents would like Congress to designate the area a national park. Some oppose the proposal, fearing a loss of access to traditional recreation and hunting areas. No matter which side you are on, most everyone agrees that the opportunity to preserve this much land is rare.

Maine residents may look to Alaska for guidance. Although some resisted the landmark Alaska National Interest Lands Conservation Act, which 25 years ago created or expanded 15 national parks including Glacier Bay, many today embrace the park idea. The parks draw thousands of tourists and bring in millions of dollars. In the process, these lands are preserved for generations to come to enjoy. What's not to like?

Linda M. Rancourt
Editor-in-Chief

National Parks

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About N P C A



WHO WE ARE

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

WHAT WE DO

NPCA protects national parks by identifying problems and generating support to resolve them.

WHAT WE STAND FOR

The mission of NPCA is to protect and enhance America's National Park System for present and future generations.

EDITORIAL MISSION

The magazine is the only national publication focusing solely on national parks. *National Parks* creates an awareness of the need to protect and properly manage park resources, encourages an appreciation for the natural and historic treasures found in the parks, and informs and inspires individuals to help preserve them.

MAKE A DIFFERENCE

Members can help defend America's natural and cultural heritage. Activists alert Congress and the administration to park threats; comment on park

planning and adjacent land-use decisions; assist NPCA in developing partnerships; and educate the public and the media. Please sign up to receive *Park Lines*, our biweekly e-mail newsletter. Go to www.npca.org to sign up.

HOW TO DONATE

For more information on Partners for the Parks, contact our Membership Department, extension 213. For information about Trustees for the Parks, bequests, planned gifts, and matching gifts, call our Development Department, extension 145 or 146. You can also donate by shopping online at www.npca.org, where 5 percent of your purchases is donated to NPCA at no extra cost to you.

QUESTIONS?

If you have any questions about your membership, call Member Services at 1-800-628-7275. *National Parks* magazine is among a member's chief benefits. Of the \$25 membership dues, \$6 covers a one-year subscription to the magazine.

HOW TO REACH US

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City Streets of the Future... and the Past

All Things Considered

The proposal to expand the National Mall in Washington, D.C., seems like a good solution to the problems identified in the article [“A Third Century Mall,” Summer 2005]. But those who advocate expansion to areas along the Tidal Basin should anticipate two real problems. The first is transportation—or the lack thereof—in the area. Increasing numbers of cars will worsen existing air pollution problems and make visiting the sites an unpleasant experience. Public transportation, which now is minimal, will have to be improved to avoid this. More critically, plans to use the Tidal Basin for museums should stay on the back burner until the prospects of rising sea levels from global warming are eliminated.

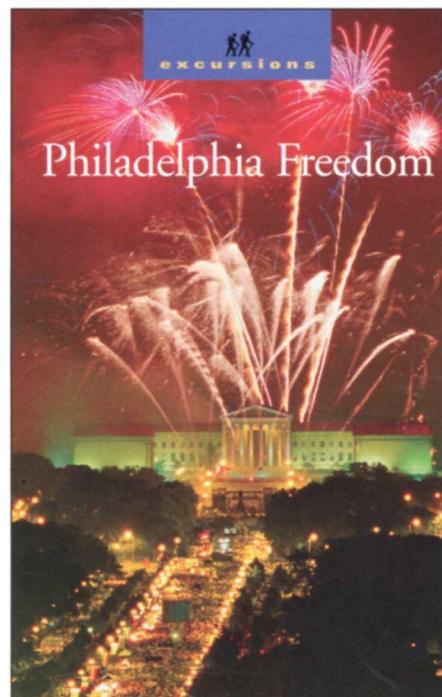
The normal ground water level around the Mall is high enough to cause problems in Smithsonian basements. I'd hate to think of museums along the Potomac being inundated if sea levels rise.

*John Hunter
Lovettsville, VA*

The Streets Where We Live

Elfret's Alley [“Philadelphia Freedom,” Summer 2005] is described as “America's oldest residential street.” This is, I think, a Euro-centric view. There are far older, continuously inhabited residential streets in Acoma, New Mexico; Oraibi, Arizona; and other southwestern Native American pueblos.

*Jeff Robbins
Los Angeles, CA*



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A Photographer Remembers

The photograph you used to illustrate “A Burning Question” [Summer 2005] was one I shot for the National Park Service (NPS) while working as a ranger in Yellowstone in 1988. When the fires started, NPS pulled me from my usual ranger duties and assigned me to shoot pictures of the historic fires for Yellowstone’s archives. The woman in the picture [Gillian Bowser] was a researcher in Yellowstone at the time. She looked like a firefighter in the photo, but as I recall she was doing vegetation research at the time. I believe she left Yellowstone not long after 1988.

*Jeff Henry
Emigrant, MT*

Corrections

On page 8 of the Summer 2005 issue, the photo credit should read Steve Shackelton. In “A Labor of Love,” Mount Rushmore is a national memorial, not a national monument. We apologize for the oversight.

ONLINE CONNECTION

What's New at NPCA.org

LIGHTS, CAMERA, TAKE ACTION!

There’s never been a better time to become an activist for the national parks. NPCA’s brand new Take Action Center not only makes it easier for you to voice your concerns for the parks—it also makes it easier for us to keep you informed. Our goal is to empower you as activists, and now we can do just that by offering the technology you need to make your voices heard. Among brand new features is the Personal Action Center, where you can get information about your members of Congress, see what actions you’ve taken in the past, find local publications where you can submit letters to the editor, and update your personal information.

THANK YOU!

This summer, NPCA released an online survey to solicit feedback from members and activists about our outreach efforts. We appreciate those of you who took the time to respond! Your input will help us shape how we communicate with you, our valued activists, and our policy makers, so together we can become an effective, efficient park protecting team.

IN THE LOOP

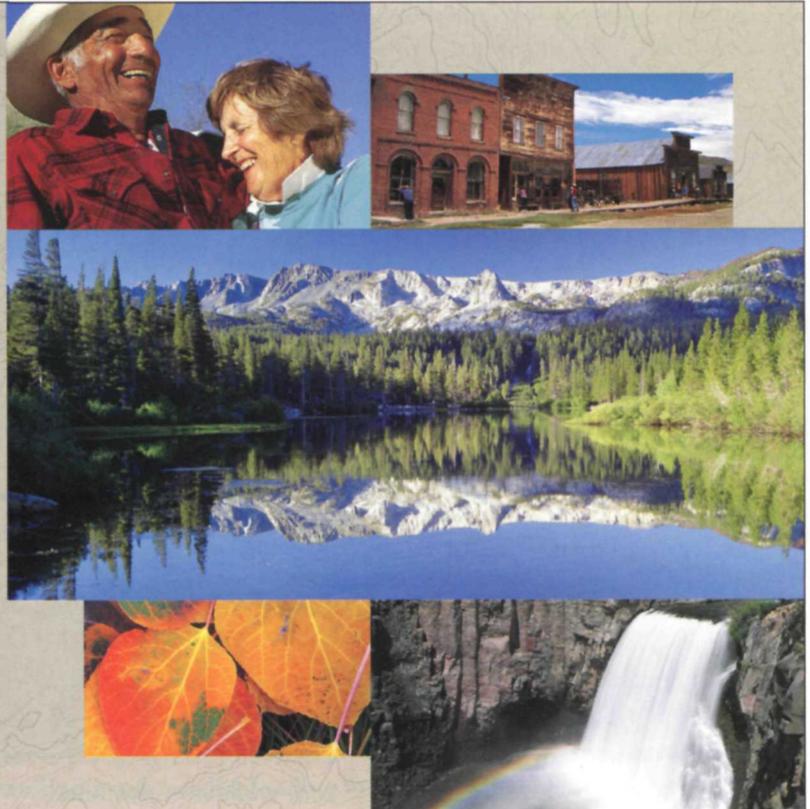
For updates on legislation affecting the parks, check out www.npca.org. These issues develop rapidly, but you can stay informed by subscribing to our e-newsletters, *Park Lines* and *National Park Explorer*. Sign up today!

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ParkScope

NEWS & NOTES

By Scott Kirkwood

The Long and Winding Road

Long-awaited transportation bill paves way for smoother roads, but falls short of park system needs.

Following nine extensions and a two-year delay, Congress finally passed the Transportation Equity Act in August, then handed the bill to President Bush, who signed the legislation on August 10th. Congress generally revisits transportation funding every six years, appropriating money for mass transit and highway construction throughout the country, including roads within the national parks. It's a crucial bit of legislation, as the National Park Service (NPS) itself estimates that 65 percent of the more than 5,000 miles of paved roads in its system are in poor to fair condition.

As usual, the legislation contains some good news and some bad news. First, the good: NPCA's close work with Sen. Paul Sarbanes (D-MD) and Rep. Nick Rahall (D-WV) yielded an alternative transportation program funded at \$24 million per year, beginning in 2006. The move is one step toward improving conditions in parks where more pave-



Signs like this one in Yellowstone are still all too common.

ment clearly isn't the answer. As NPCA's report *Faded Glory* revealed (www.npca.org/across_the_nation), in recent summers, nearly 6,000 vehicles often jockey for 2,400 parking spaces at Grand Canyon, while at Great Smoky Mountains

National Park, 9 million people annually crowd park roads, turning a 40-minute drive through Cades Cove into a 4-hour expedition. Parks like these will soon be able to dip into that funding to pay for shuttle bus transportation systems, pedestrian walkways, bike paths, and waterborne access.

Congress also made specific provisions to fund the repair of the Going-to-the-Sun Road in Glacier National Park, Montana, a road in need of extensive repairs expected to cost between \$140 million and \$170 million.

"It's been nearly 80 years since this road opened and it's in need of a major overhaul," says Gary Danczyk, project manager for Glacier's Going-to-the-Sun Road Mitigation Team. "It's an alpine road in a harsh environment—with avalanches that have pounded the road, the freeze and thaw conditions and the harsh environment. Eighty years of patchwork maintenance have been done on the road, so it's in need of a compre-

hensive end-to-end reconstruction.”

NPS will work with the Federal Highway Administration to select a contractor to perform the work on the 50 miles of roadway carved through the mountains; large-scale construction should begin in the spring of 2007 and last seven or eight years. During that time, Glacier National Park and the neighboring communities need to be sure that visitors have access to the road and what lies at the other end, so the Park Service is working with nearby counties to provide a shuttle system for the duration. With any luck, the system will prove successful enough to continue afterward, limiting pollution, lowering congestion, and eliminating the need to pave over scenic areas for additional parking lots.

Unfortunately, not all parks received such a windfall.

Although President Bush’s 2000 pledge to eliminate the Park Service’s \$4.9 billion backlog and to “restore and renew” the national parks hinged upon

the transportation bill, Congress failed to fulfill the president’s request to double park roads funding from \$165 million to \$320 million annually. The final funding level approved for the program averages out to \$210 million per year, less than half of the \$450 million per year NPS has estimated it needs to retire the road repair backlog and bring most park roads into good condition. NPCA played a crucial role in ensuring the parks will have \$50 million more per year, on average, than they have had in recent years. But the remaining gap increases the need for the president and members of Congress to back the Centennial Act, which would ensure sufficient funding for the Park Service in time for its 100th anniversary in 2016.

On a related note, the fiscal year 2006 budget passed by Congress provides a total of nearly \$1.7 billion for the operating needs of the national parks—a modest increase of \$52 million over the previous year. Congress also allocated \$35 million to allow the Park Service

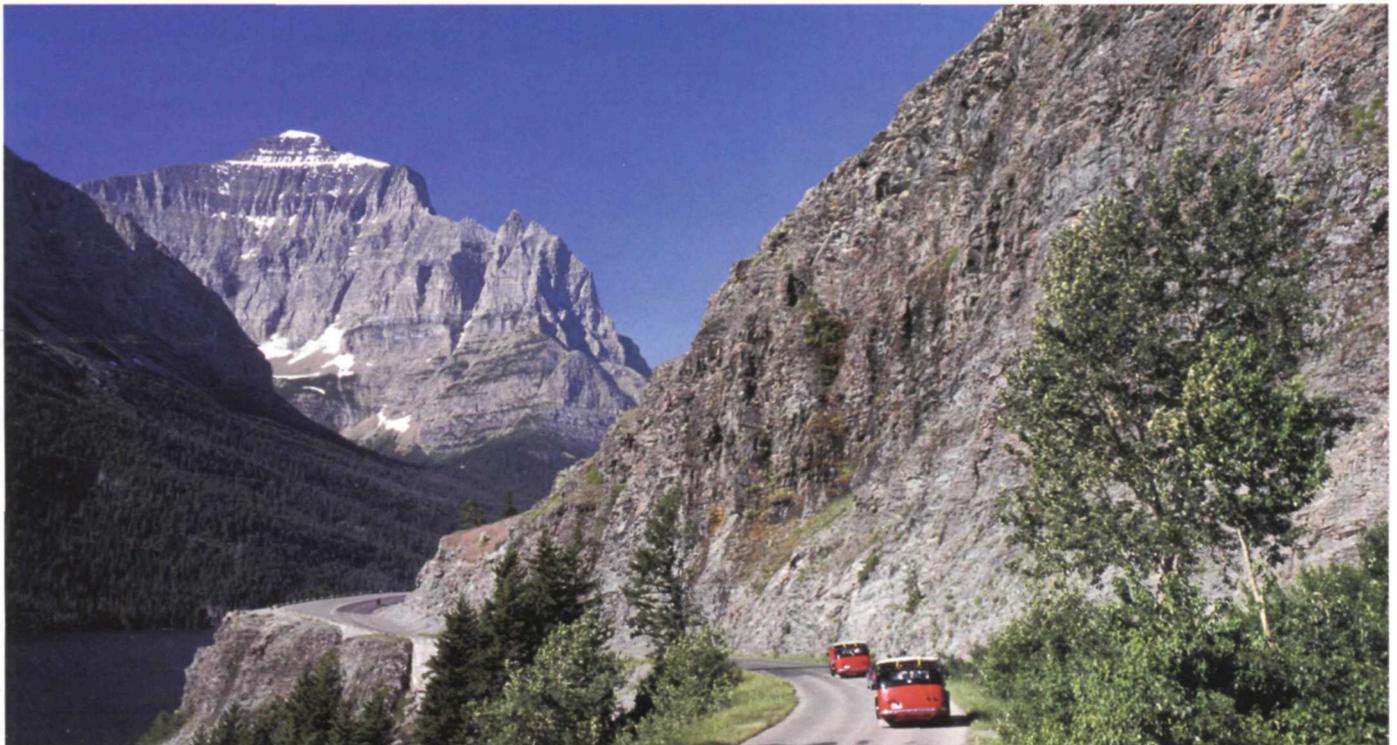
to purchase land now threatened by development from willing sellers. That’s \$20 million less than was available to parks the previous year, \$7 million less than the administration had requested. But some important projects did receive funding, including \$2 million for Big Thicket National Preserve, \$2 million for Harpers Ferry National Historical Park, and \$1.6 million for Lewis and Clark National Historical Park.

ROUGH ROADS AHEAD

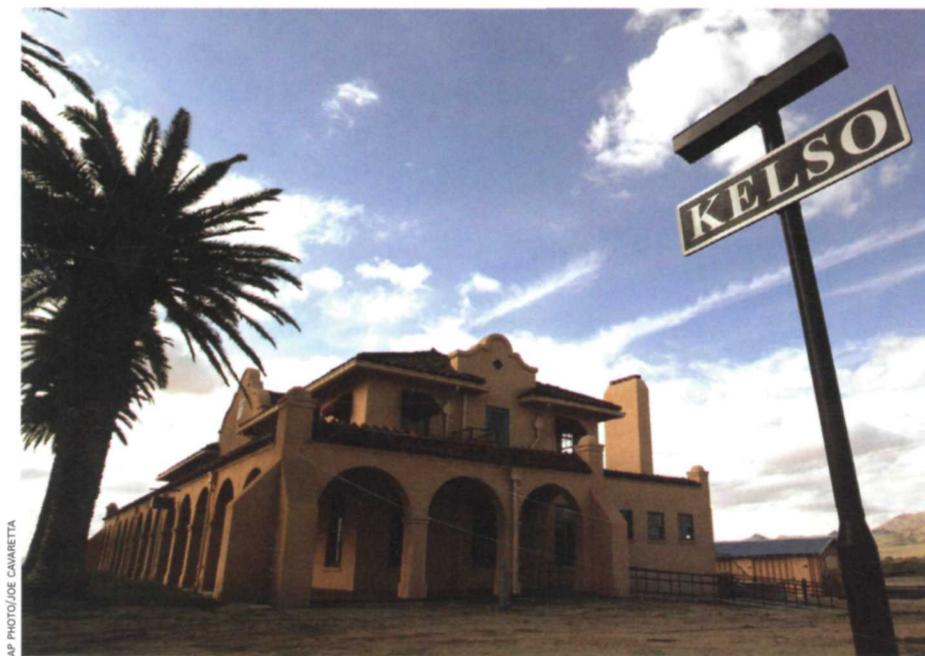
Park roads in the worst condition are found in the following sites:

- Delaware Water Gap National Recreation Area, Pennsylvania and New Jersey
- Glen Canyon National Recreation Area, Utah
- Death Valley National Park, California
- Lake Mead National Recreation Area, Nevada
- Big Bend National Park, Texas
- Joshua Tree National Park, California

Source: National Park Service



Glacier National Park’s Going-to-the-Sun Road received much-needed funding for an eight-year construction project.



AP PHOTO/JOE CAVARETTA

Kelso Depot, Mojave National Preserve, California

Next Stop, Kelso Depot

An abandoned train station in Mojave National Preserve returns to its former grandeur as a new visitor center.

Drive through Mojave National Preserve and you'll find an expansive desert landscape dotted with exotic plants, Joshua tree forests, and towering sand dunes. As the stark, beautiful scenery unfolds before you, a magnificent two-story Mission-style train depot appears in the distance, like a mirage. But it's no illusion.

Built by the Union Pacific Railroad (UP) in 1924, the Kelso Depot served steam locomotives running along the Salt Lake Line from Utah to Los Angeles. The railroad had connected the West Coast to the nation's heartland in 1905, and soon thereafter the town of Kelso sprung up—the ideal location for

a train stop. Poised halfway between Barstow, California, and Las Vegas, Nevada, the depot was constructed at the start of a long uphill grade that rises 2,500 feet—a hefty climb for a steam locomotive. Kelso was the perfect place to house helper engines, which would pull locomotives up the hill toward Cima, remove their payload, then turn around and do it all over again. Nearby Cornfield Spring was an excellent source of water, a crucial ingredient in the operation of coal-fired steam engines.

And once the railroad decided to build a depot, they did it right.

“At that time, Union Pacific was really trying to upgrade its image, facing

competition from the famous Harvey Houses along the Santa Fe line,” says James Woolsey, chief of interpretation at Mojave National Preserve. “Harvey Houses were well known for serving good food and employing pretty young ladies, all as a promotional tool to get people to ride the rails, just as United and Southwest fight over airline passengers today. UP used a Mission Revival style on their depots, like the one in Kelso, which housed a restaurant called the Beanery to serve passengers and the railroad's crews.” On the second floor, office space and bedrooms were used by railroad employees; downstairs, public areas gave weary travelers a place to relax and play billiards. Church services were held on most Sundays.

In the years between World War I and World War II, Kelso was a hub of activity. The Vulcan Mine provided iron ore during WWII, yielding the raw materials for steel produced at a mill in Fontana, California, where the Victory ships were constructed. Growing industry boosted the city's population to a peak of 2,000.

But when the war came to an end, Kelso's prosperity soon followed. Another mine in the region was found to yield higher-quality iron ore. Steam locomotives gave way to diesel engines, which didn't require water, could climb hills without assistance, and were so reliable there was no need to house mechanics at every stop. The city's population slowly declined and the depot finally shut its doors in 1985. Union Pacific made plans to demolish the structure.

But people living in neighboring cities had grown accustomed to the site of the beautiful, incongruous building that had come to symbolize the region's railroad culture, still prevalent today. Rep. Jerry Lewis (R-CA) threw his political muscle behind the battle to preserve

the station, and Union Pacific relented. In 1992, the railroad sold the depot to the federal government for one dollar. With the passage of the Desert Protection Act in 1994, the depot and the surrounding area became a part of Mojave National Preserve. From the beginning, the Park Service knew that the depot's historical significance and its location at the junction of the preserve's two major roadways would make it the perfect visitor center.

Of course, the building required an overhaul before it could serve its new purpose. Debate ensued over whether to gut the structure and simply use the shell to house a modern facility, but preservation won the day. The Park Service chose to retain the depot's historic fabric and refurbish it in a way consistent with its original design. The \$4 million construction process began in 1999 and came to a close in recent weeks. Walls have been reframed and new communications systems have been installed along with modern plumbing and electrical systems. The old Beanery restaurant was restored with countertops and barstools just like those in 1924.

Park officials have begun looking for a private company interested in operating the restaurant, which would welcome locals and visitors alike. The depot itself is scheduled to open in December, and hundreds of local citizens are expected to attend the public dedication.

There's no doubt the depot's reopening will strengthen connections between the park and local communities. NPCA's desert field representative, Deborah DeMeo, has been working with the city of Barstow to introduce a scenic heritage railline that would run from Barstow to Kelso. On weekends, visitors could stroll through Barstow's Western American Railroad Museum, tour the historic Harvey House, Casa del



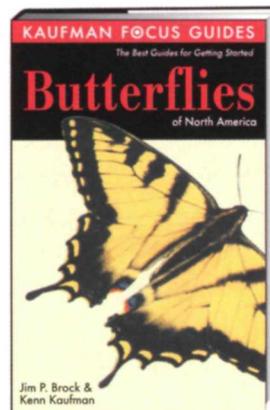
COURTESY OF UNION PACIFIC MUSEUM

Kelso Depot was a hub of activity from World War I to World War II.

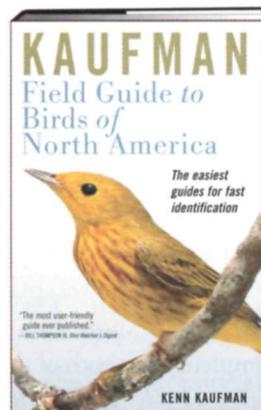
Desierto, and enjoy scenic views of natural wonders like Afton Canyon during the two-hour journey. Cowboys from the Calico Ghost Town may even stage shoot-outs and train robberies along the

route. When visitors arrive at the depot, they'll see park exhibits, take a shuttle to the Kelso Dunes, or just sit back and enjoy a meal at the Beanery, just like travelers did 80 years ago.

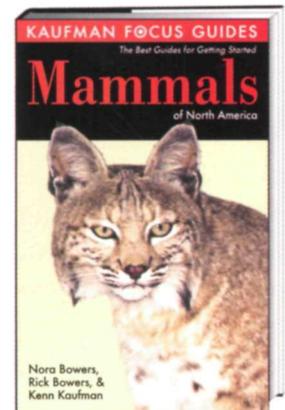
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A new power plant near Yellowstone would have dire impacts on visibility.

Yellowstone advocates can breathe a little easier thanks to a recent decision by a Washington, D.C., appeals court. This summer, judges sided with environmentalists concerned about the impact of a power plant to be constructed near Yellowstone, and it now appears as though the project will be delayed or put on hold completely. Although the ruling might be considered only one procedural decision in a larger case, it's a significant result that establishes the public's right to demand that the federal government abide by certain environmental provisions in the face of scientific evidence.

The story is a bit complicated, and

like many legal thrillers, it may contain a few more unexpected turns, but here are the basics: In December 2002, scientists with the National Park Service (NPS) and U.S. Fish and Wildlife Service (USFWS) determined that a proposed power plant to be located 110 miles northeast of Yellowstone and 75 miles south of the Charles M. Russell National Wildlife Refuge would be a "significant contributor" to poor air quality and poor visibility, yielding negative impacts "severe in frequency and magnitude" in these areas. As "federal Class 1 areas," each is protected by a 1977 amendment to the Clean Air Act, which anticipated the incentive for industry to relocate to

cleaner areas in the wake of Environmental Protection Agency (EPA) efforts to improve conditions elsewhere. What's more, the EPA's own review of Roundup suggested that the two 390-megawatt pulverized coal-fired boilers would produce unduly high SO₂ emissions as well. To mitigate these factors, Roundup would need to nix the project or introduce controls to limit emissions, a potentially expensive and time-consuming process.

In response, the company's executives simply dismissed such proposed alterations, insisting that visibility would invariably be obscured on days when snow, rain, or fog limited natural visibility anyway. Shortly thereafter, Assistant Interior Secretary Craig Manson weighed in on Roundup's side, asking the Montana Department of Environmental Quality to toss out the federal government's own scientific findings and issue a ruling without considering the negative effects; Manson supplied no evidence in support of this dramatic turnaround. The legal question was clear: In cases concerning the protection of federal Class 1 areas, can federal officials simply ignore scientific data?

Roundup's executives argued that the ultimate decision lay with the state of Montana, which was free to rule on its own, regardless of the findings presented by NPS and USFWS. But NPCA teamed with the Greater Yellowstone Coalition and The Wilderness Society to file suit, supporting the crucial input that these agencies provide, and insisting that their findings can't merely be swept aside by the Bush Administration. After a legal briefing, the presiding judge dismissed the case, ruling that private citizens such as NPCA's members had no standing in the matter. But in July, an appeals court reversed that decision, ruling that private citizens have every right

to make their voices heard.

“The fundamental question raised in this appeal is whether Clean Air Act protections for our national parks have any teeth,” says Abby Dillen, a lawyer with Earthjustice, which represents NPCA in the case. “Citizens must be able to hold federal officials accountable when they let politics trump air quality in Yellowstone. This ruling from the appeals court is critical because it confirms that the courthouse doors are open to citizen enforcement suits.”

“The basic issue in this case is whether the National Park Service can maintain professional integrity and judgment in the face of political meddling,” says Tony Jewett, senior director of NPCA’s Northern Rockies Regional Office. “Given that the Park Service is charged with protecting our national parks for future generations, professionalism, science, and good judgment have

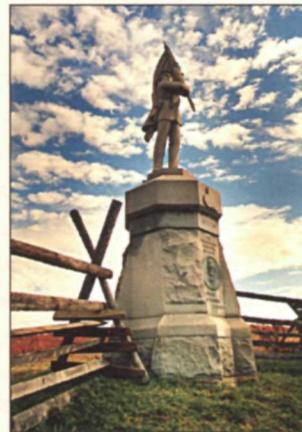
to take precedence over politics.”

Of course, the case isn’t over. Roundup can still appeal the ruling, and even if the ruling stands, there’s a good chance the power plant might still be constructed. But for now, the legal complications seem to have slowed Round-

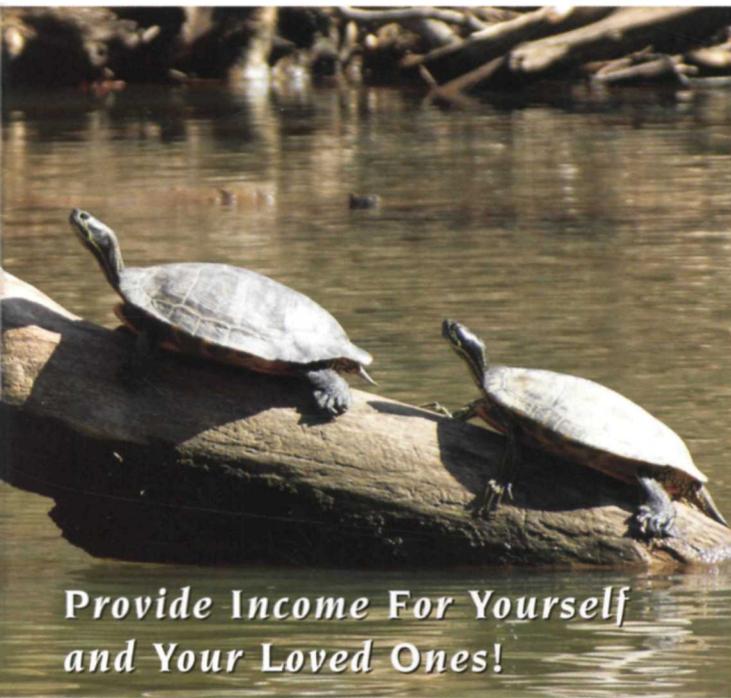
up’s momentum, and the project has screeched to a halt. And that’s good news for the skies over Yellowstone, the plants and animals within its boundaries that call it home, and the millions of park visitors who travel hundreds, even thousands of miles to enjoy every bit of it.

News in Brief

WASHINGTON, D.C.—The Civil War Preservation Trust (CWPT) and The History Channel are encouraging amateur photographers to capture America’s Civil War battlefields and historic shrines on film, like Mark Elson’s winning image to the right. Winners in each of six categories will receive \$250. Second- and third-place winners in each category are eligible for CWPT merchandise and gift certificates at The History Channel’s online store. Amateur photographers should submit high-quality prints no larger than 8” x 10,” which have not won any other contests. Entries must be postmarked by November 30, 2005. For more details, visit www.civilwar.org/photocontest.htm or call 202-367-1861.



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FA05

Q&A

Creating National Parks

From the creation of Yellowstone National Park in 1872 through the designation of the Flight 93 National Memorial more recently, those in Washington, D.C., have seen fit to set aside historic structures and tracts of land that represent the American experience. But the process can be a complicated one fraught with difficult decisions, political infighting, and budget constraints. Former NPS Deputy Director and current NPCA Board Member Deny Galvin explains the ins and outs.

Q: What are the most common ways a national park is created?

A: There are essentially two ways to create a park: Either Congress passes a law or the president creates a national monument under the Antiquities Act. In the latter case, the land must already be federally owned—the president can't create a national monument on private land or state land, for instance. But the vast majority of parks have been created by Congress.

Q: And what steps does that entail?

A: When a park is first proposed, Congress can pass a law asking for a study to be done, and that's often included in an appropriations act to ensure

there's enough funding to do so. But individual members can also simply ask the Secretary of the Interior or the Park Service to do a study—you don't actually need legislation to do so, but in recent years so many studies have been required by legislation that the Park Service doesn't have the funds to do additional studies, so the vast majority of studies are done because Congress passed legislation directing them.

Q: How do these studies determine whether or not a park can and should be created?

A: There are four very clear criteria for



PUBLISHED WITH PERMISSION OF FLIGHT 93 NATIONAL MEMORIAL DESIGN COMPETITION

“Crescent of Embrace,” the winning design for the Flight 93 National Memorial in Pennsylvania.

these studies: One, is the site nationally significant? Specifically, is it an outstanding example of a particular type of resource? Does it possess exceptional value or quality in illustrating or interpreting the natural or cultural themes of our nation's heritage? Does it offer superlative opportunities for public enjoyment or scientific study? And does it retain a high degree of integrity as a true, accurate, and relatively unspoiled example of a resource? There's obviously a lot of judgment in applying those criteria, but when you conduct a study the area has to pass all four of those tests.

The second screen is called suitability: Let's say it's nationally significant, but is it already represented in the park system? If you're considering a park that portrays the nation's industrial history, you look at the other industrial history sites like Lowell National Historical Park and C & O Canal and say: Is this the same thing or is it different?

The third screen is feasibility: Is the area we're studying manageable? Can it be protected? Is it capable of efficient administration by the Park Service at a reasonable cost?

If the site passes those tests, the final question is: Is NPS an appropriate manager? There are areas that meet all of the other criteria, but that are being adequately managed and protected by others, like Mount Vernon, George Washington's home in Virginia. Why would you want to manage it when someone else is doing a perfectly good job?

Q: So the outcome of the study generally determines if a site becomes a park unit?

A: Well, Congress always has the right to disagree. There are many examples—Moccasin Beds in Chattanooga, Tennessee, for instance. The Park Service study

revealed the tract of land on the Tennessee River was clearly a significant historic Cherokee settlement, but there was an asylum and a golf course on the land, so the Park Service objected to the site's inclusion, but the local Representative eventually got his legislation. The Park Service can make its best professional recommendation, but Congress can overturn it or pass a piece of legislation that somehow deals with the Park Service's objections. The most important criteria is probably national significance—if the Park Service says an area isn't nationally significant, that area has a hard time attracting broad congressional support.

Q: How does the process work under the Antiquities Act?

A: That's strictly presidential. One recent example of the Antiquities Act is, of course, President Carter setting aside all those lands in Alaska that ultimately became parks and preserves. The Park Service and other federal agencies had already done a whole series of studies, so he wasn't flying blind—it was just a case of the executive branch disagreeing with Congress: The Alaska delegation was essentially blocking the creation of any park, so Carter trumped them by using the Antiquities Act. And ultimately, Congress did pass legislation to create the new Alaska parks—the Alaska National Interest Lands Conservation Act.

Q: If a park passes all the criteria and gets Congress' approval, getting the money is an entirely different process, isn't it?

A: Oh, yes, money is really the last step. The studies estimate how much it will cost to create and run the park, so in theory Congress and the Office of

Management and Budget know the Park Service's estimate of the cost. Because of the dynamics of the budget cycle, that might mean a park is created, and it's two or three years before any money hits the ground—usually the Park Service sends a skeleton staff, appoints a superintendent and a couple of support staff while awaiting an appropriation.

There are some historic examples where Congress responded with hostility toward the president's use of the Antiquities Act: C & O Canal, Grand Teton, and Mojave Desert, for example, are cases where the Congress withheld money initially as a form of protest, but it's not common. Once people in Congress really 'get' parks, the examples of them fighting the proposals are few and far between.

News in Brief

TOPEKA, KS—On August 30, 2005, *Brown v. Board of Education* National Historic Site was one of four park units to unveil a new postal stamp series commemorating major sites and figures of the Civil Rights Movement. The series of stamps includes images of Martin Luther King, Jr., the Little Rock Nine, the Tuskegee Airmen and the March from Selma to Montgomery. *Brown v. Board of Education* NHS officially opened to the public on May 17, 2004, the 50th Anniversary of the unanimous landmark U.S. Supreme Court decision that ended segregation in public schools. The Civil Rights series is available at your local post office or online at www.usps.com.





The Great Migration

Birds do it, bees do it, dragonflies and manatees do it. But why?

By Amy Leinbach Marquis

Imagine swimming 7,500 miles to give birth; walking 70 miles in sub-zero temperatures to get food; or packing up the family to fly from the North Pole to the South Pole, just for a few extra hours of daylight. All without a single road sign to get you there.

Such scenarios are common for the gray whale, the emperor penguin, and the Arctic tern, respectively—along with others in the animal kingdom, where migration has evolved over hundreds of thousands of years to enhance a species' chance of survival. Why do they mi-

grate? And could it be that the evolution behind these mass movements is still at work, happening in our national parks, right before our very eyes?

In the Everglades and along the Carolina coast, Florida manatees are in the northernmost part of their range. When water temperatures drop below 68 degrees Fahrenheit, the manatee's thin layer of fat makes it hard to regulate body temperature, and a sluggish metabolism makes it even harder to forage. So the gentle sea cow begins its leisurely migration in search of warmer waters.

That's when Everglades National Park becomes a fascinating place to observe migrating manatees. Following in the "footsteps" of their ancestors, some head south to the park's Whitewater Bay. These migrants and others that summered on nearby seagrass beds move inland during cold weather where they "bottom rest" in warm water trapped in the depths of basins, canals, and rivers. After the cold fronts pass, they also hunker down in shallow bays that heat up rapidly when warm temperatures return.

Knowing precisely where manatees migrate is important to preserving their habitat, so the National Park Service recently partnered with the U.S. Geological Survey to track manatees with satellite transmitters and document their movements. This information should bring conservationists closer to protecting an endangered species that wanders outside protective park boundaries.

Like the manatees, pronghorn know no borders. The antelope-like ungulates in Grand Teton make up the second largest migrating herd in the Western hemisphere, traveling about 150 miles twice a year. The park's high mountain meadows make for perfect summering grounds, but heavy winter snows force the group into lower elevations, where they can munch happily on sagebrush until spring arrives again.

Perhaps the greatest modern-day mystery about pronghorn migration is how to preserve it. Historically, at least eight migration routes existed—today, only two corridors remain, and they are being squeezed tighter as housing developments spread across what used to be wide-open ungulate territory.

Out at sea, the Pacific gray whale has less concern with cramped corridors as it does with hunger and the challenge



DOUGLAS FALLNER/CORBIS

Manatee pups learn migration routes from their mothers, who winter in warmer waters.

Amy Leinbach Marquis is assistant editor for *National Parks* magazine.

of giving birth to healthy calves. The toothless giants swim nearly 7,500 miles between feeding grounds in the Bering Sea, where they rummage along a sandy ocean floor for amphipods, tubeworms, and other bottom-dwellers, and the warm lagoons of Baja California, Mexico, where they breed and females return more than a year later to give birth.

Some biologists believe gray whales calve in Baja because killer whale populations are lower and the threat to newborns minimal—a strategic, intelligent example of “outdistancing predators,” says Joel Berger, a biologist with the Wildlife Conservation Society. Professor Dawn Goley of Humboldt State University in Northern California offers another view. Because females give birth after swimming south, fasting all the way, calves are actually born without fat and would have trouble thermo-regulating anywhere colder than the balmy waters of Baja. So why make the return trip? In the spring, 24-hour Arctic sun-



ROBERT LUBBECK/ANIMALS ANIMALS

A green darner feasts on Jack in the Pulpit.

light leads to an intense amount of food production. Evolution has provided the whales with the instinct to return to the Arctic for this not-to-be-missed occasion.

On a slightly smaller scale, consider the green darner. This dragonfly is common throughout the United States and known to migrate along Lake Superior, laying eggs in parks like Pictured Rocks National Lakeshore. Oddly enough, not all green darner populations migrate—and entomologists aren't sure why. Amy

Maskey, a biological technician and acting entomologist at the park, has a hunch that migrating increases reproductive potential. Individuals traveling north extend the species' breeding season, and their larvae develop faster than the resident larvae. Could this be evolution at work?

“The evolution of a migrant population would help ensure the survival of the species as a whole by allowing some of them to retreat to a more favorable climate,” Maskey says. “What I can't say is which came first...the resident or the migrant. I don't know that the question has ever been addressed before.”

Some migration rituals have existed in this country for more than 6,000 years, making these ancient movements part of our country's natural heritage. As humans affect the land between parks, protected areas within the parks provide refuge for weary travelers, whether they are resting, just passing through, or settling into their final destination. ❖

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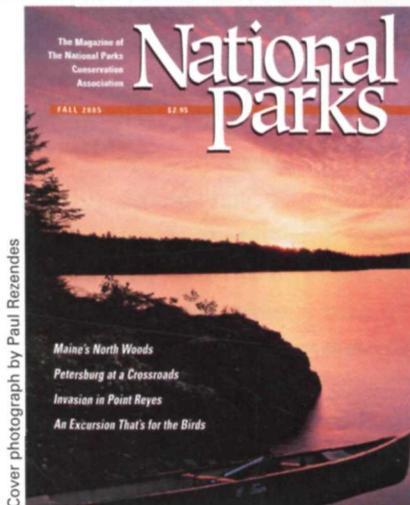
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Cover photograph by Paul Rezendes



Continental Divide

The national parks portray our nation's diverse heritage, but sadly, today's generation of African Americans, Hispanics, and other minorities seldom visit these iconic sites.

By Audrey Peterman

Ten years ago, I started a journey with my husband that has led to some of the most extraordinary places in the country and a life-altering passion. Frank's idea was to travel across the country over several months and camp in the national parks and hike, bird-watch, and take photographs. It wasn't until we were midway across the country, after five weeks of blissful exploration, that it dawned on me how these natural jewels are more than isolated wonders. As part of our National Park System, they represent 388 areas of unspoiled beauty, ancient artifacts, and historic significance vital to our national identity.

If we had been given a magic key to the kingdom, we could hardly have been more elated. Along with the vast panoramas of unimpeded nature, we were amazed to find a legacy

from our African-American ancestors and other people of color in the most unexpected places. In Biscayne National Park, we discovered the amazing story of Sir Lancelot Jones, descendant of a pioneering family, who



Audrey Peterman reflects on her journey through the National Park System.

resisted the blandishments of developers and sold his island to the National Park Service to be protected for posterity. In Sequoia and Kings Canyon National Parks, we found that in 1903, Col. Charles Young and the Buffalo Soldiers were indispens-

able in protecting the 2,000-year-old giant sequoia trees from ranchers and loggers.

Yet, during our maiden voyage to 14 national parks strung out across 12,000 miles, we saw only two other black people in the parks. I suppose we shouldn't have been surprised at the low numbers. Despite ample evidence to the contrary, in focus groups conducted by the National Park Service some years ago African Americans said they felt as though these special places did not relate to them. And the alarmed, fearful reaction of our friends and family when we announced our plans a decade ago

bear this out. In fact, before we embarked on our trip, my husband's mother, then in her mid-70s, promised to spend days and nights in prayer until we got back.

Yet what we discovered on our cross-country journey was not only

TIM AMBROSE/NPSA

the scenery and history the parks had to offer, but also kindred spirits who traveled to the national parks to enjoy the scenery, share their experiences, and forge their memories.

At a campground in Acadia National Park in Maine, the white family in the campsite nearby brought us firewood, and we sat around the campfire talking well into the night. While out for an early morning drive to admire the cliffs in Zion National Park in Utah, we came upon a young white woman thumbing a ride. Frank and I momentarily looked at each other, wondering how she might respond to the unexpected sight of two black Samaritans. Then we pulled over to give her a lift. She happily hopped into the truck, and we talked as if we'd known each other for years, only stopping when we arrived at the trailhead where she was meeting her boyfriend. In Yellowstone National Park, a visitor from Germany spent his entire morning trying to find us: We had left our keys in the back of our truck, and he wanted us to know that he had turned them in at the visitor center. At the North Rim of the Grand Canyon, a woman told Frank that she had come to the park once a year for the past 25 years, and she intended to continue for the rest of her life.

The exciting physical journey was matched by an unexpected internal journey. The intimacy of the cab and the endlessly unwinding road awakened deeply buried memories from our childhood, and we learned more about each other and ourselves than may have been possible under other circumstances. I learned to whip up rice or potatoes on the hibachi perched on the back of our truck, while Frank made perfect

During our maiden voyage to

**14 national parks, we saw
only two other black people
in the parks. I suppose I
should not have been surprised. Despite ample evidence to the contrary,
African Americans do not
feel these special places
relate to them.**

steaks on the grills available in every campground. We saw great herds of wild bison and our first wolf among the world's largest collection of geysers in Yellowstone National Park. We observed a family of mountain goats up close along the road at Mount Rushmore National Memorial and kept a wary eye out for bears in Yosemite National Park as we slept in the cab of our truck the night of our anniversary. Simply put, we became fans of the National Park System for life.

"He or she is a better citizen who has traveled the national parks," said Stephen Mather, the first director of the National Park System. Frank and I can certainly attest to that. Shortly after our journey ended in 1995, we began publishing the newsletter, *Pickup & GO!*, to get the word out and to promote the relevance of the parks to all Americans. We collaborated with groups such as NPCA and helped organize large national conferences to bring members of communities of color, public land man-

agers, and environmental groups together to strategize about how to improve relationships.

To my (admittedly) impatient eyes, even after ten years, issues of race, class, and privilege still continue to determine who "belongs" in the Great Outdoors. Numbers gathered by the Park Service suggest that attracting diverse visitors and employees remains an elusive goal. But it should be crystal clear to anyone that this sterling legacy of a National Park System cannot be sustained if the fastest-growing demographic groups have no connection with them.

I know from personal experience the ease with which this connection can be forged. Friends living within 30 minutes of Everglades, who had never visited before, became hooked once we took them to the park, and testified in support of protecting it when the need arose. Other groups we've introduced to Zion, Bryce, the Grand Canyon, or the Timucuan Ecological and Historic Preserve have the same fascination and developed similar commitment.

Those of us who love the parks must spread the word to all Americans that the National Park System is our collective natural heritage, that it belongs to everyone, and that all are invited to partake and enjoy. More than ever, today Americans sorely need the inspiration from these timeless icons and historic sites that show how each racial group played a role in creating the America we enjoy in the 21st century. ❖

Audrey Peterman serves on NPCA's Board of Trustees and publishes the environmental/travel periodical, *Pickup and GO!* (www.earthwiseproductions.com).

MAINE Woods

Millions of acres of forest in Maine could become the second largest national park in the Lower 48.

By Heidi Ridgley



Jon Luoma couldn't believe his eyes while canoeing around a bend on Maine's Saint John River last spring, but there they stood—sort of: two moose calves, only hours old and still on their knees right in front of him, struggling to straighten their spindly legs. "I'd seen young moose calves walking around and eating leaves with their mothers before," says Luoma. "But in the 30 years I've been coming here, it was the first time I'd ever seen anything like this."

Welcome to the North Woods, the last great wilderness east of the Mississippi, a world of jaw-dropping wildlife encounters and staggering scenery. It's here that loons dive for crayfish on a pond near Moosehead Lake, where the breaking sun backlights groves of stately trees, and clouds of golden mist float above crystal ponds and lakes at dawn. Fish jump, owls hoot, coyotes croon, and moose still outnumber people amid an endless expanse of rolling woodland that, increasingly, is dotted with "No Trespassing" signs.

For more than 150 years some 10 million acres in Maine—half of the land in the state—rested in the hands of paper barons who shared an unwritten covenant with the people of Maine: Let us chop down all the trees we please, and



Serene icons of Maine: the common loon, above, and Mooselookmeguntic Lake, left.

CARL R. SAMS // DEMBINSKY PHOTO ASSOCIATES
JEFF FOOT/NATURE PICTURE LIBRARY

A Personal Quest

Roxanne Quimby admits she can't tell the difference between a spruce and a fir, but many people would argue she doesn't have to: She's been seeing the forest through the trees all her life.

Before she was a multimillionaire, Quimby chose to live without running water or electricity in a cabin in the Maine woods, raising twins on \$3,000 a year, determined to live simply and without compromising her environmental ideals.

"I grew up in the 1960s and was very idealistic," she says. "I wanted to change the world, but then I realized without money you can't be heard." So she co-founded the all-natural cosmetics line Burt's Bees with her husband, "pursuing money in what I felt was an environmentally sound livelihood," she says.

Now, determined to leave a greater legacy, Quimby recently sold a controlling interest in the company to pursue her real dream: To ensure that a huge parcel of undeveloped land in northern Maine remains protected, ideally as a national park. "Burt's Bees was just a means to an end," she says. "I want my legacy to be about helping to raise consciousness, so that people realize it's not just about them but about the whole web of life."



Roxanne Quimby

AP PHOTO/JOEL PAGE

we'll guarantee you open access to hike, hunt, and fish. That changed drastically when paper companies, facing global competition in recent years, began shedding their vast kingdom to improve their bottom line, putting more and more land into the hands of foreign companies, investment firms, and real estate developers.

So much land has changed hands in recent years that some people believe if permanent land protection isn't in place soon, the last vestige of what was once an unbroken swath stretching from Maine to the Midwest will drown in a sea of subdivisions and shopping malls that have already claimed much of the East Coast. There's also a fear that the new breed of landowners might want to limit the privilege of hunting, hiking, or snowmobiling on their private expanses to friends and family or exclude outsiders altogether.

One solution to the land grab is an

ambitious scheme to turn a sizeable portion into a national park. (For details on that process, see "Q&A," page 14). The proposed 3.2-million-acre Maine Woods National Park and Preserve would secure an area larger than Yellowstone and Yosemite combined. Surrounding Baxter State Park, it would encompass the Hundred Mile Wilderness section of the Appalachian Trail, protect cold-water lakes for brook trout, and safeguard thousands of miles of clear-running streams and rivers, including the headwaters of five of the region's most legendary—the Allagash, Aroostook, Kennebec, Penobscot and St. John. And, of course, all this land would provide unfragmented habitat for iconic animals such as bears, panthers, wolves, elk and moose, as well as imperiled species such as lynx, Atlantic salmon, and spruce grouse.

"Development is causing property prices to skyrocket," says Luoma. "If something isn't done now, the North Woods will be fragmented forever."

Surprisingly, it's all in the backyard of one of the country's most densely populated regions.

"Northern Maine has sort of been forgotten in the last hundred years," says Luoma, an avid North Woods canoeist and 30-year resident of Maine. "Now, suddenly, with so much of the timber companies' land up for grabs, it's back in play."

According to most polls, a majority of Maine residents would like to see Congress designate part of the enormous area as a national park. But it would have to happen soon, while the land is still affordable. "Development is causing property prices to skyrocket," says Luoma. "If something isn't done now, the North Woods will be fragmented forever."

But not everyone in Maine favors the park—even those who regularly retreat into the remote expanse have their reservations. In fact, some are



GEORGE WUERTNER PHOTOGRAPHY

Land sales boom near the town of Millinocket.

downright hostile to the idea.

“Hold on,” says Robert Meyers, president of Maine’s Snowmobile Association, when asked for his thoughts. “Let me switch to another phone. I might start yelling.” Although Meyers was joking about the shouting, he’s dead serious when he says that a national park in Maine amounts to a federal takeover. “If the government steps in, it’ll start limiting access to the forest for hunting and snowmobiling,” he says. “The developers and companies that hold the land right now manage it for all recreation, not just hiking and kayaking. It’s actually the conservation buyers we have to worry about. They tend to think they know better than we do, and everything they do is geared toward limited access.”

Although he doesn’t mention anyone by name, it’s obvious he’s talking about Roxanne Quimby, a multimillionaire who made a small fortune with the all-natural Burt’s Bees cosmetic line and started using her new-found wealth to buy sweeping portions of Maine’s wild lands about five years ago to ensure their permanent protection (see sidebar, page 22).

Until recently, Quimby had hoped to donate the 50,000 acres of contiguous land she now owns—the equivalent of Acadia National Park—to the National Park Service as part of the 3.2-million-acre planned park. But when arguments against the park turned into personal attacks against her, she decided to quietly bow out of the debate for now, though her hopes for the land remain intact. “The people who oppose the park because they think it will impede their access to land don’t seem to understand that the alternative to public property is private property,” says Quimby.

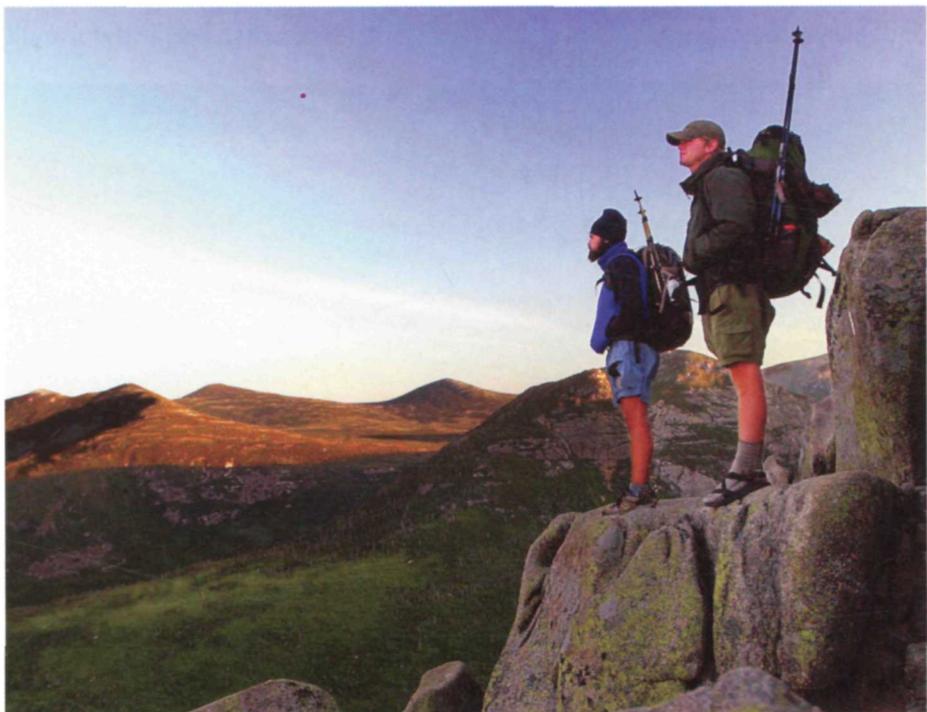
They also seem to focus only on the “park” part of the Maine Woods National Park and Preserve. According to

the proposal, the park would prohibit hunting, trapping, and snowmobiling, but in the preserve—size to be determined—all existing recreation would continue.

“If I were a snowmobiler or a hunter, I would feel safer knowing that I had a preserve where I’ll always have guaran-

that is (see sidebar, page 24).

Park backers also face another challenge: Leaders in the towns of Greenville and Millinocket, which would become gateways into the park, oppose it. “We have wood baskets all around us feeding the mills,” says John Simko, manager of Greenville. “If you turn the Northeast



Appalachian Trail hikers admire the view near Mt. Katahdin’s summit in Baxter State Park.

teed access somewhere,” says Elisabeth Kay, a Yarmouth resident who got hooked on conservation issues while working at the environmentally friendly clothing company Patagonia. “It’s not like it was 50 years ago when the same companies owned the land for 150 years. Ownership patterns continue to change dramatically, and if the land is in private hands, the public is guaranteed nothing.”

Ironically, many of the Maine residents most riled by Quimby’s land-buying spree favor a Plum Creek Timber Company’s plan to develop some 26,000 acres in prime wilderness. The reason: Plum Creek pledges to allow unrestricted public access to a majority of its land—when it gets done carving it up,

into a national park, there’d be no more harvesting timber, we’d probably have to close the facilities, and the only jobs would be flipping burgers.”

Except the mills are closing anyway. In once-bustling Millinocket, two paper mills provide only half the jobs they once offered, and the main street is scarred with boarded-up shops. But they could see the light of day again with a national park on their doorsteps, says Jym St. Pierre, executive director of the Concord, Massachusetts, nonprofit RESTORE: The North Woods. “It would be an economic engine lifting the area out of its doldrums,” he says.

A RESTORE-commissioned study found that the proposed national park

and preserve could bolster the state's economy with between \$109 million and \$435 million in annual retail sales and support 5,000 to 20,000 jobs. It also found that over the last 30 years, residents in communities surrounding national parks in the Lower 48 saw their income grow twice as fast as the national average, with job growth almost three times the national average.

"Look at Asheville, North Carolina, the gateway to Great Smoky Mountains National Park [in North Carolina and Tennessee]," says Quimby. "It's a collection of artists, galleries, retirees, investment banks, hospitals, and lawyers—an eclectic community where people want to live because the natural beauty is protected. Nobody's flipping burgers—and if they are, it's the same people that would

be flipping them anywhere else."

Of course, the transition could cause some residents to falter initially, as they struggle to change careers in a new economy. "But the people of these towns know better than anyone what is happening to the dying timber industry," says Kay. "It might be scary at first, but they should also be thinking about the future, about



GEORGE WERTHNER PHOTOGRAPHY

Mountain View Pond would change drastically with Plum Creek development.

Plum Creek: A Sign of Things to Come?

In 1998, the Seattle-based Plum Creek Timber Company bought nearly a million acres surrounding Moosehead Lake—New England's largest lake—from South African Pulp and Paper Industries, which, while simultaneously soothing the public's fears about clear-cutting the land, leveled tens of thousands of acres of trees in the four years before selling it. Like its predecessor, Plum Creek also allayed local residents' fears, saying it had no development plans.

Fast-forward to 2005. With one subdivision under its belt on the first of a series of ponds called the Roaches, Plum Creek

began moving forward with plans this spring to develop 975 house lots—more than half of them on shorefront property—three RV parks, two resorts (including one golf course), and a 1,000-acre commercial or industrial park.

In the spirit of conservation—required by the state—Plum Creek is committing to a 30-year "no development" zone for 70 percent of the land. To win the support of recreationists, it's allowing for a 71-mile snowmobile trail easement, along with a similar 55-mile hiking trail.

"And this is all for free," says George Smith, executive director of the Sportsman's Alliance of Maine. "Unlike Roxanne Quimby's property, Plum Creek is completely open to our use, and we also get a lot of conservation without paying any money."

Joan Wisher has a different take. She says that she and other neighbors who live on Roach Pond in traditional cabins without electricity or running water have paid a hefty price these last few years. Early on, Plum Creek managed to smooth-talk them, she says, by telling them its plan would move slowly over a 25-year period. "In fact 80 percent of the lots were sold within the first year, leaving residents to suffer through construction chaos for more than two years," she says. "They brought in suburban houses with all the amenities and literally made us a dust bowl."

One long-time resident lost his favorite fishing spot, a place he had visited since 1959. Barred owls and great horned owls, which had raised their young in a heavily wooded stretch along the pond since 1985, disappeared in the dust. Residents also say questionable logging practices have silted their pond, which contains some of the region's last remaining spawning habitat for brook trout and landlocked salmon. Tellingly, 100 of the 112 landowners have banded together, determined not to let Plum Creek tout Roach Pond as a success story.

"What happened here is a warning bell," says Elizabeth Kay, a Maine conservationist. "If we don't protect this land and make it a national park, the stage will be set for the other Plum Creeks of the world to come in and build more housing developments on our shorelines."

where their kids are going to grow up and work.” Given that national parks don’t just spring up overnight, park proponents argue that the economic impacts associated with the park, both positive and negative, would spread over a long period of time, giving adjacent communities time to adjust.

RESTORE is working to persuade Congress to launch a feasibility study,

but its leaders already estimate that buying land for the park would cost about \$1 billion. It’s a hefty price, but one that more and more people are willing to pay: “This is a once-in-a-lifetime opportunity to create a public park that would benefit all Americans for all time,” says St. Pierre. “Think about what Yellowstone would look like now had it not been protected,” he says.

“Have you ever heard someone say that they wished the federal government hadn’t made it a park?” 

Heidi Ridgley is a freelance writer

living in Washington, D.C.



CAROLEE DOUGHTY/NPCA

NPCA: Focus on New York and New England

Last fall, NPCA opened a regional office in New York City to address issues concerning more than 27,000 acres of national parkland that host millions of visitors each year, from Ellis Island and the Statue of Liberty to Gateway National Recreation Area. Although the city is known more for cultural icons like Wall Street and Times Square, it reflects the impact of historical inhabitants from American Indians to Dutch, English, African Americans, and waves of immigrants over the last two centuries. The city also lies along the Atlantic Flyway—a major migratory route for hundreds of species of birds—making the parks around New York Harbor biologically rich as well.

NPCA has already spent one year building support for the ten national park units in New York City. Eventually, NPCA’s work will grow to encompass other Northeastern parks, including Cape Cod National Seashore, Fire Island National Seashore, and Acadia National Park.



GEORGE WUEBSTER PHOTOGRAPHY

The small town of Millinocket, once dependent on the paper mill industry, could see huge economic benefits as the gateway town to a national park and preserve.

The Second Battle for Petersburg



The Battle of Fort Gregg took place at 4 a.m. on April 2, 1865, when a group of 63,000 Union soldiers took 18,500 Confederates by surprise.

Nearly 150 years after soldiers clashed at Petersburg, Virginia, a fight is being waged to make it the largest Civil War battlefield in the park system.

By Phyllis McIntosh

It's hard to overstate the importance of Petersburg. General Ulysses S. Grant's 1864 assault on the Virginia city—a key railroad supply center for the Confederate capital of Richmond 25 miles to the north—stretched into the longest siege in U.S.

military history. Robert E. Lee's Army of Northern Virginia spent fully one-fifth of its existence entrenched there.

Over the course of nine-and-a-half months and 108 separate engagements covering more than 176 square miles, the conflicts at Petersburg were the most

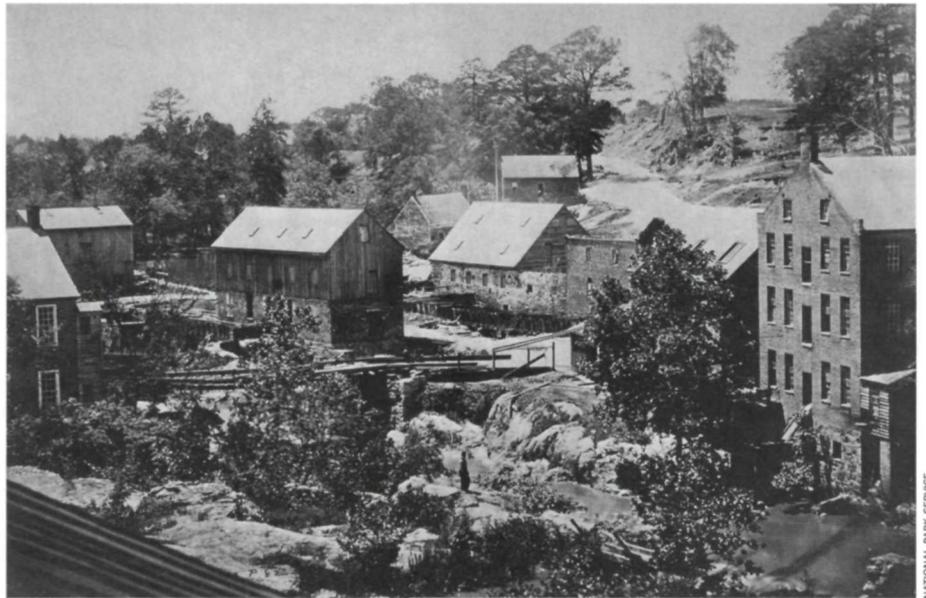
extensive and certainly some of the most complex battles of the entire war. The outcome proved pivotal as well, breaking the back of Southern resistance and setting the stage for Robert E. Lee's surrender at Appomattox Court House a week after the siege ended in April 1865.

Petersburg also had the potential to change the result of the 1864 presidential election. Had the South prevailed, Northern voters, whose morale was already at the lowest point of the war, might well have forsaken incumbent President Abraham Lincoln in favor of George McClellan, who ran on a peace platform.

Yet, despite its importance, Petersburg falls into what one Civil War buff calls the “black hole” of history. Perhaps because of its very size and complexity, Petersburg has failed to capture the public’s imagination in the same way as Gettysburg, Antietam, or Vicksburg.

That may be about to change. A visionary National Park Service plan would nearly quadruple the size of Petersburg National Battlefield—making it the largest Civil War site in the park system—and significantly enhance visitors’ understanding of the people and events that shaped this decisive episode in our nation’s history.

“One of the most meaningful ways to commemorate the 150th anniversary of the Civil War’s beginning in 2011 would be to accelerate preservation of Petersburg and other key battlefield sites,” says Joy Oakes, NPCA’s Mid-



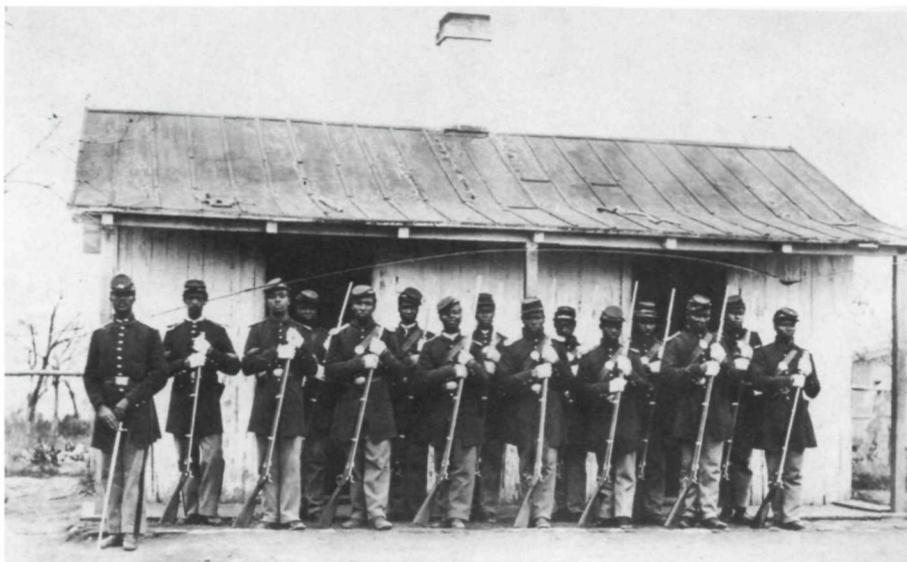
Petersburg was a key railroad supply center for the Confederates in 1865.

Atlantic Regional Director. A decade ago, the Civil War Sites Advisory Commission, created by Congress, warned that if the nation did not act quickly, “within ten years we may lose fully two-thirds of the principal battlefields.” Today, the threat is especially urgent along the crowded I-95 corridor that stretches from Boston to Richmond and is rapidly approaching Petersburg. Although development pressure is not yet as severe as that around the Manassas and Fredericksburg battlefields closer to

Washington, D.C., the population in and around Petersburg grew 24 percent between 1990 and 2000, and it’s on track for even more explosive growth in the current decade.

“There’s still a chance to get enough land at Petersburg to interpret the entire nine months’ operation there much more effectively,” says Civil War historian Gary W. Gallagher of the University of Virginia. “It’s really impossible to tell the story if you’re standing in a 7-Eleven parking lot trying to explain to people what has gone on here.”

Battlefield protection could prove a much bigger boon to the region than endless convenience stores and strip malls—a fact not lost on surrounding counties and municipalities, which unanimously endorsed the Park Service plan. “[The expansion of Petersburg National Battlefield] can do nothing but increase tourism,” says Guy Scheid, director of planning for Dinwiddie County, which contains most of the land slated to be added to the park. Preserved open land and new visitor facilities will mean “spin-off benefits for the immediate community,” like more green space and trails for recreational use, he notes.



African Americans in the 107th infantry won great respect for their bravery in the Civil War.

The substantial impact of battlefield tourism was confirmed in a recent study by the Civil War Preservation Trust, which found that tourists spend an average of \$173.6 million a year in the 13 Civil War battlefield communities it surveyed.

At its present size of 2,659 acres, “the existing park tells only a snippet of what happened here,” says Petersburg National Battlefield Superintendent Bob Kirby. It includes some of the most important sites of the campaign, such as Five Forks, where the battle later called “the Waterloo of the Confederacy” was fought on April 1, 1865. This Union victory allowed Grant to launch his all-out assault on Confederate lines the next morning and eventually capture the South Side Railroad, Lee’s last supply line into Petersburg. Lee began evacuating the city on the night of April 2.

Perhaps the most famous feature of the park is “The Crater,” where Union troops dug a tunnel beneath enemy lines and blew up a portion of the Confederate defenses. The plan backfired when unprepared Union soldiers rushed into the hole after the blast, only to be slaughtered by the Confederates. This crater, where 1,000 Union soldiers were either killed or wounded, became a private tourist attraction shortly after the war and eventually part of a golf course until the Park Service bought the land at auction in 1936.

The plan calls for adding 7,238 acres to the park, both to protect land around core battlefields and to embrace new lands significant to the campaign. In devising the plan, staff at Petersburg focused on 12 battles that the federal government’s Civil War Sites Advisory Commission had identified in 1993 as pivotal to the outcome of the campaign or to the outcome of the entire war.

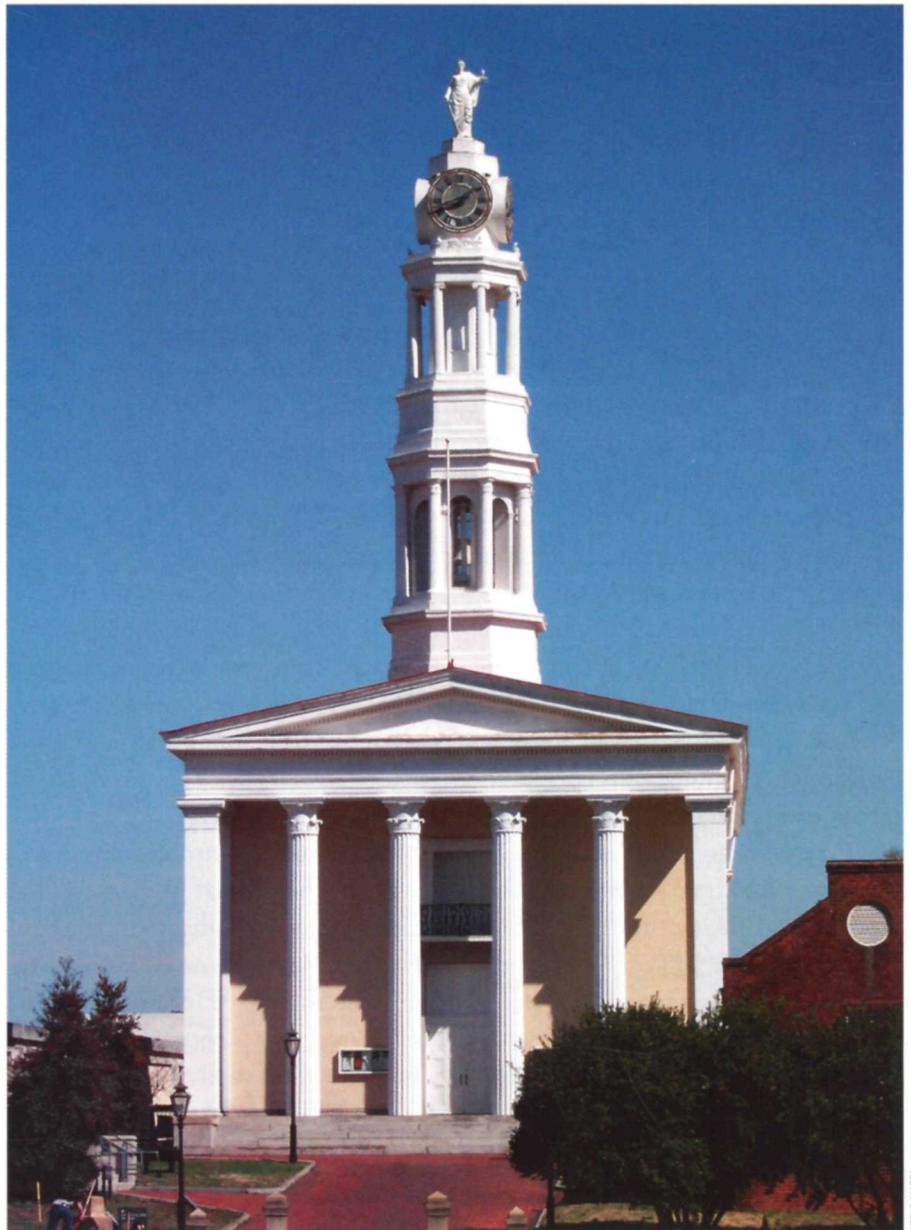
“We knew we could not save all of [the land encompassing] these battlefields, so we looked at each one to deter-

mine where the major fighting or the turning point in the battle occurred and identified ‘epicenters’ that we want to protect,” says the park’s historian and chief of interpretation, Chris Calkins.

By expanding the size of the park, the Park Service also hopes to broaden its message about what happened at Petersburg. Before the new plan was developed, “our mandate was to talk about battlefield valor, weapons, and tactics,” says Superintendent Kirby. “But there’s much more to the story. So, we’re

going to talk in the broadest scope possible about African Americans’ involvement in the Civil War—as slaves, as free blacks [Petersburg had the second largest community of free blacks in Virginia, and one of the largest in the South], and as U.S. colored troops.” Several African American regiments fought bravely at The Crater, and 331 of the soldiers are buried as “unknowns” at Poplar Grove National Cemetery, within the park.

“We’re also going to talk about civilian life in a city under siege,” Kirby adds,



The battle to preserve historic Petersburg, including the courthouse, continues today.

“and we’re going to talk about the role of women in the Civil War—women on the home front, women who dressed as men and fought as soldiers, women who followed their husbands in wagon trains, and the women nurses who tended to thousands of soldiers at numerous hospitals at Petersburg.”

A key location for these themes is City Point, site of the Union battlefield hospitals and location of Grant’s headquarters during the siege. It was there that President Lincoln spent some of the final days of his life conferring with his generals about terms for ending the war. The plan is to use Appomattox Plantation as a house museum and the detailed diaries of its owner to reveal aspects of southern life before and during the war. Another antebellum mansion, Bonaccord, is slated to become a satellite visitor center at City Point.

Through a partnership with the city of Petersburg, the Park Service will establish another modest visitor center in Old Town to tell the story of the siege through the eyes of civilians—black and white—and the city’s role in the war.

In all, four satellite visitor centers are planned, joining the primary visitor center at the main Eastern Front entrance. New ones will be located at City Point, Old Town, Five Forks, and Poplar Grove National Cemetery. Each will provide an overview of the entire campaign and the specific events that took place at each site.

Development of the new plan for Petersburg has been a long, arduous process, and many hurdles remain. Kirby has devoted more than four years to the effort, organizing some 50 public meetings, workshops, and briefings to garner support in surrounding communities. The National Park Service approved the plan in May 2005 and is preparing to present it to Congress. Even if all goes smoothly, it could be years before Congress votes on the expansion



Today, Petersburg National Battlefield is a serene place to reflect on America’s history.

proposal, or it might never happen. If Congress approved the measure, legislators would still need to appropriate funds for land acquisition, though the Park Service will actively pursue donations and easements in addition to outright purchases.

Kirby realizes that some of the land may be devoured by development long before the agency has a chance to obtain it. “The 7,238 acres is an optimal target,” he says. “It could take upwards of another 20 years before it is realized—if it ever is.”

Those with a deep commitment to preserving the heritage of the Civil War believe it is an effort that must be made. “This historic land is an enormous treasure that should be protected for all Americans,” says Robert Lee Hodge, a Civil War buff and re-enactor who

brings the war to life at sites such as Petersburg. “From an environmental point of view, this is land that should be protected for habitat and quality of life. From a personal viewpoint, this is a place to take your family to talk about values like bravery under adversity. This is a place where all Americans regardless of color or political background should be able to find something to appreciate.”

“We have a tremendous resource in this area to convey thousands of different stories and engage additional audiences, such as African Americans and women,” says Kirby. “We’re trying to broaden our appeal and in so doing help to preserve these places, because we believe that if more people have an appreciation and understanding of what went on here, they will be more passionate about preserving these resources.”

To learn more about NPCA’s efforts to support the preservation and expansion of Petersburg, and to lend your support, visit www.npca.org/actioncenter/

Urgent: Special Autumn Driving Notice

To some, sunglasses are a fashion accessory...

But When Driving, These Sunglasses May Save Your Life!

Drivers Alert: The sun is at its most dangerous position in the autumn months, creating difficult driving conditions at rush hour.

Dangerous glare is at maximum levels when the sun is low in the sky. In the fall, this glare is at its worst at afternoon and morning rush hours—your peak driving times. Do you know how to protect yourself? An amazing breakthrough in optic technology by NASA called Eagle Eyes® can be your answer. The Eagle Eyes lens technology can actually eliminate blinding glare and harmful UV rays.

Many drivers find themselves temporarily blinded as they are driving directly into the perilous glare of the autumn sun. At the very least, this intense brightness can cause drivers to close their eyes and lose a clear view of other automobiles, even momentarily, which is when a nasty accident can occur. The blinding condition can be caused by reflected light off of another vehicle, from the pavement, or even the reflection from your dashboard. Fall brings the first frost, which can exacerbate this situation.

Beware of windshield glare!

This glare-induced "blindness" is especially prevalent in the early morning or late in the afternoon, and due to the extremely reflective qualities of other cars. Even your windshield can make matters worse since wax and oil build up can increase reflected glare. This powerful glare of the sun can be damaging to the various layers



Slip on a pair of Eagle Eyes® and everything instantly appears more vivid and sharp. You'll immediately notice that your eyes are more comfortable and relaxed and you'll feel no need to squint. The scientifically designed sunglasses are not just fashion accessories—they are necessary to protect your eyes from those harmful rays produced by the sun during peak driving times.

“As a board certified ophthalmologist, I recommend Eagle Eyes® to all my patients to protect and enhance their vision!”



—Dr. Lyda D. Tymiak ”

of the eye. Certain road conditions can actually raise the amount of UV that you are exposed to by up to 85%.

NASA's researchers looked to nature for a solution.

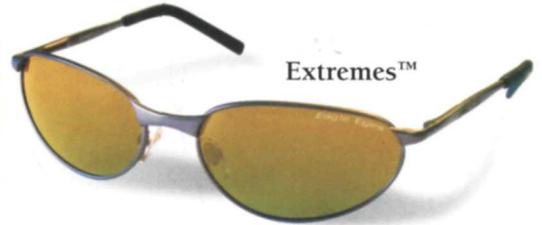
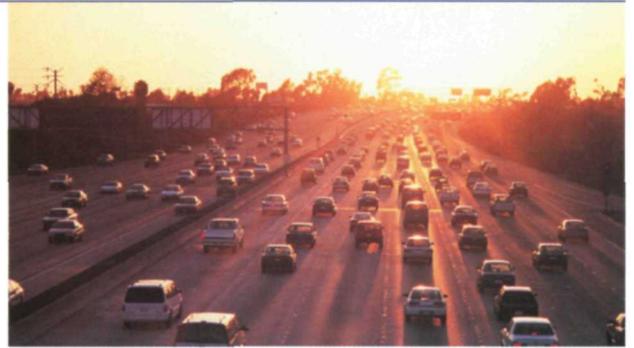
Conventional sunglasses can in fact blur your vision by allowing harmful UV, blue light rays, and reflective glare in. They can also darken useful, vision-enhancing light rays. At NASA's Jet Propulsion Laboratory scientists looked to nature for a solution by studying the eyes of eagles, known for their extreme visual acuity. The result of this breakthrough optical technology is Eagle Eyes®. NASA's researchers studied how eagles can simultaneously distinguish their prey from their surroundings with utmost precision, while protecting their eyes from the daily exposure of harmful high-energy sunlight. These studies led to revolutionary protection for human eyesight.

Patented triple filtering lens system.

With a patented triple filtering system, Eagle Eyes® will reduce the blinding glare you may encounter while driving or enjoying outside activities. The lenses will block the UV light while enhancing the colors of your surrounding environment. Eagle Eyes® provides 100% eye protection from harmful blue, violet and ultraviolet light rays. You can experience enhanced visual acuity, even at great distances in most weather conditions. Even on cloudy days, the advanced lens technology enhances your visual acuity.

Not just one pair—A second pair FREE!

Ninety-eight percent of people wearing Eagle Eyes love them. It's the highest customer satisfaction rate that we have seen in 20 years. We are so anxious for you to try the Eagle Eyes® breakthrough technology that when you try the Eagle



Extremes™



Explorers™
FREE!
When you try the Eagle Eyes® Extremes™



*Eagle Eyes are patented, officially recognized NASA Spinoff technology and are on display at NASA's Houston Space Visitors Center.

Eyes® Extremes™ we will give you the Explorers™ FREE! That's two ways to protect your eyes and prevent blinding glare for less than the price of one pair of traditional sunglasses. You'll also receive free one hard leatherette case and one soft cloth pouch so you can carry and protect your Eagle Eyes® in style. Plus, if you are not thrilled with the Eagle Eyes® technology, just send them back for a full refund of the purchase price.

Eagle Eyes® Sunglasses
Extremes™ only \$49.⁹⁵ +S&H
Receive the Explorers™ absolutely FREE!—2 pair for the price of one!

Universal Clip-ons available for \$29.⁹⁵ +S&H

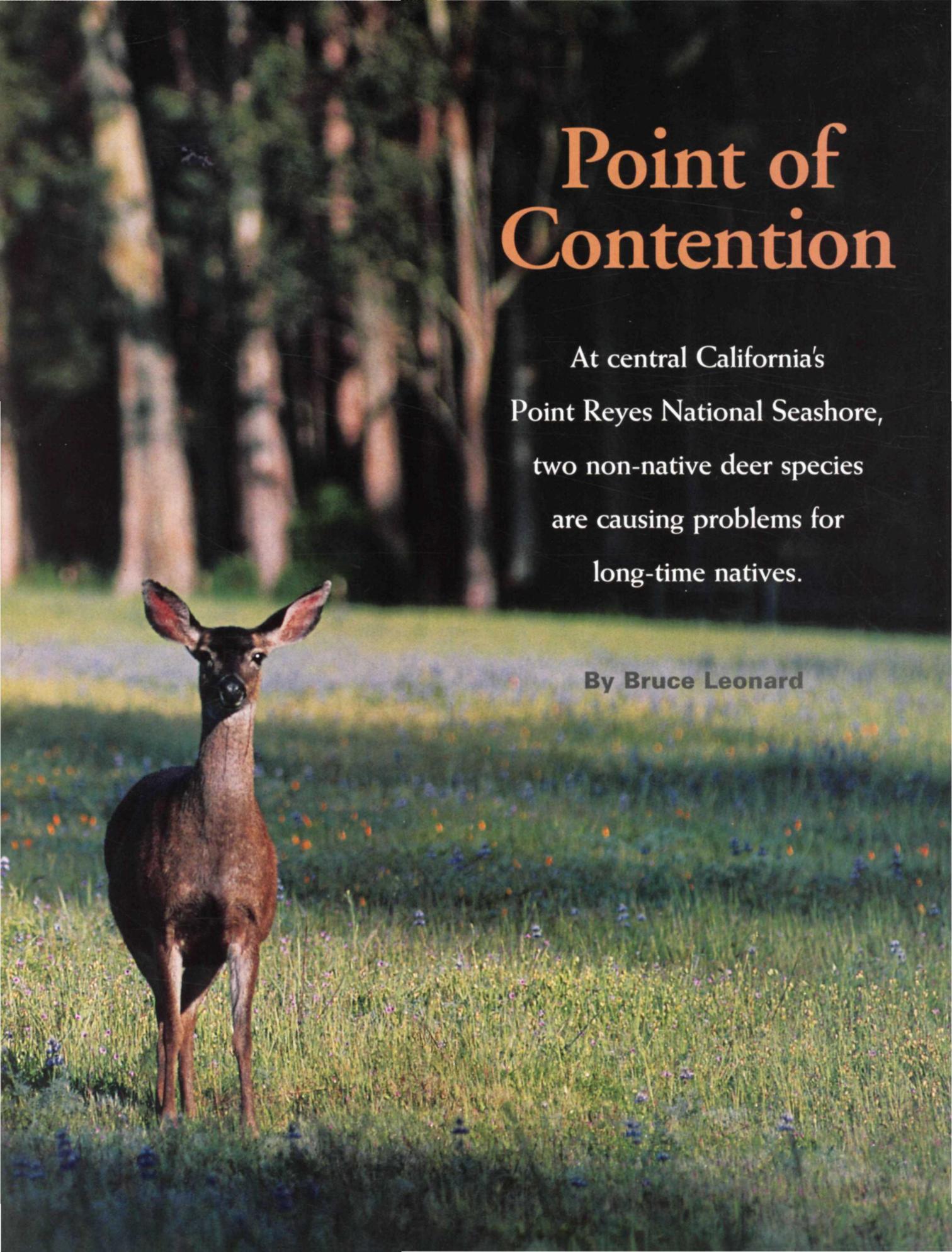
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A photograph of a deer standing in a field of wildflowers, with a forest in the background. The deer is the central focus, looking directly at the camera. The field is filled with green grass and small purple and orange flowers. The background shows a dense forest of tall trees with green foliage.

Point of Contention

At central California's
Point Reyes National Seashore,
two non-native deer species
are causing problems for
long-time natives.

By Bruce Leonard

The views from the rugged, windswept bluffs high above the Pacific Ocean and the scenic trails bisecting the park's varied terrain draw more than 2 million travelers to central California's Point Reyes National Seashore each year. The majority of these visitors explore the park's 100 square miles on day trips, driving the park's winding roads to the pristine beaches that arc around Drakes Bay and through stark pastoral lands on the way to Point Reyes Lighthouse, with its I-can't-believe-it scenery. This rugged land about an hour north of San Francisco was first inhabited by Coast Miwok Indians, later "discovered" by Sir Francis Drake in 1579, then ruled successively by Spain, Mexico, and California. Most visitors to the park, however, would be surprised to learn that a battle over the park is still being contested today in official documents, in consumer publications, and in the court of public opinion.

At issue is native versus non-native or "invasive" species—simply put, species that have been in a region for centuries versus outsiders brought here in recent years. The war rages worldwide: Every year thousands of organisms appear on distant lands and in foreign waters, some transported by humans intentionally, many more unwittingly tagging along on planes and in tankers' ballast water. West Nile virus, Dutch elm disease, and the kudzu that has all but choked the American South are all invasive species. In a report produced by the National Invasive Species Council, created by President Clinton in 1999, invasive species are called "one of the most serious environmental threats of the 21st century." The United States alone spends nearly \$140 billion a year to control and eradicate 7,000 invasive species of plants and animals, largely because of

the effect on agricultural crops.

National parks, of course, are not immune to these invasive migrations. Examples include the giant Burmese pythons that slither through Everglades National Park and the feral pigs that destroy habitat and plants in Channel Islands National Park and in Great Smoky Mountains National Park. Attempts to remove these harmful species, as well as others, are currently

under way in various national parks. At Point Reyes National Seashore and the adjacent Golden Gate National Recreation Area, NPS proposes the eradication of non-native fallow and axis deer. And therein lies the problem.

As John Dell'Osso, chief of interpretation and resource education at Point Reyes, puts it, "This is a volatile issue....Removing a non-native plant may bring some controversy, but noth-

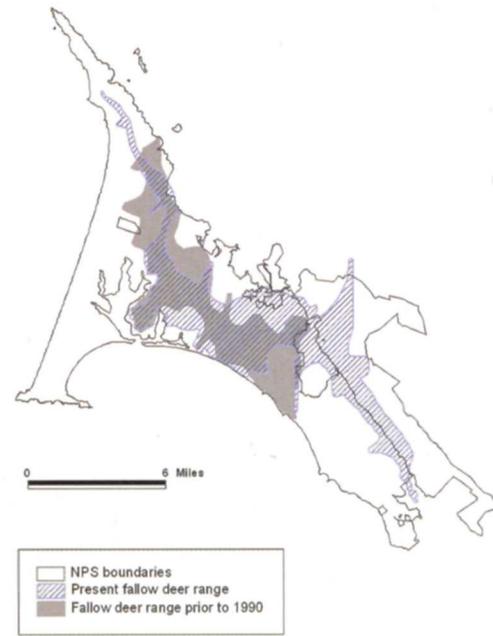


Point Reyes is an unusual mix of wild, grassy knolls and pastoral farmland. It provides ideal habitat not just for native mule deer (opposite), but also for invasive competitors.



JOHN CANCALOS/NATUREPICTURE LIBRARY; MAP COURTESY OF THE NATIONAL PARK SERVICE

Fallow deer, an exotic species at Point Reyes, pictured in their native country, England.



ing like removing a living animal.”

The ungulates in question were set free in the area by a local landowner for hunting purposes in the 1940s and 1950s (see sidebar, page 35). When President John F. Kennedy declared the area a national seashore in 1962, hunting ceased, and fallow and axis deer thrived, because there were very few predators to keep them in check. As deer populations increased, the Park Service recognized a need to cull the fallow and axis deer—consistent with its mandate

to control exotic species “up to and including eradication.” After all, these non-native species were eating the same shrubs, forbs, and leafy vegetation as the native black-tailed deer and tule elk, a species that had all but gone extinct until the Park Service reintroduced the elk to the area with great effort and expense in 1978. Both fallow and axis deer populations were kept at about 350, until budgetary constraints and public discomfort with the removal of the deer stopped the culling in 1994. The

number of fallow deer, for instance, now hovers around 850.

“We’re talking about densities that are much higher than they used to be—80 deer per square kilometer in some places—which is higher than most zoological parks,” says Point Reyes wildlife biologist Natalie Gates. “Not to say that we shouldn’t have done something before, but there’s no way it can be ignored anymore.”

The axis population is right around 250 animals. With a combined



CONNIE TOOPIS

Kudzu, a growing problem in the Southeast.



AP PHOTO/MICHAEL OKONEWSKI

Biologist Tracy Gingrich surveys invasive purple loosestrife at a wildlife refuge in New York.

population of more than 1,000 non-native deer, native plants are taking a beating. “Based on their body weight and what they consume, we know that they’re removing about a ton of forage from the park every day,” says Dell’Osso. “That’s forage that’s not available to the native black-tailed deer or the native tule elk.”

Suzanne Roy, program director for In Defense of Animals, a Marin County-based animal-rights organization, doesn’t see it that way: “We recognize that there’s a need to control the number of non-native deer in the park. But we think after reviewing the environmental document that the park put together, it’s pretty clear there’s no immediate cause for concern.”

The document Roy refers to is officially called the Non-Native Deer Management Plan Draft Environmental Impact Statement (DEIS). It is 302 pages long, filled with graphs, charts, maps, photos, and, most important, plans of action. As many as 25 Park Service employees, wildlife experts, and university scientists contributed to the report, including Gates. The five alternatives considered in the DEIS, ranging from “No Action” to “Removal of All Non-Native Deer by a Combination of Agency Removal and Fertility Control,” were contested during the 60-day public-comment period, and the Park Service received more than 1,500 written comments via letters and e-mails.

According to Park Superintendent Don Neubacher, the range of comments runs the gamut. “Some people told us it’s ridiculous to do any contraception, and [urged us] to just eliminate [the fallow and axis deer] as quickly as possible—don’t waste any taxpayer money.” The cost of culling the deer is estimated to be \$300 per animal; to provide birth control, up to \$3,000 per animal. “You’ve got the other end that says, we’re against

Closeup: Axis and Fallow Deer

In the 1940s and 1950s, a private landowner purchased axis and fallow deer from the San Francisco Zoo and released them in the area that would later become the park. Axis deer, native to India and Sri Lanka, are the largest of the three deer species in Point Reyes National Seashore (males grow to 200 pounds). Inhabiting the pastoral western areas of the park, axis deer—*Axis axis*—are generally reddish-brown with white spots on their sides; males grow large antlers, which they shed each summer. Axis deer are primarily grass grazers, though they’ll eat forbs in dry seasons. They gather in herds as large as 150 animals, which have been known to strip vegetation, accelerate erosion, and cause auto accidents, particularly in Hawaii,



L.A. NUTTAN/NATURE PICTURE LIBRARY

Axis, or chital, deer forage in Bandhargarh National Park, India, where they are native.

where the burgeoning populations cause hot debates among residents and attract hunters. In Point Reyes, the Park Service does not plan to use contraceptives on axis deer, because no long-lasting sterilant has been developed for this species, according to wildlife biologist Natalie Gates. Data collection on the effectiveness of contraception would be complicated by the fact that axis deer lack a discrete seasonal reproductive season; treatment of pregnant animals, present year-round in axis herds, would be ineffective.

Fallow deer are native to the southern Mediterranean region and Asia Minor. They range in color from white to dark brown; males grow and shed palmate antlers each year. Also primarily grass eaters, European fallow deer—*Dama dama*—congregate in large herds. Visitors to Point Reyes are almost certain to see fallow deer in the Olema Valley, along Highway 1, though fallow deer roam throughout the park and outside it. The species can be “incredibly aggressive,” according to Gates. “We have one fallow buck that lives up at Tomales Point. . . . He spars with the [tule elk] bulls during the rut, and he weighs about a third of what the bulls do. And every time, he wins—he always chases off the bulls.”



Point Reyes boasts grand landscapes, like this view from Limantour Spit, but its fragile ecosystem is harmed by invasive wildlife.

“We need to look at at least one option—aside from the do-nothing option—that incorporates contraception without lethal measures attached to it.”

killing, and we really feel strongly that you should find a non-lethal way of controlling them,” says Neubacher. The park’s preferred alternative is to gradually remove all the fallow and axis deer by 2020 through a combination of contraception and culling—using sharpshooters specially trained in non-native species removal.

“We’re very opposed to any culling of non-native deer at this time,” says Roy of In Defense of Animals. Cindy Machado of the Marin Humane Society agrees. “We need to look at at least one option—aside from the do-nothing option—that incorporates contraception without lethal measures attached to it,” Machado says.

What the proponents of non-lethal measures fail to grasp, according to Gates, is the impossibility of using contraception on an entire population in an area such as Point Reyes and the adjacent Golden Gate National Recreation Area. “You can ask anybody that is in the wildlife contraception field, and they will tell you, you cannot access 100 percent of all the females in a free-ranging population.

If they were all in a fenced area, we could get them all, we could run them through a chute, and we could know that we had gotten every one,” says Gates. Because the populations are free-roaming, “it’s just not practical, even if we had the perfect contraceptive.”

And they don’t, according to the Food and Drug Administration. “There’s no approved FDA drug right now to render sterile a deer,” said Dell’Osso, which means the Park Service has to test an experimental drug. “We have to catch each animal,” says Gates, “put a tag in the ear that says, ‘Do Not Consume’.... And then we have to figure out if it’s working, so we have to put a radio collar on each of these animals,” study them for the next two to ten years, and hope that the drug works. Catching

those animals, tagging them, and fitting them with radio collars requires the use of net-guns fired from helicopters or rounding up the deer and directing them through chutes, resulting in stress on the animals and occasional injuries, according to Superintendent Neubacher.

“These people are basically picking their species,” says Gates, characterizing the animal-rights groups and the general public who oppose the removal of the non-natives. “They’re picking fallow deer, and they don’t want to think about the blacktail fawn that isn’t going to be born next year because of the fallow deer.”

Nor about the 27 native species of plants and animals inside the park listed as threatened or endangered, it seems, because some of these are affected by herds of fallow deer. But Superintendent Neubacher believes the Park Service is

moving in the right direction. “I do think people have gotten more aware of the potential damage of invasive species. And I do think the Park Service’s policy for managing for native species has gotten a little bit stronger, even though it’s always been there.”

In recent months, media reports on the topic of invasives have been on the rise, and in August a Senate subcommittee convened a hearing on the impact of invasives in national parks. So the general public is learning more about the issue—whether it’s ivy choking off native plants along hiking paths or pigs and pythons in national parks. The challenges posed by invasive species aren’t likely to be solved anytime soon, but as more people understand the issues and science yields new ways to control these foreign invaders, these landscapes may slowly return to their origins. 

NPCA’s Role

NPCA has been weighing in on the controversial issues at Point Reyes for some time, with the help of many of its members and activists. Once the Park Service released its draft management plan for control of the deer populations, NPCA submitted a brief supporting a proposal to cull the non-native deer—a difficult option to stomach, but one that was preferable to other proposals, which included taking no action, pursuing contraception only, and combining contraception with culling. Unfortunately, contraception is unproven and expensive (ten times the cost of culling), and the Park Service simply lacks the funding and resources to pursue that option over the course of years.

The Park Service is now reviewing public comments and should issue its preferred alternative in the coming months. Its original proposal favored culling and contraception—a concession to well-meaning animal activists—but even if that effort is chosen, the park will need to confer with its wildlife biologists to draft specific steps, then detail each cost, and finally receive congressional funding. And there may be further legal challenges along the way. NPCA will continue to follow this developing story and update its members and activists.

Bruce Leonard is a freelance writer

living in Los Angeles, California.



Tule elk, native to Point Reyes, compete for food with invasive axis and fallow deer.



A Step Back in Time

The Overmountain Victory National Historic Trail tells the story of southern militia who secured a crucial victory in the Revolutionary War.

By **Scott Kirkwood**



ARTWORK BY LOUIS S. GLANZMAN, COURTESY OF THE NATIONAL PARK SERVICE

Southern militia at the Battle of Kings Mountain as portrayed by Louis S. Glanzman.

Think of the Revolutionary War and you envision Paul Revere riding through the streets of Boston, soldiers wintering at Valley Forge, or Washington crossing the Delaware—memorable events captured in well-known paintings and history books. But few of us recall the numerous battles that unfolded in southern states like Virginia, Tennessee, and the Carolinas. And that means historical sites like the Overmountain Victory National Historic Trail are often overshadowed, overlooked, and overgrown.

In 1780, the American Revolutionary War entered its sixth year and the momentum of the British troops had stalled in the northern states, so the redcoats turned their attention to the South. British generals planned to capture seaports along the Atlantic Coast,

then proceed north through South Carolina, bringing with them hundreds of loyalists—Americans who were still faithful to the King of England.

But things didn't quite turn out that way.

Once American patriots got wind of the idea, they joined in great numbers to fight off the British advance. Two hundred men gathered at Craig's Meadow near Abingdon, Virginia, then headed south, meeting up with more volunteers as they passed through each state. Hundreds of men left their farms and families behind, climbed on horseback, and made their way through the difficult terrain, encountering early snowfall in the Tennessee mountains. When they finally arrived in South Carolina, they'd amassed a force of 1,800. Of these, the 900 best marksmen and the fastest

horses then made their way to Kings Mountain, where they destroyed a force of 1,000 British soldiers.

"Many people don't realize the first four years of the American Revolution were primarily fought in the North, and the last two years were primarily in the South," says Paul Carson, superintendent of the Overmountain Victory National Historic Trail. "Both areas of war were just as important: If the British had won down here and then been able to employ their strategy as they had hoped, we may not be the country that we are today."

Kings Mountain National Military Park, the site of the actual battle, was established in 1931, but the trail itself is

Scott Kirkwood is senior editor for *National Parks* magazine.

just celebrating its 25th anniversary this fall. When Americans' interest in the Revolutionary War came to a head with the bicentennial in 1976, a group of people decided the historic journey should be recognized in some way, so they organized a commemorative march along the route. That group, which would later become the Overmountain Victory Trail Association (OVTA), played a key role in the trail's establishment. In early years of the march, men rode horseback or walked the more than 300 miles in two weeks, staying as close to the perceived trail as possible, sometimes courting danger by walking along highways. Today the reenactors try to remain true to the spirit of the march, but they'll often drive from point to point and camp for the night, entertaining crowds that gather along the way.

"Some people truly enjoy getting into the whole spirit of what things were like back in 1780—the way small communities banded together and used their

own wits to survive," says Bob Hardin, OVTA board members. "The older you get, the more you start enjoying history and thinking about personal connections with your ancestors. If you're walking this trail, you're doing more than hiking—you're retracing the footsteps of those Revolutionary War patriots."

Along the way, reenactors stop in the same small towns on the same dates as their forebears, reaching out to tell the story to those in local communities. Many community organizations like the Daughters of the American Revolution are kind enough to feed the marchers along the route and tell audiences about women's role in that day and age. Last year, several hundred Boy Scouts met the reenactors at Sycamore Shoals and responded to the men and women in period costume with far greater interest than most would ever greet a dusty textbook.

Although most park trails stretch from point A to point B, this trail reflects

the fact that history isn't always quite so tidy. Its 330 miles cover diverse parts of North Carolina, South Carolina, Tennessee, and Virginia, reflecting the journeys of hundreds of men coming from different locales to corner the British, whose location was a mystery.

Maintenance and ownership of the trail is unique as well. In the 200 years between the pivotal battle and the trail's designation, dozens of interests claimed ownership rights to hundreds of miles. The Park Service wasn't interested in taking over every sliver of land owned by individuals, states, counties, and nonprofits, so instead, it simply certifies the land as part of the trail, maintaining it with the help of its partners, including a mountain-bike club, the Forest Service, and several state parks. Today, slightly more than 50 miles of the 330-mile route are officially designated as part of the trail, but the Park Service is filling in that dotted line a few miles at a time. ❖

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A Fish Out of Water



ANDREW REICHER

In Death Valley National Park, an endangered fish lives in an isolated underground cavern.

By **Scott Kirkwood**

What type of fish lives in the desert? Sounds like a child's riddle, but in this case, the answer isn't a pun, it's a pupfish—the Devil's Hole pupfish, to be precise. Named after the isolated body of water it calls home, the fish's presence was a key reason the satellite unit was added to nearby Death Valley National Park in 1952. But more than 50 years later, scientists still aren't sure how the pupfish got itself in such hot water.

“Like many freshwater fish, pupfish invaded from salt water, arriving during

the Miocene epoch, then making their way to the large Pleistocene lakes, and eventually becoming isolated in these various systems as the water receded,” says John Wullschleger, a fisheries biologist with the park service. “We're not talking about a bunch of fish picking up and moving over the course of a year, but over thousands and thousands of years, gradually expanding into new habitats as they become available.” Once those bodies of water began to dry up and become isolated from one another, each species evolved independently, yielding various

sorts of pupfish adapted to its own conditions. But here's the mysterious part: The water in Devil's Hole was first exposed to the surface about 60,000 years ago, and since then, it's never been connected to any other surface water. So although scientists can track the pupfish's origins from the California desert back 200 million years to Pangea (the landmass that would eventually split into seven continents), no one's quite sure how the Devil's Hole pupfish managed to negotiate the last few miles.

We do know this much: Devil's Hole is the smallest known range of any vertebrate species—an opening in the earth about 60 feet by 100 feet, where a small pool of water leads to a submerged cavern. In fact, everything about the Devil's Hole pupfish is small: An adult pupfish is smaller than your thumb. A pupfish's lifespan is roughly nine to ten months—one year, tops. In recent years, its population has ranged from 200 to 500 with large seasonal variations, but it now hovers between 125 and 200. Whereas most fish produce thousands of eggs during a reproductive cycle, spawning pupfish produce about ten eggs annually. Given all those factors, the margin of error for the species' survival is pretty small, too. Thankfully, the pupfish is able to deal with a lot of adversity.

“Pupfish are incredibly adaptable—they've been successful in the desert because they're capable of surviving wide ranges of salinity and temperatures,” says James Deacon, PhD, former professor of environmental studies at University of Nevada, Las Vegas. “Pupfish species can live in water that's very hot or near freezing—when it gets really cold, they'll just bury themselves in the mud until it warms up.” In Devil's Hole, air temperatures often hover around 100 degrees

Scott Kirkwood is senior editor for *National Parks* magazine.

Fahrenheit, and water temperatures often reach 90 degrees, making this the warmest place you'll find a fish outside of a bouillabaisse.

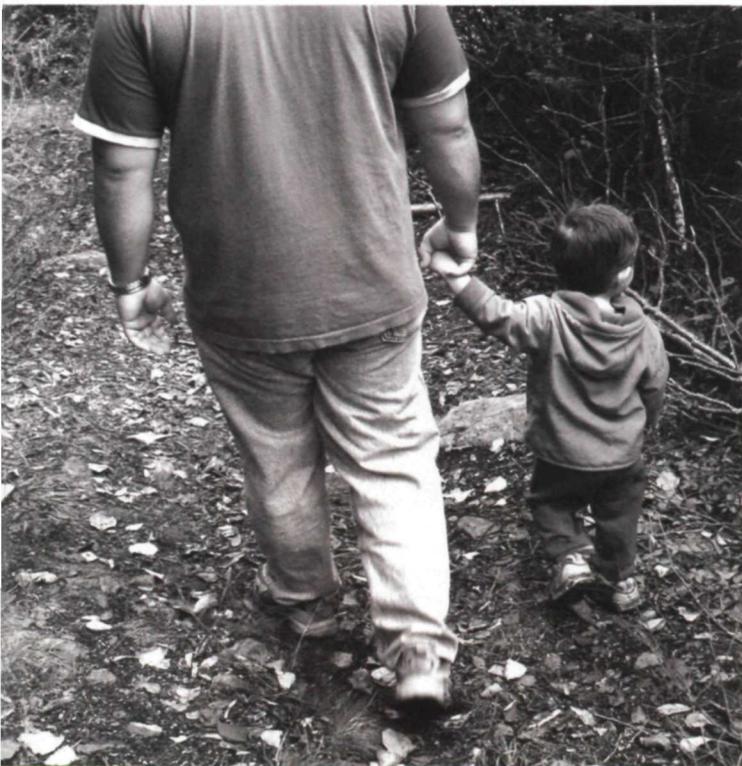
But even the pupfish has limits. Its spawning activity occurs on a shelf covered in shallow water about 6 inches to 24 inches deep. Pupfish stay in this shallow area to reproduce and to eat algae, aquatic insects, and invertebrates, so every inch of water is vitally important.

In fact, years ago, when water levels in Devil's Hole fell because of agricultural uses, a 1976 Supreme Court decision confirmed that water rights attached to Death Valley prohibited farming interests from pumping ground water from the source, protecting the pupfish's habitat, and setting a precedent for water rights that's still taught in law schools today. Although that move boosted water levels and pupfish counts, the last ten years have seen another decline.

"These fish are already living at the margins of their thermal tolerance, and they've been doing so throughout history," says Wullschleger. "But a relatively small change in water depth could change conditions enough that they couldn't maintain themselves anymore."

NPCA's recent State of the Parks report focusing on the California Desert Parks highlights the effect of increasing development in the West and the resulting competition for scarce water resources, all of which affect the desert pupfish and other rare and endangered species. Because most of the springs in this region appear to be supplied by the same aquifer, many researchers believe that the Devil's Hole pupfish is the proverbial canary in the coal mine—one of many wildlife species that can survive in harsh desert conditions until the scale is tipped too far in one direction.

For now, researchers are doing all they can to learn more about the pupfish and bolster its numbers. But when you're working with a small population of animals in a single area, every action has major consequences. Last fall, a flash flood washed researchers' collection devices into the water, a bizarre mishap which inadvertently captured and killed dozens of pupfish before it was discovered. And every time an earthquake or flash flood pours sediment into the shallow ledge, researchers must decide if they should clear the ledge themselves or let natural processes unfold, and hope the species finds a way to survive. Although the Devil's Hole pupfish has managed to last this long on its own, now its fate is in the hands of humans—the biologists fighting for its survival on one side, and the millions of others competing for the one vital resource that none of us can live without. ❖



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Winging It



Florida's national parks offer a unique opportunity for bird watchers, as dozens of species migrate to warmer climates.

By Connie Toops

Southern Florida's Everglades region—consisting of marshes, estuaries, and subtropical forests—is unlike any other ecosystem. Lush ferns, clasping vines, graceful cypress trees, and salt-tolerant mangroves flourish in the warm, humid climate. Wildlife ranges from vibrant butterflies to stealthy panthers, but birds—some sporting flamboyant colors, strange shapes, or curious behaviors—are the region's celebrated ambassadors. Bird-watchers flock to south Florida to discover rarities found nowhere else in the country. Everglades and Dry Tortugas national parks and Big Cypress National Preserve, all designated by the American Bird Conservancy as Globally Important Bird Areas, provide excitement for novice or experienced birders.

More than 350 bird species have been documented in Everglades National Park. Nearly two-thirds of them migrate north in summer or south in winter to find abundant food or proper nesting conditions. Autumn and spring are great times to observe migrant warblers, tanagers, and buntings in forested or brushy habitats. Sandpipers, plovers, and yellowlegs hug the coasts or seek protected marshes as they traverse the Florida peninsula. Hawks and falcons follow the flocks, dining on the weak and the unwary.

South Florida is famous for sheer numbers of birds that bring panache to the flat landscape. At dawn, flocks of ibises and herons leave roosts in the cypress trees and fly in undulating lines above the wet prairies. Egrets crowd coffee-colored ponds in the mangroves, gracefully plucking minnows as they dance across the water. Groups of white pelicans dip and bob like synchronized

TOM AND THERESA STACK/TOM STACK AND ASSOCIATES



A great egret flies over Everglades National Park; opposite, two reddish egrets.

swimmers as they encircle schools of fish in the tidal estuaries. Anhingas perch near basking alligators to dry their wings, lending a primeval appearance to the scene.

The Everglades region today is a shrinking core of wilderness surrounded by a human population growing at twice the national average. Half the original Everglades wetlands have been drained. Urban sprawl, air pollution, agricultural runoff, and exotic species have adversely affected native wildlife. When south Florida was initially explored in the late 1800s, approximately 2 million wading birds resided in what is now Everglades National Park. A century later, scientists estimated 2,200 wading birds nested there. Only by tempering human proliferation, protecting the remaining intact habitat, and promoting greenways to reconnect fragmented natural areas will this extraordinary ecosystem continue to delight birds and birders for centuries to come.

Everglades National Park

One of the most reliable spots to observe birds in Everglades National Park is the Anhinga Trail, a half-mile boardwalk

that explores meandering Taylor Slough. Beginning birders can study at close range great blue, little blue, and tricolored herons, great and snowy egrets, and white ibises; the colors of their bills, legs, and feathers distinguish them from one another. Anhingas and cormorants—large birds that fish underwater, then drape themselves in nearby trees to dry—abound here. Purple gallinules saunter across the pond lilies, flaunting turquoise feathers and candy-corn beaks. Don't be surprised if a vocal red-shouldered hawk grabs a lizard or large grasshopper while you're watching.

The 38-mile park road to Flamingo winds through sawgrass, pinelands, hardwood hammocks, and mangroves. Short self-guiding trails access each habitat and are worth exploring to add flycatchers, warblers, vireos, secretive sparrows, and, perhaps, owls to your list. Many of these birds also appear near pine-shaded campsites at Long Pine Key. From the Flamingo campground, scan Florida Bay for bald eagles (about 50 pairs live in the park), pelicans, roseate spoonbills, gulls, and terns. Also watch for black skimmers, sleek birds whose beaks slice the water to detect sub-

Dry Tortugas National Park

For an unforgettable birding experience far from the beaten path, consider visiting Dry Tortugas National Park. Seven sandy islands surrounded by azure waves lie 70 miles west of Key West. Discovered by Ponce de Leon in 1513, the islands had no fresh water, but their sea turtles (tortugas) translated into meat for hungry sailors. Fort Jefferson, a huge brick fort, dominates Garden Key. Overnight camping is permitted on its beach, but visitors must bring all of their own food, water, and supplies.

Access to the park is gained via ferry, seaplane, or private vessel. Observant birders traveling by boat may see seafaring terns, shearwaters, tropicbirds, and gannets en route. The Tortugas lie on an avian flyway that links South America and Caribbean regions to the United States. Each spring and autumn migrant songbirds drop in, especially if unfavorable winds buffet their journey. Birders gather around the only fresh water—a fountain on the fort's parade ground—to be rewarded by close-up views of thirsty warblers, vireos, orioles, tanagers, and buntings.

Each spring, more than 80,000 sooty terns and 5,000 brown noddies settle onto Bush Key. Rookeries are closed to visitors, but the top of Fort Jefferson provides great views through binoculars. The incessant chatter and whirring of wings that accompany the terns' flight is unforgettable. Oceangoing frigatebirds that nest on Long Key are truly magnificent when they soar in formation over the fort's ramparts.

If you've never visited or birded in such a remote location, join a tour group and let the leaders handle transportation and bird identification. All you'll need are sunscreen and binoculars to savor a once-in-a-lifetime experience.

merged prey. Eco Pond, located between the Flamingo lodge-restaurant complex and the campground, is another superb birding locale.

Snail kites, endangered species that feed almost exclusively on large aquatic snails, are sometimes seen along Tamiami Trail (U.S. 41) near the Shark Valley entrance to the park. As with most birding quests, early morning is a great time for viewing. Shark Valley visitors hike, bicycle, or ride a tram along a 15-mile loop to view alligators, deer, and wading birds; elusive rails and night-calling limpkins also inhabit the area. Wood storks sometimes shuffle through shallow water, flicking their wings to herd minnows toward outstretched beaks.

Big Cypress National Preserve

Big Cypress National Preserve encompasses 2,400 square miles of similar terrain northwest of Everglades National Park. Nearly 180 species of birds have been observed in the park's cypress strands, sawgrass marshes, and pine forests. Herons and egrets scatter into the sloughs during the summer rainy season. They concentrate around remaining pools of water as wetlands dry up during winter and spring.

Tamiami Trail, Alligator Alley (I-75), and Florida Route 29 cross the preserve, offering brief glimpses of anhingas, cormorants, belted kingfishers, and waders fishing in roadside canals. These thoroughfares have few safe pullouts, but alternate routes provide leisurely wildlife viewing. Loop Road (S.R. 94) is a 26-mile unimproved route through cypress and sawgrass that parallels U.S. 41. Ask a park ranger or a local resident for the latest conditions, because portions often flood. Tree Snail Hammock Nature Trail, located eight miles from the eastern end of Loop Road, offers a self-guided walk through a hammock frequented by great-crested flycatchers, white-eyed



Sooty terns fly over a nesting colony in Dry Tortugas National Park.

RYAN C. TAYLOR/TOM STACK AND ASSOCIATES

vireos, and barred owls.

Turner River (C.R. 839) and Birdon (C.R. 841) gravel roads combine for a 17-mile swing through the preserve near Ochopee. Here former canals are plugged with earthen dams, returning water to the marshes through culverts under the roads. The resulting wet habitat hosts green, little blue, and tricolored herons, great and snowy egrets, white ibises, wood storks, elegant sandhill cranes, and common moorhens.

A visitor center on Tamiami Trail provides information about camping within the preserve, as well as access to 31 miles of the Florida Trail, which passes through pinelands where elusive and endangered red-cockaded woodpeckers and wild turkeys reside. If you plan to hike this trail, be prepared for submerged sections during the summer.



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IAN SHIVE

Purple gallinules are among the Everglades' most colorful attractions.

Biscayne National Park

Southeast of Miami, several narrow islands divide shallow Biscayne Bay from deeper Atlantic waters. Dense subtropical vegetation blankets the largest of these keys. Prop-rooted mangroves and graceful coconut palms line the shore, giving Biscayne National Park a distinct-

ly Caribbean ambiance. Less than 5 percent of the park protrudes above the sea. Beneath the waves lies North America's northernmost coral reef.

Visitors can sample Biscayne's nearly 225 bird species by boat or from a trail. Ospreys hover over the bay, diving to impale prey with sharp talons. Brown pelicans cruise above the waves, plunging to gulp fish into expandable throat pouches. Reddish egrets and an unusual white form of the great blue heron ply the mudflats, while yellow-crowned night herons hug the shoreline searching for crabs. Cormorants, herons, and egrets nest on the Arsenicker Keys at the southern end of the park. Last year, the park was host to the first North American sighting of a red-legged honeycreeper, a dazzling blue nectar-eating bird from tropical America.

Tour boats depart the Convoy Point visitor center east of Homestead for Elliott Key and snorkeling on the reef. A short mainland trail accesses bayside vegetation and a jetty frequented by seabirds. Birders usually explore trails on Elliott Key by day, searching for Caribbean specialties such as black-whiskered vireos, gray kingbirds, or white-crowned pigeons. But adventurers can spend the night camping near the harbor, being lulled to sleep by trilling screech owls or the hum of a million mosquitoes. ❖

Connie Toops is a freelance nature writer and photographer based in Marshall, North Carolina, and a contributing editor for

Birder's World magazine.

Travel Essentials



THEBISA STUCK

In south Florida, warm humidity prevails much of the year. In the summer months, thunderstorms are frequent and mosquitoes are abundant, and mid-winter cold fronts will put a temporary chill in the air. In addition to binoculars and bird guides, bring drinking water, sunscreen, and insect repellent. You'll find bird checklists for each park at: www.nps.gov/oia/NPSBirds.html.

A multitude of motels, campgrounds, restaurants, and outdoor supply stores are located in gateway communities of Homestead, Everglades City, Naples, Miami, and Key West. For information about park facilities and activities, check the following sources:

Everglades: www.nps.gov/ever 305-242-7700
Flamingo Lodge, Restaurant, and Marina:
http://amfac.worldres.com/script/gen_activity.asp?hotel_id=2013&n=3
239-695-3101

Shark Valley Tram Tours: 305-221-8455

Big Cypress: www.nps.gov/bicy 239-695-1201
Biscayne: www.nps.gov/bisc 305-230-7275
Boat tours: 305-230-1100

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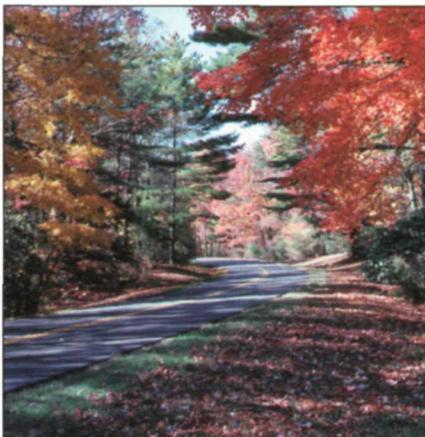
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SOUTHEAST

DESTINATION GUIDE

Parkways and pathways to distinctive national parks

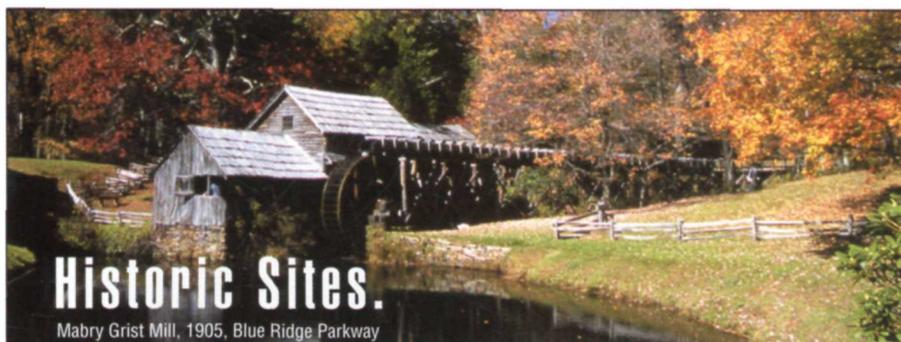
For years, the Blue Ridge Parkway has been a leader in National Park visitation. One trip down its lazy curves, soaking in its stunning vistas, explains why. Few parts of this country compare to the natural beauty you'll find along the Parkway. As it meanders through North Carolina and Virginia, you'll marvel at the lush hillsides, abundant wildlife, and quaint, picturesque towns. Weaving through the Appalachian Mountain chain, it extends to the southern end of the massive Black Mountains, ambling more than 469



miles and ending near the Great Smoky Mountains. Everywhere you look, you'll find trees, trees, trees—in autumn, they burst into color, ranging from deep red to bright yellow and vivid orange. In spring, the landscape comes alive with wildlife and abundant wildflowers, and in the summer the days are

long and comfortable—perfect for staying a few nights at scenic Bluffs Lodge or in the historic cabins at Rocky Knob.

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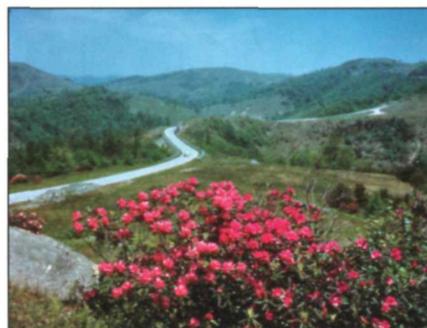
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SOUTHEAST

DESTINATION GUIDE

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opening picture windows; fine cuisine and complimentary cocktail hours; and onboard lectures by renowned historians and naturalists. These ships carry no more than 98 passengers, and can navigate the small rivers and inlets of the Chesapeake Bay to provide travelers with a unique perspective on the area. Opportunities for discovery abound at each port-of-call—from the premier living history site of Williamsburg, Virginia, to the charming island of Tangier, to the beautifully preserved villages of Cambridge, Oxford, and St. Michaels. And along the water, passengers can observe Skipjacks, schooners, and classic Baltimore clippers dotting the shore.

Other points of interest include the Chesapeake Bay Maritime Museum, featuring the Hooper Strait Lighthouse, and the Yorktown Victory Center dedicated to the events leading up to the victory at the Battle of Yorktown. And, of course, this tour would not be complete without a visit to Annapolis and the magnificent campus of the U.S. Naval Academy.



From Maine to Florida, American Cruise Lines offers itineraries designed to allow passengers to experience intimately each area's local culture, fascinating history, and natural splendor.

For more information, call 800-814-6880 or visit www.americancruiselines.com



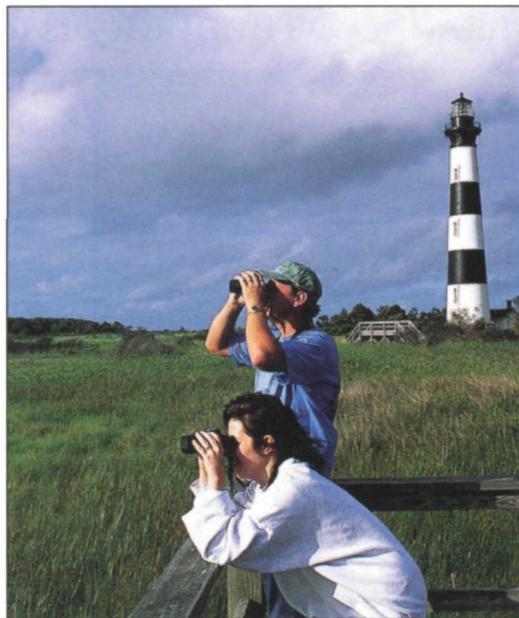
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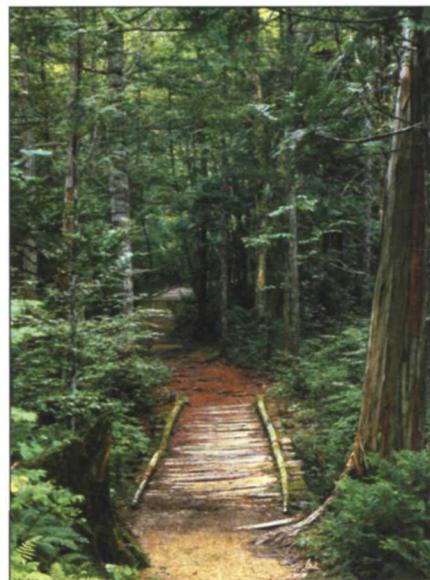
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SOUTHEAST

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Civil War history and more in Springfield, MO

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SOUTHEAST

DESTINATION GUIDE

Discover the spirit and charm of South Carolina's Olde English District

Get off the interstate and travel the back roads to discover the spirit and charm of the true South—in South Carolina's Olde English District. Come visit and celebrate the 225th anniversary of the American Revolution in the South. Find statewide events at www.southcarolinarevwar.com.

Explore the southern roots of patriotism by visiting sites that helped establish America's independence

during the Revolutionary War. The Olde English District, bisected by I-77, is a seven-county region in upper South Carolina between Charlotte and Columbia. In addition to the Revolutionary War history, you'll find a wealth of African-American historical sites, Civil War history, genealogy information, and antique shops.

To request travel guides or for more



information, visit www.sctravel.net or call toll-free at 800-968-5909.

Louisiana's state parks delight and inspire

Louisiana's State Parks offer unmatched access to some of the world's most diverse and active ecosystems. Ranging from

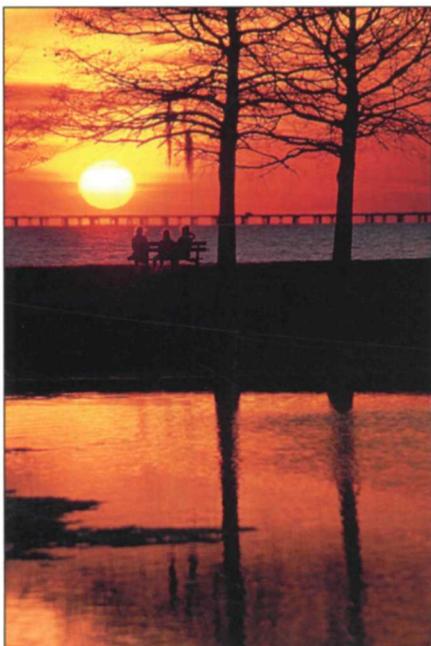
rich coastal estuaries and beaches, across vast primitive cypress and tupelo swamps, and over untouched expanses of pine and hardwood forests, nature occupies a central role in the storied history of Louisiana. Perhaps more than any other state, Louisiana has been defined by the land.

Louisiana's 36 state parks, historic sites, and preservation area are your doorway to Louisiana's natural bounty. The state parks feature first-class facilities including comfortable cabins and numerous activities, such as canoe trails, fishing, hiking, interpretive programs, archaeology, and



American history, some of which predates the arrival of European settlers by almost 1,500 years.

Louisiana's state parks, historic sites, and arboretum are also a vivid reminder that the state's living culture of music, architecture, and food owes its distinctness to the unique geography. In fact, most of Louisiana's celebrated cuisine was inspired by the abundance of natural resources in the state. Even today, the sheer density of wildlife is literally mind-boggling—inland and estuarial waters teem with fish and shrimp, and Louisiana is home to North America's primary migratory



even concerts. Louisiana's historic sites transport visitors to a time of antebellum living and the American Civil War, as well as offering a fascinating look into ancient Native

continued on next page



LOUISIANA *continued from previous page*

flyway, with flocks of songbirds and waterfowl darkening the sky. Whether set amongst subtropical palmetto-dotted wetlands, along lazy bayous, or within stately old-growth forests, Louisiana's State Parks delight and inspire.

The beauty of Louisiana is more subtle than the steep mountains of the West or the rocky coastlines of the Northeast, but perhaps even more fascinating. In this subtleness lies the State Park system's greatest gift—the remarkable access to the state's abundance. Louisiana has long celebrated the respectful co-existence of man and nature; the result is soul restoring, inspiring, and life affirming. To find out more or book your visit to Louisiana's State Parks and Historic sites call 877-CAMP-N-LA (877-226-7652) or visit us online at www.lastateparks.com.



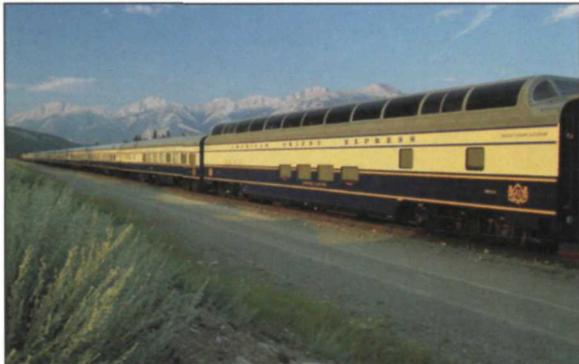
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Activities plentiful at Kennicott Glacier Lodge

Kennicott Glacier Lodge, located in the Kennicott National Historic Landmark ghost town, offers the area's finest accommodations and dining. Built in

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Guest activities at this destination resort include glacier trekking, flightseeing, photography, alpine hiking, historical tours throughout

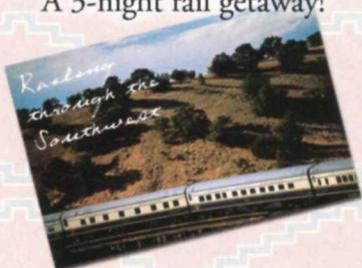


the ghost town buildings, nature tours, and river rafting.

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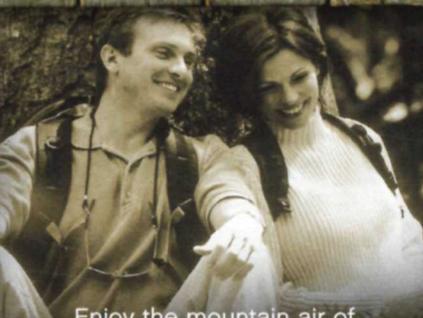


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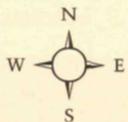



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PHOTOGRAPH BY EDWIN LEVICK, COURTESY OF THE NEW YORK PUBLIC LIBRARY



Answer: Ellis Island, a part of Statue of Liberty National Monument, New Jersey and New York



Brains Conquer Beauty

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There is little doubt that a natural mined diamond of top quality is one of the world's most magnificent gems. It is much coveted for its exquisite beauty, but the simple truth is that diamonds are simply compressed crystallized carbon. The laboratories at DiamondAura were created with one mission in mind: *Design classic jewelry with the scientifically perfect gemstones at a cost that lets everyone experience a stone with more fire and brilliance than a mined diamond.*

Perfection from the laboratory. We named our gemstones DiamondAura, because simply said, "they dazzle just like natural diamonds but without the outrageous cost." Our DiamondAuras are an absolute marvel of modern geological science. We insisted that our scientists reproduce the look of a natural mined diamond, in the laboratory, and would not accept any result other than perfection. We will not bore you with the incredible details of the scientific process, but will only say; it involves the use of natural occurring minerals heated to an incredibly high temperature (5000° F), which

can only be accomplished inside some very modern and very expensive laboratory equipment. After several additional steps and considerably more time, our scientists have finally

created a gemstone that looks even better than the vast majority of mined diamonds. Frankly, each time we see one we have difficulty believing the result ourselves. Noted jewelry expert, Steven Rosensky said that the color and clarity of DiamondAura rivals that of a flawless D colored diamond. Of course, flawless diamonds sell for in excess of \$50,000 a carat, so they are priced out of reach. Only experienced diamond appraisers, uti-

lizing the proper instruments, are able to make the distinction between a flawless natural diamond and a scientifically perfect DiamondAura.

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any top quality gemstone, is artistically performed by our team of experienced gemstone cutters, and the carat weight is made available to you in the entire range of most desired sizes. Finally, we employ the most talented jewelry designers to provide our customers with the dazzling elegant styles that we proudly offer. Once you have had the opportunity to wear your DiamondAura, you will understand why it is just like a natural diamond in almost every way.

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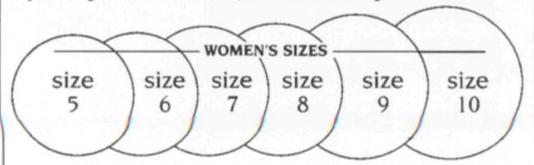
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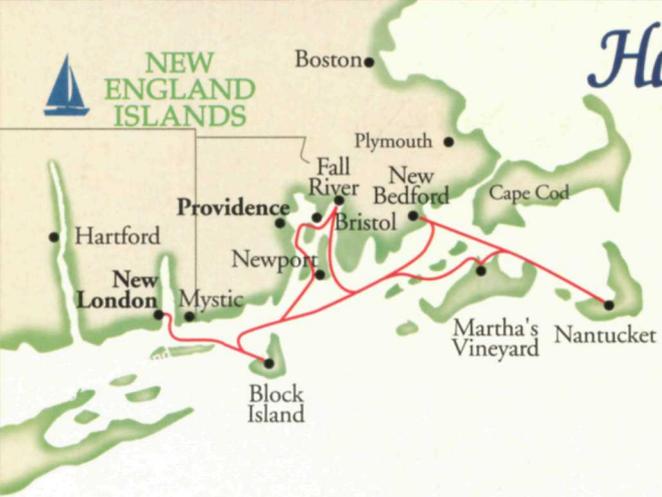
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