

National Parks

The Magazine of
The National Parks
Conservation
Association

JULY/AUGUST 2001

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Saving Battlefields
Return of the Natives
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National parks

Vol. 75, No. 7-8
July/August 2001

The Magazine of the National Parks
Conservation Association

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COVER: Following the battle at Stones River, Tennessee, Lincoln thanked the Union general in charge and said: "had there been a defeat instead, the nation could scarcely have lived...." Photo by Tom Till.



LES BLACKLOCK/LARRY ULRICH STOCK

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OUTLOOK

Running on Empty

Bush's energy policy, released before Memorial Day, offers few alternatives to consumption.

HARPERS FERRY, at the confluence of the Potomac and the Shenandoah rivers in West Virginia, has survived floods, raids, and wars. It was the beginning and the end of a slave revolution envisioned by abolitionist John Brown, and the scene of the largest surrender of U.S. troops during the Civil War.



Harpers Ferry National Historic Site is also one of 49 national park units that offer visitors the chance to learn about its history from the comfort of a shuttle bus. My family and I took advantage of this system during a recent visit. We hopped aboard a bus at the visitor center, disembarked in town, and walked along the same streets that Lt. Col. Robert E. Lee and his marines traveled to capture John Brown and his raiders.

Shuttle buses have become an increasingly popular way to get visitors out of their cars and into the parks. (See story, page 34). At Acadia National Park in Maine, officials estimate that the shuttles eliminated 100,595 vehicles from park and local roads in 1999 alone, reducing vehicle emissions by two tons of nitrous oxide, four tons of hydrocarbons, 32 tons of carbon monoxide, and 522 tons of carbon dioxide.

Alternative transportation will help to reduce the emissions that cloud views at national parks, damage plants, harm human health, and artificially warm the atmosphere.

But automobile traffic is just one aspect in the air pollution equation. Much of the emissions that create the haze that harms trees and obscures views come from power-generating plants. This May, just before the official kick-off to the summer season and the height of park visitation, President Bush released his energy policy. If an initial read is any indication, the president's plan may make matters worse in the parks. Rather than promoting conservation, Bush recommends building more power plants and relaxing air quality standards. Rather than bolstering the Clean Air Act, the president may weaken one of the most effective tools that we have to control emissions from power plants. Tampering with the law could yield increases in harmful emissions.

Bush's goals are geared toward energy production without environmental safeguards and energy consumption without meaningful conservation.

Conservation has been one of the key ways to reduce the impact of shortages in the past. A smart energy policy would include the most basic protections for national parks and other wild lands to ensure the enjoyment of the millions of people who will visit the parks this summer and for future generations.

**Thomas C. Kiernan
President**

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ABOUT NPCA

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.

HOW TO JOIN: You can become a member by calling our Membership Department, extension 213. *National Parks* magazine is among the benefits you will receive. Of the \$25 membership dues, \$3 covers a one-year subscription to the magazine.

EDITORIAL MISSION: The magazine is the only national publication focusing solely on national parks. The magazine 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 protect 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. For more information, contact our grassroots coordinator, extension 222.

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.

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A Fish Tale

AS A YOUNGSTER, I enjoyed many fishing expeditions with my dad. The experience always evoked all the senses: the warmth of the sun, the smell of damp earth, and the luxurious feeling of being able to daydream undisturbed until that explosion of adrenaline came with the first strike and struggle of a fish tugging on the line.

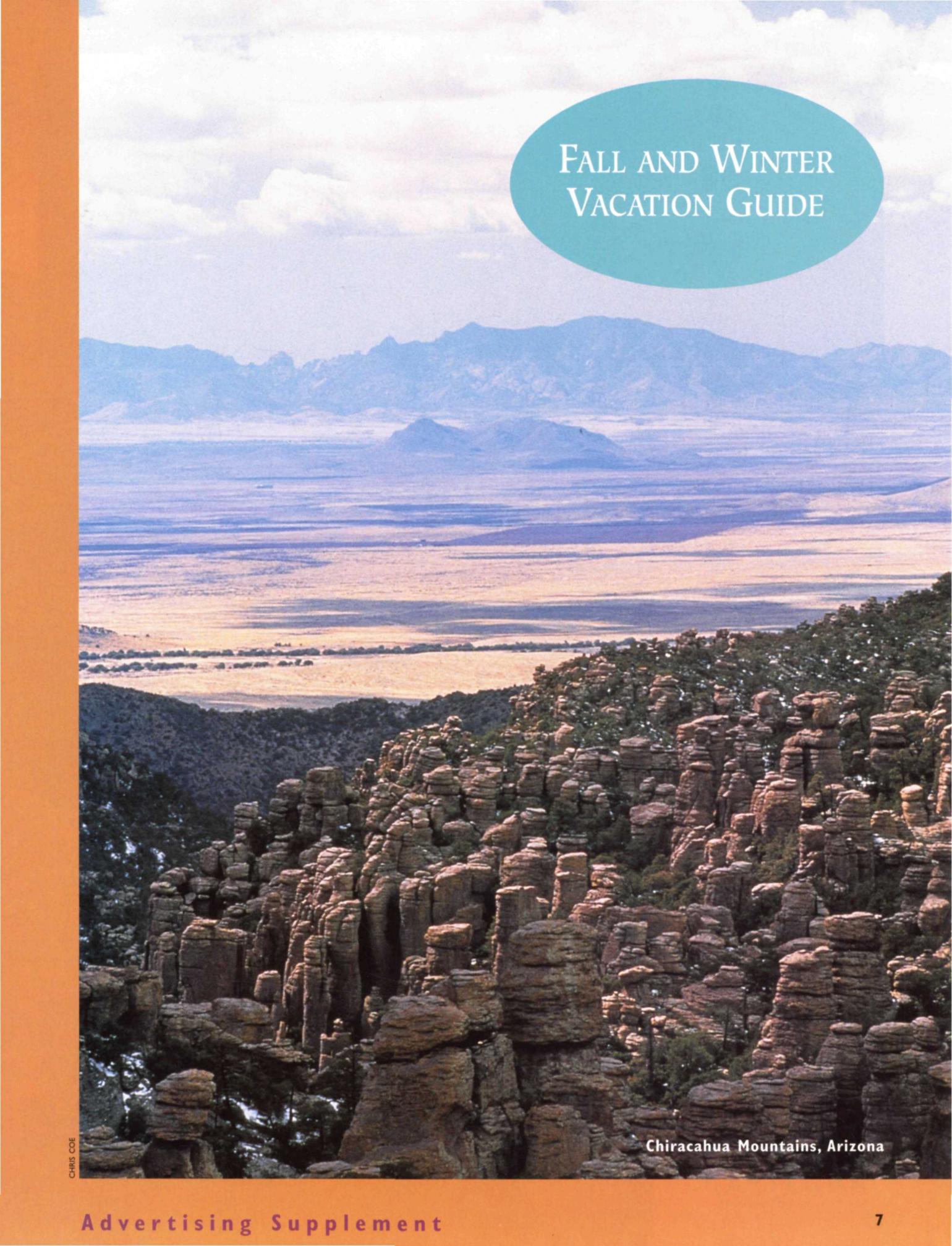
But somewhere along the way, my feelings changed. I was just as happy to enjoy the experience without catching the fish.

Whatever the reason, whether it was the accidental embedding of a hook into my own hand or no longer being able to stomach putting live bait on a line, I became much more interested in watching fish in their own element.

Over the years, the Park Service has also become much more vested in keeping fish where they belong. After years of managing fish as though they were domestic stock produced for the benefit of the recreational angler, the Park Service has come full circle. Native fish are being actively returned to their natural habitats. The greenback cutthroat trout at Rocky Mountain National Park is among the species that has benefited. In this issue, George Wuerthner explores the history of the Park Service's management policies and the agency's eventual realization that each creature has a role to play in the health of the ecosystem. Without the cutthroat trout at Yellowstone, grizzly bears, pelicans, mink, river otter, and other creatures might not have enough food to eat. And, even more important, without these fish the ecosystem would not be complete.

"Who but a fool would discard seemingly useless parts?"—Aldo Leopold.

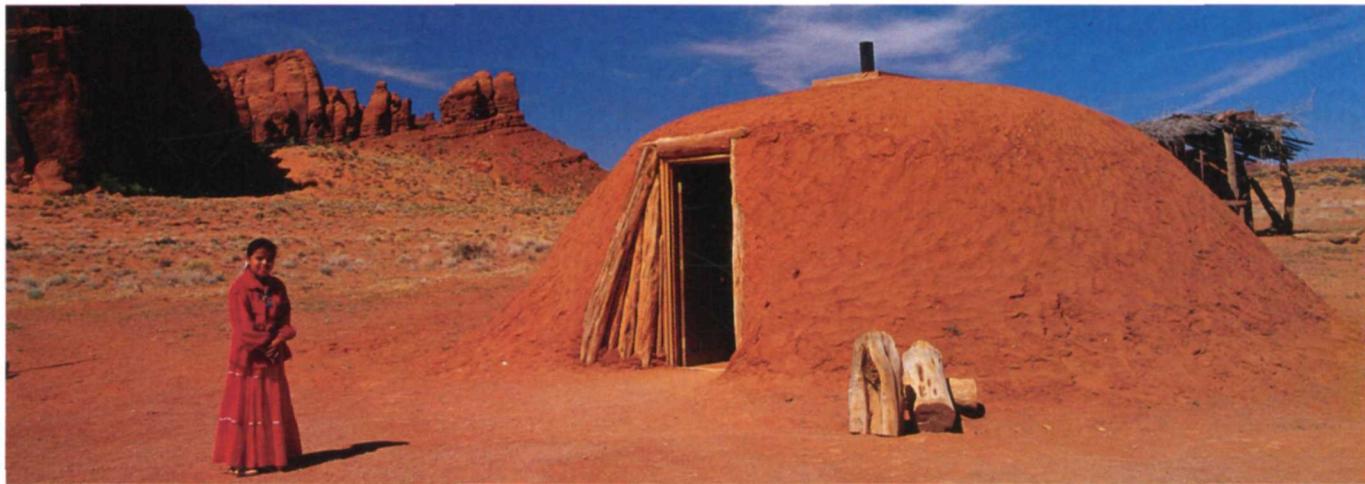
Linda M. Rancourt
Editor-in-Chief



FALL AND WINTER
VACATION GUIDE

Chiricahua Mountains, Arizona

CHRIS COE



A R I Z O N A

THE GOLDEN HEART OF THE WILD WEST

Need an antidote to traffic jams and ringing phones and a schedule so tight you can't draw a deep breath? The prescription may well be a luminous sunset, viewed from a rocky perch high in the hills where the air is scented with sage and the loudest sound is the breeze whispering in your ears.

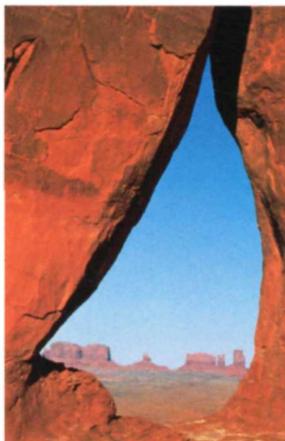
In an overcrowded and overbooked world, a place of tranquility and natural beauty is a prize beyond compare—and the state of Arizona offers one precious gem after another. If you're planning a fall or winter get-away, then choose the destination where you really can get away.

Start with the Grand Canyon—one of our nation's premier vacation destinations. In this astonishing formation hundreds of miles long and nearly a mile deep, the history of our planet is etched on rock walls that soar from cool riverside resting spots to the North or South rims high overhead. Try whitewater rafting down the Colorado River. Hike along the rim or descend into the canyon on foot or by mule.

Considered one of the world's wonders, the Grand Canyon is just one of the natural and historic marvels Arizona has to offer. There are twenty-two national parks, monuments, and historic sites, and scores of state parks, national forests, wilderness areas, and mountain preserves. With such a priority placed on the natural world, you'll find all the excitement and solitude you crave, whether you come alone, travel with another person, or bring the entire family. Explore Montezuma Castle National Monument's five-story, 20-room cliff dwelling. Stroll through Petrified Forest National Park and see the remains of an ancient tropical forest from the dinosaur era in what is now a vast desert

landscape. Fish or go house-boating on Lake Powell, part of Glen Canyon National Recreation Area.

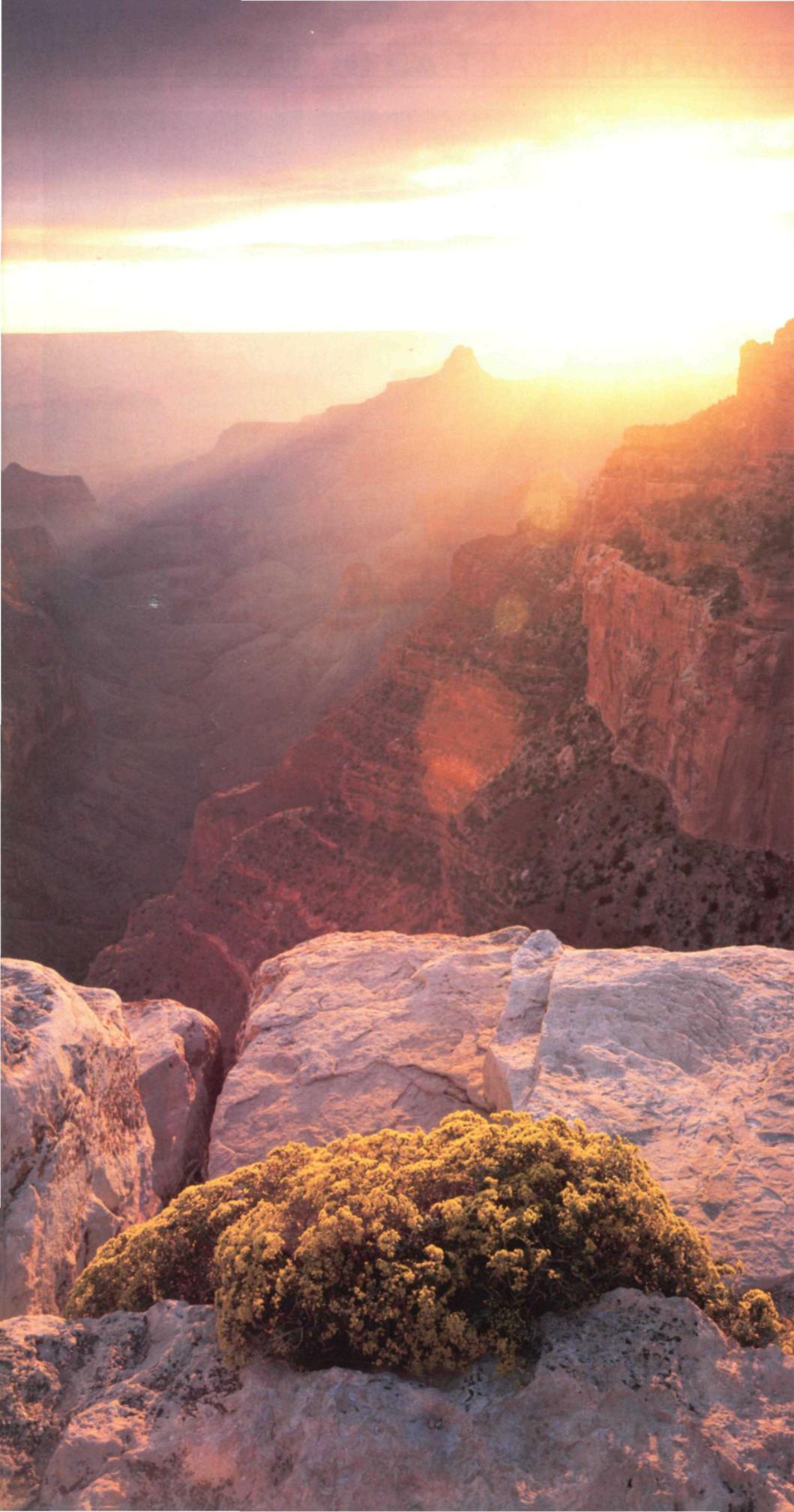
But don't let the sunny reputation fool you—Arizona can be a winter wonderland. The beautiful San Francisco peaks, north of Flagstaff, offer both downhill and cross-country skiing, and the high country is laced with cross-country or snowshoe trails that wind through pine forests. Downhill and cross-country skiers also can enjoy their sports at Pinetop-Lakeside, which is in the White Mountains and adjoins Apache-Sitgreaves National Forest.



Throughout the year, spectacular opportunities await. Explore an exotic underworld in Kartchner Caverns State Park (one of the top ten caves in the world). Indulge in a quest for unusual minerals and gemstones. Ride the scenic train through Verde Canyon and the Prescott National Forest, or drift lazily down the Salt River on an inner tube, dabbling your toes in clear water. Visitors also can hitch a ride on a hot-air balloon in the Valley of the Sun to examine the desert's beauty from the air or pitch a tent on terra firma in the Sonoran Desert's Organ Pipe Cactus National Monument and be dazzled by the stars in crystal

clear night skies. For birders, the Ramsey Canyon Preserve is a must-see—a dozen or more hummingbird species can often be spotted on just one visit. Kofa National Wildlife Refuge, south-east of Quartzsite, attracts hikers, many of whom are headed for Palm Canyon to see native palms.

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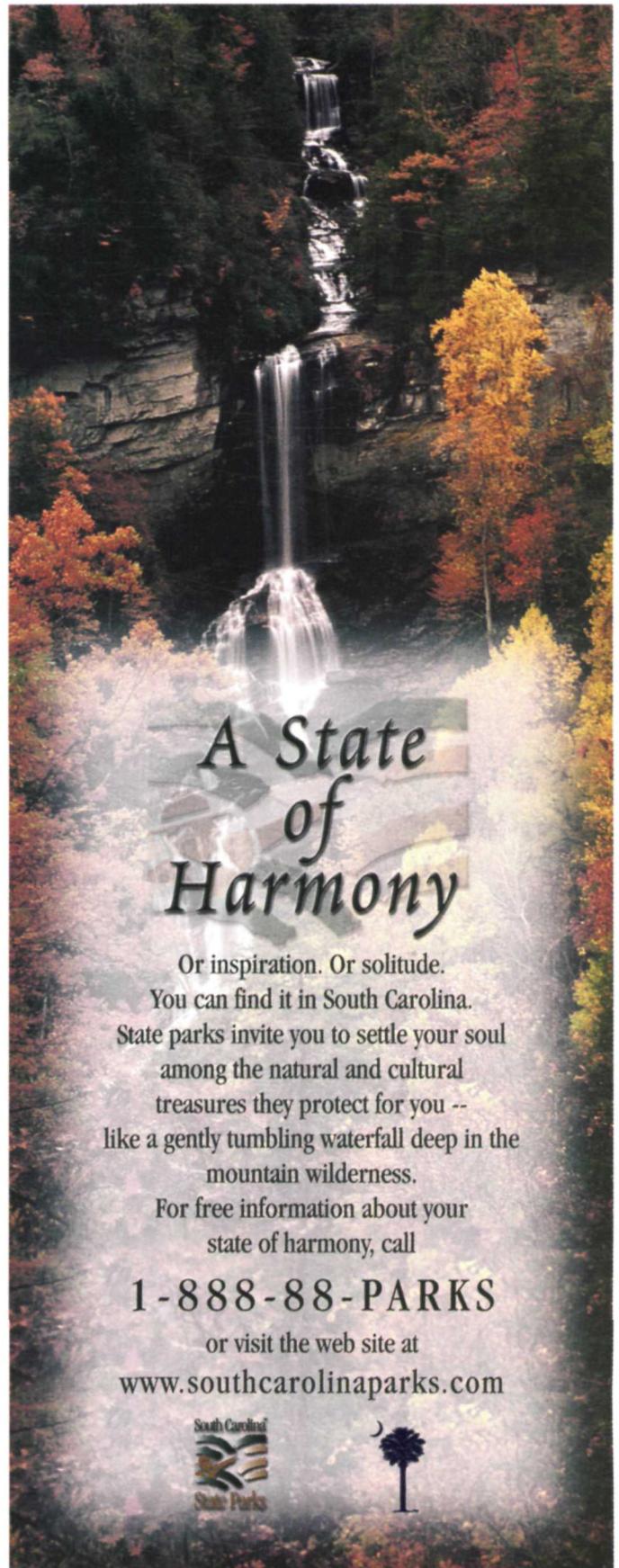
Traveling through the South Carolina Blue Ridge foothills is a unique experience at any time, but autumn is the best season for the journey. Tourists and natives find comfort in the colors of fall that blanket the rolling hills. Many of them take to S.C. 11, the national scenic highway that runs for 85 miles along the state's crown and serves as a corridor for seven state parks, to take in spectacular vistas.

Starting at the eastern end of the highway from I-85 near Gaffney, the traveler can experience many of the opportunities the area has to offer. In the Mountain Bridge Wilderness and Recreation Area, visitors hike, backpack, and camp along wilderness trails. A two-mile hike to Raven Cliff Falls, near Caesars Head, is considered one of the best excursions in the Upstate, while trout fishing in the Middle Saluda River, which winds southward through a rock-bound gorge, is an angler's dream.

Stop by the visitor's center at Table Rock State Park before you check into your park cabin and stand in awe of Table Rock Mountain draped in the reds, golds, and oranges of autumn. Or move on westward to Devils Fork State Park, where lakeside villas, considered to be among the most modern and beautiful in the entire state park system, stand aside the pristine Lake Jocassee. Boat trips through this mountain lake can take visitors to one of the most striking protected areas in the South Carolina mountains, where wildlife is abundant and waterfalls tumble into the lake.

Other state parks in the region, situated within old-growth hardwood forests or encompassing significant historic sites, represent the state's commitment to stewardship of the resources and service to the people who visit the area. They are some of the best settings for hiking, camping and backpacking, and enjoying the natural beauty of fall.

For more information about South Carolina State Parks, call toll-free 1-888-88-PARKS, or visit the website at www.southcarolinaparks.com. For more information about travel and tourism in South Carolina, visit the website at www.travelsc.com.



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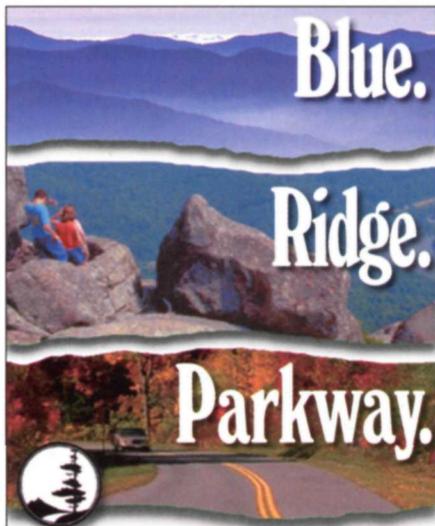
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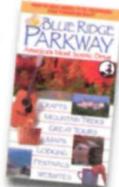
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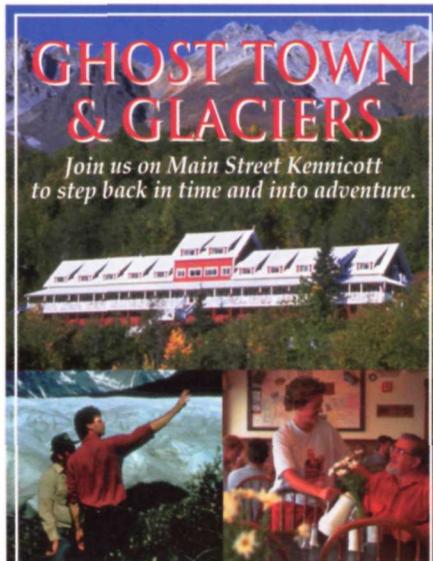
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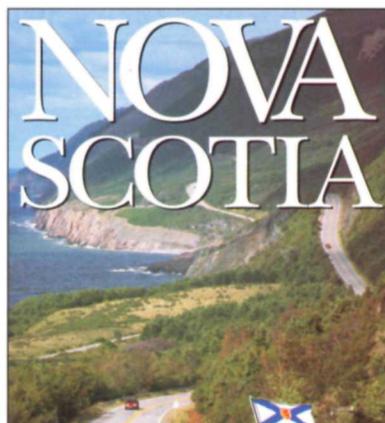
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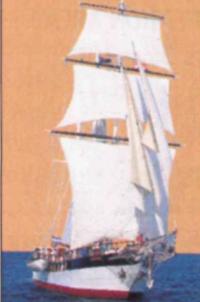
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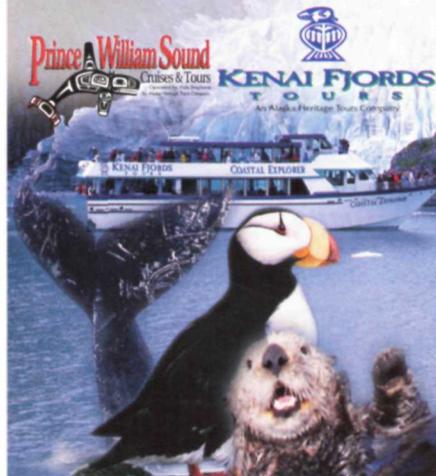
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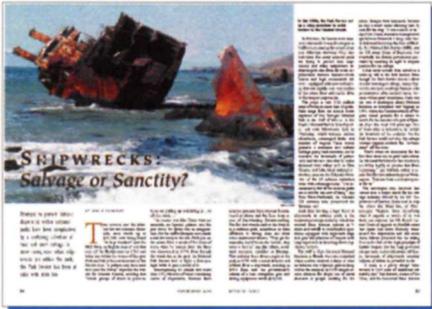
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Shipwrecks, Friends of the Parks, Alaska



Shipwrecks

I agree that shipwrecks must be protected in parks ["Shipwrecks: Salvage or Sanctity?" March/April 2001]. I think they should be left in place because of their historical value. We should use video cameras around the areas to protect these sunken ships from looters.

Jose Causing
Vallejo, CA

Friends of the Parks

I was very surprised to read your "Friend of the National Parks" award list [March/April 2001]. This "Friends" list was based solely on eight votes in the House of Representatives and six votes in the Senate. There are hundreds of votes in each Congress on park-related issues. To decide whether a congressperson is a "Friend" or not based on such a small number of votes is inadequate and unfair.

In addition, NPCA's judgment of what constitutes a "right" vote is purely subjective. For instance, a vote for including the Baca Ranch into the National Park System was judged as a "right" vote. However, some members may have believed that spending \$100 million for this new property was irresponsible when our national parks already have a \$4-\$6 billion backlog in maintenance and construction.

Finally, no weight was given to legislation introduced or cosponsored by members of the House and Senate. For

example, Sen. John McCain (R-Ariz.) and Rep. John J. Duncan, Jr., (R-Tenn.) introduced legislation to regulate overflights in our national parks. Both worked tirelessly during the 105th and 106th Congresses to see this legislation signed into law. In fact, McCain recently received NPCA's highest award for his work on the legislation. However, neither of them made your "Friends" list. How someone can receive NPCA's highest award and not be considered as a friend of the national parks is beyond my comprehension.

I hope that NPCA will review how it develops such a list or, better yet, just scrap it all together.

Don Walker
Deputy Chief of Staff
Office of Rep. John J. Duncan, Jr.
Washington, DC

EDITORIAL REPLY: Members of Congress have many opportunities to support legislation that affects the park system through voice vote or unanimous consent. The only way to rate all members equitably is through recorded floor votes. The Friend of the National Parks Award is based only on floor votes and allows NPCA to identify members of Congress who consistently vote to uphold the standards and integrity of the National Park System. Sen. John McCain received the Mott award for his landmark legislation, the National Parks Air Tour Management Act. He has been at the forefront of the issue to regulate air tours over national parks since 1986. Rep. John Duncan's leadership in the House on this legislation was also critical to its success.

Oil Drilling in Alaska

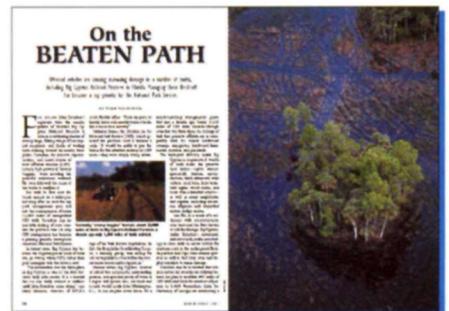
It seems that the current approach to saving the Arctic National Wildlife Refuge (ANWR) is to convince Congress and the president not to open the

refuge to drilling ["Push to Drill in Alaska Growing," May/June 2001]. Wouldn't it be better to start a campaign to stop the multinational oil companies from wanting to drill there?

Organizations could work to convince oil company stockholders to persuade their boards of directors that the majority of Americans oppose drilling in ANWR. Groups could also identify companies that want to explore for oil in ANWR and start a boycott of those companies now.

I believe that we are putting too much emphasis on affecting Congress. If the oil companies expressed no interest in drilling in ANWR, it would be a moot issue.

Virginia Metcalf
Wisconsin Dells, WI



Motorized Abuses

I strongly support every effort to reduce noise pollution and traffic congestion in our national parks ["On the Beaten Path," March/April 2001].

Please get the snowmobiles out of Yellowstone and leave the park to the cross-country skiers and the animals. In the summertime, use shuttles, such as those found in Denali, in all our parks. The overload of people is ruining it for those of us who go to the parks to enjoy peace and tranquility. Reduce flights over the Grand Canyon and other areas, too. Silence is golden.

Larry E. Gienapp
Kona, HI

Please do not allow personal recreational motorized vehicles in our parks. Stand by the original concept for our parks—to conserve and preserve these spaces for their natural beauty, their wildlife, and their historical importance. When the parks were originally created, there was no noise pollution. Why should we have it now?

I want my grandchildren's grandchildren to enjoy the parks as I have, in peace and quiet, where they too might see a deer drinking from a pool, unafraid and undisturbed.

Shirl Brainard
Via e-mail

I have lived near areas used by off-road vehicle (ORV) and personal watercraft (PWC) drivers in Nevada and Minnesota and know people who work in the industry. It is certainly a fact that one reckless user of an ORV or PWC can eliminate any positive wilderness experience for hundreds of other visitors.

Part of the problem is that states and municipalities cannot afford the staff or equipment necessary to police wild areas. I would favor requiring a fee on ORV and PWC use to more fully reflect the policing of users and the costs for repairing damaged areas.

I had a minor problem with one quote in your excellent article. One interviewee says that "it would be unfair to put the blame for this situation entirely on ORV users—they were simply taking advantage of lax Park Service regulations." To my way of thinking, anyone who damages a wild area to "have a little fun" is fully responsible for their actions whether or not there is a specific law against it or a cop standing there to catch them.

David E. Palmer
Reno, NV

Wolves

I would like to clarify some serious misunderstandings [Letters, March/April 2001] about predator populations and how to deal with them in an environmentally acceptable manner.

The facts are that when predator-prey relationships have been studied by competent biologists and veterinarians, the

results reveal that the fecundity of predator populations is interdependent with healthy prey. When the prey species declines, the number of pups in wild canid populations is notably decreased and the survival of smaller litters is also threatened. This has been graphically documented by Durwood Allen in his work on the wolf/moose populations on Isle Royale in Michigan.

Fencing areas to prohibit elk from invading adjacent orchards may sound feasible but is akin to establishing ungulate "farms" and is an unacceptable form of control.

Also, the use of chemical or pharmaceutical sterilents or estrus suppressors is problematic and often the cause of irreparable sterility.

We must not use the ethic that may be acceptable for sterilizing domestic dogs and cats, for wildlife. Our beloved pets are the alien species, and we should keep that in mind, rather than attempt to artificially apply that to wildlife.

The establishment and maintenance of wildlife corridors would be a much more natural and effective means of preventing gene pooling and inappropriate population control. Humankind has always been the selfish exploiters of the land, not the indigenous wildlife. The animals should not have to pay the penalty for human greed.

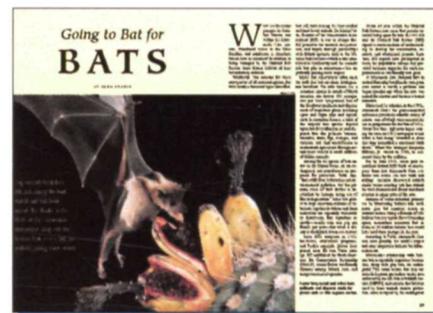
Marvin J. Sheffield
Wild Canid Research Group
Pacific Grove, CA

Ethics of Nature Photography

It was refreshing to read the discussion of ethics and responsible conduct for photographers in the field in your Forum ["Taking Your Best Shot," September/October 2000].

Field conduct was one of the early issues addressed by the North American Nature Photography Association (NANPA) after its formation seven years ago. For information on the organization's Principles of Ethical Field Practices, write to NANPA, 10200 West 44th Avenue, Suite 304, Wheat Ridge, CO, 80033-2840.

Bernard P. Friel
President, NANPA
Wheat Ridge, CO



Bats

Hail to the National Park Service and Bat Conservation International for striving to give bats the respect they need ["Going to Bat for Bats," January/February 2001]. Bats get a bad rap. People say they are grotesque and associate them with the blood suckers found in Dracula movies. Brown bats, for one, are very useful because they have the ability to devour 600 mosquitoes per hour. Thank you for all the information!

Paul Dale Roberts
Elk Grove, CA

WRITE TO US

Send mail to: Letters, National Parks, 1300 19th St., N.W., Suite 300, Washington, DC 20036. Letters can be sent via e-mail to npmag@npca.org. Letters should be no longer than 300 words and may be edited for length and clarity. Please include a telephone number for verification. We will notify you if your letter will be published and in which issue.

CORRECTION

The proposed dump site along the Selma to Montgomery National Historic Trail (News, March/April 2001) would be within 500 feet of the trail.

"YOU ARE HERE"

The park's namesake, who first came to the area in September 1883, once said: "It is an incalculable added pleasure to anyone's sum of happiness if he or she grows to know, even slightly and imperfectly, how to read and enjoy the wonder book of nature."

Answer: Theodore Roosevelt National Park, North Dakota

Park News

BY ELIZABETH G. DAERR

ENERGY EXPLORATION

Energy Policy Hits Parks Hard

Policy weakens Clean Air Act and opens lands to exploration.

WASHINGTON, D. C. —President Bush's energy policy, released in May, could severely threaten national parks by relaxing air quality regulations and allowing energy exploration in and around parks.

The report was created by the National Energy Policy Development Group, which included Bush cabinet members and was headed by Vice President Dick Cheney. Though it repeatedly mentions the importance of environmental protection, the report's recommendations do not make clear how those protections will fare compared with the steps for increased energy production. To meet the growing demand of America's energy needs, Bush's policy states that 1,300 to 1,900 new electric generating plants must be built in the next 20 years. The plan suggests these new plants are needed because of a growing imbalance in supply and demand. "This imbalance, if allowed to continue, will inevitably undermine our economy, our standard of living, and our national security," the policy states.

Among other things, the report recommends a revision of language in the Clean Air Act that requires federal review of power plant modifications that

affect emissions. It suggests providing "regulatory certainty to allow utilities to make modifications to their plants without fear of new litigation."

Additionally, it suggests that the administrator of the Environmental Protection Agency (EPA) "work with Congress to propose legislation that would establish a flexible, market-based program to significantly reduce or cap emissions...."

The energy plan also suggests that the EPA administrator and the secretary of Energy review clean air regulations and their impact on new utility and refinery generation capacity, energy efficiency, and environmental protection.

The energy policy development group recommended, and Bush immediately issued, two executive orders ensuring domestic energy supplies. The first directs all federal agencies to include in any regulatory action that would significantly impact energy supplies: the energy impact of the proposed action; any adverse energy effects that cannot be avoided; and alternatives to the proposed action. The other executive order directs federal agencies to expedite permits and other actions necessary for energy projects.

"This sounds alarmingly like a move to replace environmental impact statements that guard public lands and health with energy impact statements designed to push development at any cost," said NPCA President Thomas C. Kiernan.

NPCA's 2001 list of the Ten Most Endangered Parks includes three that have been severely degraded by air and water pollution and could worsen under the

continued on page 16

Report Card on Bush Administration

Subject	Grade
Park Funding	C+
Park Air and Water Quality	D
Park Wildlife	C
Motorized Abuse of Parks	D-
Park Transportation	incomplete
Park Visitor Education	incomplete
Park System Expansion	F
Overall Grade	D

Following the Memorial Day holiday, President Bush announced his National Parks Legacy Project at Sequoia National Park in California. The project covers a variety of park issues, including the president's funding proposal for the maintenance backlog at national parks. In response, NPCA released its assessment of the Bush administration's record on park protection with a report card covering relevant park issues.

Report Card Highlights

▲**Funding:** Most of the money in Bush's plan is for construction, not protection of resources.

▲**Air quality:** Bush's energy plan will weaken the Clean Air Act.

▲**Motorized Abuse:** The administration is negotiating behind closed doors with the snowmobile industry to overturn the ban at Yellowstone.

To read the full text of the report card, go to www.npca.org.

Bush energy plan. Both Great Smoky Mountains and Big Bend national parks are suffering diminished scenic views because of poor air quality, and vegetation at Great Smokies is being damaged from acid rain. Water pollution is also a problem at south Florida's Everglades and Biscayne national parks.

Other parks and monuments may be in jeopardy as well. The plan calls for the president to ask the secretaries of Interior and Energy to "re-evaluate access limitations to federal lands in order to increase renewable energy production, such as biomass, wind, geothermal, and solar." To fund research into alternative and renewable energy sources, the group recommended using royalties from drilling inside the Arctic National Wildlife Refuge, a move vehemently opposed by environmentalists.

"Aside from extolling the virtues of modern energy extraction in glowing terms, the report seems a clarion call for weakened government regulation,"

LITIGATION

Lawsuit Filed to Remove Cross

The ACLU has filed a lawsuit to remove a cross in Mojave.

LOS ANGELES, CALIF.—Claiming a violation of First Amendment rights, a lawsuit was filed in U.S. District Court to compel the National Park Service (NPS) to remove a cross from Mojave National Preserve, California.

The lawsuit, filed by the American Civil Liberties Union of Southern California (ACLU/SC) on March 22, argues that the presence of a cross, the predominant symbol of Christianity, is a violation of the First Amendment's separation of church and state.

A wooden predecessor to the current 5-foot-tall metal cross, located atop Sunrise Rock and visible from a road

that runs through the park, was originally placed at the location in 1934 by the local Veterans of Foreign Wars chapter to honor World War I veterans. It was then on private land and included a plaque describing its purpose. However, the plaque no longer exists and the land is now a part of Mojave National Preserve, established in 1994. Each time the cross has been destroyed by vandals or weather, local residents, who use the area as a gathering place for Easter sunrise services and other religious and community activities, have replaced it.

Despite its connection to the local community, Peter Eliasberg, staff attorney at ACLU/SC, maintains that the cross has no place in the park. "The federal government should not offer public land—owned collectively by people of every faith and of no faith—as a site for the advertisement and promotion of Jesus Christ, Buddha, Pope John Paul II, or any other particular religious figure," he said. "Contrary to what some believe, it is not the role of the federal government to advance Christianity or any other sectarian belief."

One local congressman, Rep. Jerry Lewis (R-Calif.), disagrees, and wants the cross to remain. In the last session of Congress, Lewis drafted legislation that restricts NPS from spending any money to remove the cross.

"Congressman Lewis does not see

this as a religious freedom issue," said Lewis' spokesman, Jim Specht. "He feels that the cross is there to honor those who fought in World War I, and to remove it would be disrespectful of those who fought."

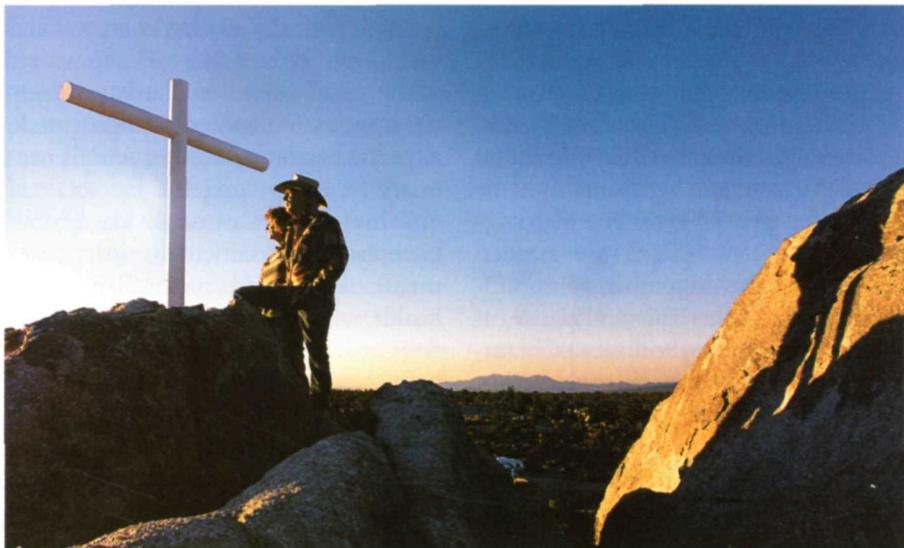
According to Specht, Lewis' staff is looking for a long-term solution that would allow the cross to remain at the site. He said that the preferred option is to declare it a historical site.

Eliasberg countered that Lewis' law is a violation of the First Amendment. "The courts have consistently held that a permanent religious fixture on federal land is a violation of the U.S. Constitution," he said. "An act of Congress doesn't change that."

An 82-year-old Jewish veteran of World War II, Morris Radin, spoke out against the cross at an ACLU press conference. "The country I fought for and love...[was] founded on principle, on freedom of conscience and religion, a country where the government isn't Christian or Jewish or Muslim, but can welcome all of these and more on a free and equal basis," he said.

When asked how Lewis would respond to non-Christian veterans, Specht said, "The fact that it is a memorial with a symbol of a particular religious faith doesn't change the fact that it is still a memorial."

—William A. Updike



Two local residents stand near the cross atop Sunrise Rock in the park.

L.A. TIMES PHOTO BY GINA FERAZZI

New hand-held vac creates ultra-powerful suction

The Euro-Pro Shark is portable, powerful, practical and can suck up dirt from places ordinary hand vacs can't reach.

by Sandra Brosberg

I'm a neat freak. I admit it. But with a cat, two dogs and two children, it's tough to keep everything clean. Every time I turn around, there's a new mess on the kitchen floor, the living room carpet or the bathroom tile. Whenever I spotted a mess, I had to go to the closet and drag out the upright vacuum cleaner. Thank goodness I discovered the Shark Turbo Hand Vacuum! It's the powerful and portable way to keep my house and car clean.

Unlike any other. The Shark Turbo Hand Vac easily outperforms others. With its unique 600-watt motor, it offers powerful suction in a hand-held vacuum. It sucks dirt from corners, crevices and other difficult areas that ordinary hand vacs miss. It is powerful enough to pull dirt from a computer keyboard yet portable

enough to use on stairs. It's perfect for cleaning cars, boats and RVs. Why drive to the gas station and pump quarters into an industrial vacuum when the Shark Vac can give you similar results in your own driveway?

No bag, no mess. Its convenient dust cup design is another great feature—no more hassling with messy replacement bags! When the dust cup is full, simply pull out the container and

empty the filter. Then rinse the filter in cold water and let it dry. Just snap it back in and you're ready to clean again. You'll never have to buy bags again.

Ergonomic design ensures ease of use.

The Shark comes complete with two accessory brushes and a flexible hose to provide the ultimate in cleaning versatility. Its lightweight design is easy to hold and maneuver around even the tightest of corners. Plus, a convenient shoulder strap makes cleaning a breeze! Once you've seen the powerful results you get from this amazing cleaner, you can leave that upright in the closet. It gives you the portability and practicality of a hand-held vacuum with the powerful suction of vacuum cleaners many times as large.

See what these customers have to say:

"Since I have owned/used the Shark Hand Vac for the last 4 months or so I am still amazed at the power and portability of it. It's a very versatile Hand Vac."

Gary from MN

"A terrific tool. Used it around the house where my built-in vac could not reach."

Mel from Ohio

Results not typical



Lightweight and versatile, the Shark is the perfect tool for cleaning your entire house—from automobile interiors to wooden floors!

600-watt motor gives the Shark power to suck dirt from corners, crevices... even from a keyboard



Try it risk-free. The Shark comes with a one-year manufacturer's limited warranty and TechnoScout's exclusive risk-free home trial. If you're not fully satisfied, return it within 30 days for a complete "No Questions Asked" refund.

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GATEWAY COMMUNITIES

Town Reaps Rewards of Park It Once Opposed

Seward gained \$52 million from Kenai Fjords in 1999.

SEWARD, ALASKA—A study released by the University of Alaska shows that the establishment of Kenai Fjords National Park has been an economic boon for the small neighboring town of Seward, Alaska, which originally opposed its creation.

The study, *ANILCA and the Seward Economy*, found that 52 percent of the town's employment now comes from transportation, trade, and services, which include tour operators, retailers, restaurants, and lodging, among other operations. That number is up from 35 percent in 1980 when the park was established. Moreover, employment in-

creased 3.7 percent annually, and summer retail sales grew an average of 9.9 percent from 1987 to 2000.

Seward actively opposed the park's creation in 1980 as part of the Alaska National Interest Lands Conservation Act (ANILCA), fearing that the park would restrict economic development of the town's timber and mining industries and possibly hamper commercial fishing in the area. ANILCA set aside nearly 670,000 acres for the park and also created the Alaska Maritime National Wildlife Refuge, a 4.5-million-acre refuge adjacent to Kenai Fjords.

Extraction industries have declined since ANILCA, but in return, Seward has gained a more diverse, stable economy. Instead of the market swings of the natural resource extraction industry, Kenai Fjords, with its 300-square-mile icefield, abundant wildlife, and recreational opportunities, has provided the town with a steadily increasing visitor base.

According to the National Park Service (NPS), annual visitors to Kenai Fjords rose from 16,000 to 290,000 from 1982 to 1999. Combining food purchases, gifts, tour packages, and other travel expenses, NPS estimated that the aver-

age visitor spent \$181 to visit the park in 1999—pumping more than \$52 million into the local economy that year. Eighty-two percent of the park's visitors that year were from outside the state, and while visitation across Alaska rose 131 percent from 1985 to 1993, Seward's visitation grew by 278 percent during the same period.

The study also reported comments from Seward's residents on the positive and negative effects of shifting to a park-centered economy. Among the positives: a higher standard of living, more job and restaurant choices, reduction in local tax burden, and a good working relationship with the Park Service. Among the negatives: town merchants now gear to seasonal visitation, crowding and a shortage of rental housing during the summer, and low-wage seasonal jobs.

The Alaska State office of the National Audubon Society sponsored the study, and it was completed by the Institute of Social and Economic Research at the University of Alaska, Anchorage. To view the full text, go to www.iser.uaa.alaska.edu.

PARK RESOURCES

Park Victories Losing Ground

Bush administration working to reverse progress made on ORVs.

WASHINGTON, D. C. — National park protection may take several steps backward as negotiations between the Bush administration and the off-road vehicle (ORV) industry threaten to reverse limits set last year on snowmobiles, ORVs, and personal watercraft at some parks.

At the forefront of these issues are the Bush administration's negotiations with the International Snowmobile Manufacturers Association (ISMA) over



FRED HIRSCHMANN

Employment in the tourism industry has increased 17 percent for Seward residents since 1980, the year Kenai Fjords National Park was established.

bans on snowmobiles in Yellowstone and the core of Denali National Park. The organization filed lawsuits against the Park Service over both bans, arguing that they were arbitrary and restrict a long tradition of recreational access to these public lands. ISMA attorney Bill Horn has confirmed that he has met with the departments of Interior and Justice to discuss a settlement in both cases. In April, the president's spokesman said they wanted to undo the Yellowstone rule.

"The administration is holding the gate wide open for these destructive machines to roar through our parks," said Kevin Collins, NPCA's director of park recreation and use.

Horn also represents an ORV group that has sued the Park Service over a new off-road vehicle management plan at Big Cypress National Preserve in Florida. The plan, approved last fall, establishes 400 miles of designated ORV trails and limits the number of permits given to users. ORV users have created 22,000 miles of unregulated trails in the park, crushing vegetation, altering water flows, and destroying endangered species habitat, according to the Park Service. The Bush administration is negotiating with the groups to weaken this plan too.

"For many years, things had worked amicably between the parks and user groups, and then all of a sudden, they reversed 20 years of practice and tradition," for political gain during an election year, Horn said. "We thought that was wrong."

In April, Interior Secretary Gale Norton suspended bans on personal watercraft at four national parks to review the parks' procedures for adopting the bans. The superintendents at the parks—Delaware Water Gap National Recreation Area in Pennsylvania, Indiana Dunes National Lakeshore in Indiana, Cape Lookout National Seashore in North Carolina, and Cumberland Island National Seashore in Georgia—issued the bans through their discretionary authority.

Other park-related issues thought to

be resolved are being reopened under the Bush administration and the 107th Congress:

▲ At Biscayne National Park in south Florida, Norton has extended the private leases on seven weekend retreats known as Stiltsville, effectively overruling the park superintendent's decision this December to open them for public use. The original leases expired nearly two years ago.

▲ Although a general management plan that would create the first marine "no-take" zone in a national park has been approved at Dry Tortugas, Norton has taken steps to delay implementation.

▲ The Bush administration has announced a two-year moratorium on funding park expansions, new parks, and feasibility studies saying that it does not want to increase the park system until the estimated \$5-billion maintenance backlog is addressed. President Bush has pledged \$4.9 billion over 5 years to repair roads, bridges, and other transportation costs.

▲ The administration is seeking to strip a key provision of the Endangered Species Act that allows citizens to bring lawsuits against the government in order to win federal listing of potentially threatened or endangered species.

▲ California Reps. George Radanovich (R) and John Doolittle (R) are pressing the Park Service to reopen the Yosemite Valley Plan to gather more comments to appease local interests who oppose the plan. The plan, which aims to curb overcrowding and traffic congestion in the most heavily visited portion of the park, was approved last year after many years of debate.

▲ Reps. James Hansen (R-Utah) and Michael Simpson (R-Idaho) have announced intentions to introduce legislation that would limit a president's authority to establish national monuments greater than 50,000 acres without first notifying the local residents and getting congressional approval. If passed, the legislation would override the 1906 Antiquities Act, which 13 presidents have used to establish 126 national monuments.

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BIODIVERSITY

Disease Resistant Dogwood Found

Catoctin Park tree survives deadly dogwood anthracnose.

CATOCTIN M.P., MD.—An indigenous dogwood tree found at Catoctin Mountain Park in northern Maryland is believed to be resistant to dogwood anthracnose, a fungal disease that has swept from New England through the Appalachian Mountains in little more than 20 years.

University of Tennessee Professor Mark Windham has been studying the disease and the tree, now known as the Appalachian Spring, since he collected it at Catoctin in 1990.

“This is a perfect example of why protecting biological diversity—and the national parks that contain it—is so valuable,” said Joy Oakes, NPCA’s Mid-Atlantic regional director.

Catoctin historically had high numbers of eastern flowering dogwoods (*Cornus florida*) but suffered a substantial mortality rate once the disease invaded the park. A Park Service report that a few survivor trees remained in research plots led Windham there, where he collected healthy dogwoods surrounded almost exclusively by diseased or dead trees. In 1984, the Park Service reported that 33 percent of the dogwoods in the park were dead and that 3 percent were free from the disease. By 1988, 89 percent of the dogwoods were dead.

Genetic studies have concluded that the fungus (*Discula destructiva* Redlin) that causes dogwood anthracnose in North America was introduced, but scientists are not sure how. The heaviest mortality from the disease occurs in damp, cool areas where the trees are shaded and above 3,000 feet in southern forests. Large tan spots with dark borders first appear on the tree’s leaves and branches causing them to die. Cankers eventually



ROBERT TRIGIANO

The Appalachian Spring is resistant to dogwood anthracnose, which is killing dogwoods all along the East Coast.

form on the trunk, killing the tree.

Beyond the aesthetically pleasing swaths of color the trees provide during spring, they are an important element of the forest understory. The dogwood’s vibrant red berries are high in fat and protein and provide food for thrushes and other birds that begin migrating in the fall. Their leaves decompose quickly and improve forest soil.

At Great Smoky Mountains National Park, the Park Service has lost about half of its dogwoods since 1990, according to park spokesman Bob Miller. “In some areas, we’ve seen a 90 percent die-off,” Miller said. “But it’s where you would expect it, in the understory or shady creek bottoms.” Mortality has averaged 30 percent along roadsides or south facing ridges where there is more airflow and lower humidity, he added.

At Shenandoah National Park, forest ecologist James Akerson said that dogwood anthracnose is just one of several leaf spot diseases found at the park and estimates that 15 percent of the dogwoods have died over a three-year period. “Many of the things that affect dogwoods are the result of where they grow—shaded areas with heavy moisture are a beautiful breeding ground for fungus,” he said.

Although the reintroduction of the

Appalachian Spring planned at Catoctin this fall may present hope for regenerating the dogwood at that national park, its benefits may not be transferable, Shenandoah’s Akerson said.

“Being native to Catoctin makes it ideal to be reintroduced there, but it doesn’t necessarily follow that it would do well here. It’s possible that it would need some geographic fine-tuning,” he said. Neither Shenandoah nor Great Smoky Mountains has plans to plant the Appalachian Spring.

Almost all wild flowering dogwoods that become infected with dogwood anthracnose die, but ornamental dogwoods can be saved if the disease is detected early. Removing diseased branches and watering them during drought periods increases their chances of survival. Akerson suggests people do not water in the spring or during the evening in any season because the fungi will grow more quickly.

HABITAT RESTORATION

Potomac Fish Regain Habitat

Bridge mitigation removes barriers to spawning grounds.

WASHINGTON, D.C.—For the first time since the early 1900s, river herring and other migratory fish will return to 17 miles of spawning habitat in Rock Creek Park and the Anacostia River system. As part of environmental mitigation for the reconstruction of the Woodrow Wilson Bridge over the Potomac River, a total of 23 human-made barriers will be removed from both stretches of water.

The more than \$2 billion construction project will replace the aging bridge on Interstate 95, which connects Maryland and Virginia and carries up to 200,000 vehicles across the Potomac daily. The 12-lane bridge is scheduled to

take more than six years to complete.

The fish passage is still in the planning stages, but in April, The American Rivers campaign celebrated the project by scooping fish into buckets and releasing them over Rock Creek's first barrier at the National Zoo.

Blueback and alewife herring, shad, and other migratory fish spend four to five years in the Chesapeake Bay or Atlantic Ocean before returning to spawn, but the many sewer lines, dams, and fords constructed over the last century have greatly diminished available habitat and increased competition for that which remains. Populations have been declining throughout the bay, limiting the food supply for bluefish, largemouth bass, and striped bass.

Jon Siemien, chief of fisheries research of the D.C. Department of Health, estimates that more than 5,000 fish spawn in the open 4.4 miles of Rock Creek. For the last five years, he has moved nearly 600 fish upstream hoping to imprint sections of the creek as new spawning territory.

In addition to removing unnecessary obstacles, workers will place boulders along the stream to create resting pools and raise water levels to help the fish over barriers that cannot be removed. The National Park Service will install a fish ladder at the Peirce Mill teahouse dam, next to one of the last local 19th century flour mills.

Dredging for the bridge began in February, and federal law requires that every acre of wetland destroyed be replaced.

"We are doing about a 3 to 1 ratio because it typically takes a few years for a new wetland to become as productive as an established one," said Jeremy Madaras, assistant environmental manager for the project.

In Virginia and Maryland, approximately 300 to 600 acres of wetlands, shoreline, and forest will be created or protected along the Potomac.

Both the wetland and fish passage projects will be monitored for five years after their completion to ensure their success, Madaras said.

LEGISLATION

Scenic Air Tours Threaten Tetons

Legislation would preempt overflights at Yellowstone and Teton.

JACKSON, WYO. —Plans by a California-based company to begin air tours this summer next to Grand Teton National Park have prompted Sen. Craig Thomas (R-Wyo.) to introduce legislation that would prevent the activities over Grand Teton and Yellowstone.

If passed, the Yellowstone and Grand Teton Scenic Overflights Act of 2001 would ban helicopters and fixed-wing airplanes from flying 5,000 feet above both parks and one mile outside their boundaries.

Vortex Aviation, LLC, has said it

intends to start helicopter tours this summer over other federal lands outside of Jackson, Wyoming, including the National Elk Refuge, but said it does not intend to fly inside the park. The company has a special-use permit to fly over a section of Grand Teton when flights leave the Jackson Hole Airport, located inside the park. No restrictions exist on air tours over either park.

The National Parks Air Tour Management Act, passed last year, directed the Federal Aviation Administration (FAA) to create regulations to manage scenic air tours over any national parks with commercial air tours, but delays by the agency have left parks vulnerable to new overflights in the meantime. A draft regulation was released in May but is not expected to be finalized until at least this fall.

"New air tours are on the doorsteps of Yellowstone and Grand Teton," said Steve Bosak, NPCA's overflights program manager. "The Thomas bill will

Cabela's

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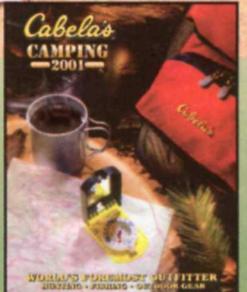
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ADP-107

protect the natural soundscapes of these crown-jewel parks.”

At press time, Thomas’ bill had been submitted to the Senate Commerce committee chaired by Sen. John McCain (R-Ariz.) who does not support the bill. McCain sponsored the National Parks Air Tour Management Act, which was supported by tour operators, NPCA, FAA, and the Park Service. The senator has indicated that he does not want park-specific legislation circumventing the process created to address park overflights on a systemwide basis.

Meanwhile, the Natural Resources Defense Council and The Wilderness Society have sued the FAA to block the possibility of helicopter tours in the park. The groups have asked the U.S. Court of Appeals for the District of Columbia Circuit for an emergency order to stop the flights, saying they would cause irreparable harm to the park’s natural quiet and wildlife.

VISITOR USE

Millions on Mall Wear Turf Thin

Park Service will fence off sections of the Mall to reseed.

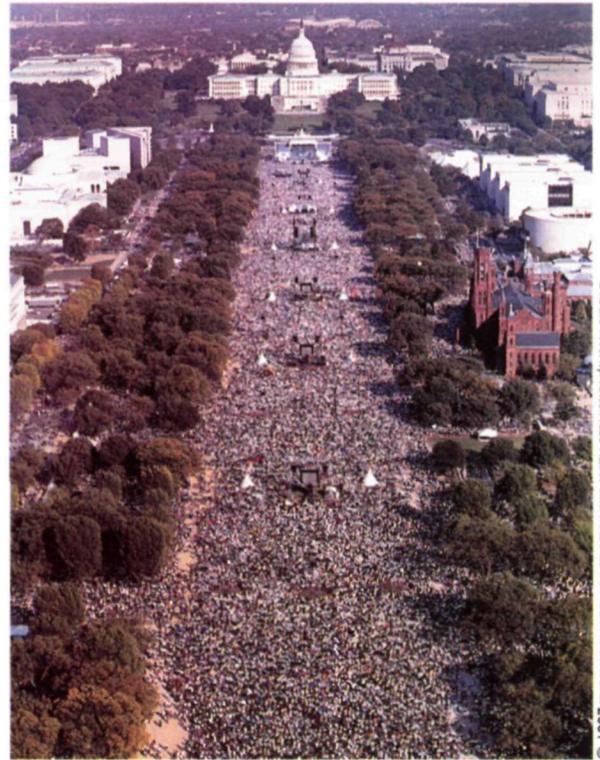
WASHINGTON, D.C.—Fourth of July on the National Mall. Families and friends gather on picnic blankets, normally aloof strangers chat easily, and the National Symphony plays for a jubilant, flag-waving crowd anticipating the evening’s spectacular fireworks.

Perhaps hundreds of thousands of people attend the July 4th celebration—just one of nearly 2,400 events that take place annually on the National Mall lawn. That averages more than six-events per day, and the Mall is beginning to show significant signs of wear and tear. The Park Service will begin fencing off sections of the site this August as a last resort to repair it from excessive use.

“Over the last few years, we’ve had more major events that preclude fall reseeding and resodding,” said Rick Merryman, chief for park programs at the National Capital Parks. “The only way we feel that we can make the Mall look green again is to do this work.”

From August 2001 to March 2002, the section from Third to Seventh streets will be fenced off between the National Gallery of Art and the National Air and Space Museum. During summer 2002, the area between Seventh and 14th streets will be closed. The Smithsonian Institution, and the museums of Natural and American History surround this area. Merryman said that the Park Service intends to alternate the areas for a five-year period.

The Mall’s turf suffers a constant barrage from out-of-town visitors and D.C. residents. The bulk of tourists begin arriving in the spring when the famous



The 1997 Promise Keepers March, just one of nearly 2,400 annual events that are taking a toll on the National Mall lawn.

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Japanese cherry trees bloom around the Tidal Basin, and soccer, softball, and volleyball leagues are just a few of the nightly sporting events that wear the grass thin throughout the summer.

For the events, Merryman estimates groups vary from scores to hundreds of thousands of people, such as during the Civil Rights March on Washington in 1963, the Promise Keepers March in 1997, and the Million Mom March held last summer.

Federal law severely restricts the Park Service’s ability to turn down permit requests, and about 97 percent of applications are approved.

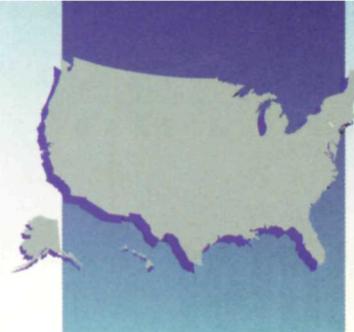


TAKE ACTION CONTACTS

The White House—President George W. Bush, 1600 Pennsylvania Ave., Washington, DC 20500. Comment Line: 202-456-1111; Fax: 202-456-2461. Website: www.whitehouse.gov.

The U.S. Senate—The Honorable _____, United States Senate, Washington, DC 20510; 202-224-3121; www.senate.gov.

The U.S. House of Representatives—The Honorable _____, United States House of Representatives, Washington, DC 20515; 202-224-3121; www.house.gov.



REGIONAL REPORT

ON NPCA'S WORK IN THE PARKS

Text by Elizabeth G. Daerr

■ ALASKA

The Alaska Board of Game has expanded a no-hunting and no-trapping buffer zone outside of Denali National Park from 19 square miles to approximately 100 square miles, giving added protection to the park's Toklat wolf pack. However, as a compromise to hunters who say wolves and bears are responsible for the heavy decline in the state's moose population, the buffer zone has only been approved for two years. Additionally, the deal also restricts moose hunting in the McGrath area, west of Denali, while increasing the number of bears and wolves that can be hunted there.

■ MID-ATLANTIC

In May, Congress passed legislation that would expedite the construction of a World War II memorial between the Lincoln Memorial and the Washington Monument by waiving compliance with the National Environmental Policy Act and the Commemorative Works Act. The memorial continues to be at the center of a long-running controversy between supporters, who say that World War II veterans deserve a prominent monument, and opponents, who support a memorial but say that the structure should be placed elsewhere. The latter say the memorial will ruin the celebrated view overlooking the Reflecting Pool from the Lincoln Memorial to the Washington Monument.

■ NORTHEAST

The U.S. Army Corps of Engineers has indicated verbally that it intends to halt an interim beach re-sanding project at Fire Island National Seashore, New York, and instead will consider a variety of

non-structural land and dune management solutions. Fire Island was listed as one of NPCA's Ten Most Endangered Parks because of the re-sanding project.

In May, five Cape Cod towns voted to ban personal watercraft from their local waters. The towns must now submit the plans to the Massachusetts Environmental Police (MEP), which has final authority over any local by-laws governing watercraft. The state secretary of environmental affairs, which oversees the MEP, has given verbal support to uphold the town-voted bans, said NPCA Northeast Regional Director Eileen Woodford. "This is critical as the MEP has overturned town-voted restrictions and bans on personal watercraft in the past," she said. For more information on how to support these bans, contact Richard Hiscock at rhiscock@npca.org or 508-240-2168.

■ SOUTHEAST

The Commonwealth of Kentucky has given a permit to EnviroPower to build a coal-fired power plant 110 miles northwest of Great Smoky Mountains National Park. The plant is the first in a series of 19 new power sources currently proposed for the state. A study found that the plant would not have a significant effect on the park's air quality, but "the concern is the incremental impacts," said NPCA Southeast Regional Director Don Barger. "It's going to be critically important that the state look at the cumulative effects of all the proposed plants. The air pollution problems in our national parks have been created by just such increments," he said.

TAKE ACTION: Write to the Secretary of the Natural Resource and En-

vironmental Protection Cabinet urging him to assess the cumulative impacts of all the proposed power plants before issuing any new permits. Write to: Sec. James Bickford, Commonwealth of Kentucky, Natural Resource and Environmental Protection Cabinet, Capital Plaza Towers, 5th Floor, Frankfort, KY 40601.

■ SOUTHWEST

The renewal of the largest concessions contract at Grand Canyon National Park, worth nearly \$80 million a year, may occur without any competition. After eight years of work by NPCA, Congress passed concessions reform legislation in 1998 that was intended to increase competition and generate more revenue for parks. One obstacle to competition that was not adequately addressed in the legislation was the method of reimbursement on capital expenditures made by the concessioners. Last summer a court found that Amfac Parks & Resorts, which holds the hotel concession, owned \$165 million worth of "possessory interest." Any company wishing to bid on the next contract at Grand Canyon must first pay Amfac that amount. "This huge IOU quashes any chance of competition and starves the park of critically needed funds," said Dave Simon, NPCA's Southwest regional director. With virtually no bargaining power over the incumbent, the Park Service may get less than a 5 percent franchise fee.

TAKE ACTION: Write to your members of Congress asking them to support legislation that would eliminate "possessory interest" in concessions contract renewals. To send a letter to your members, see the box on page 22 or go to NPCA's web site at www.npca.org/take_action.



Great Emancipator

A Park Service site in Washington, D.C., tells the story of a man who worked tirelessly to end slavery.

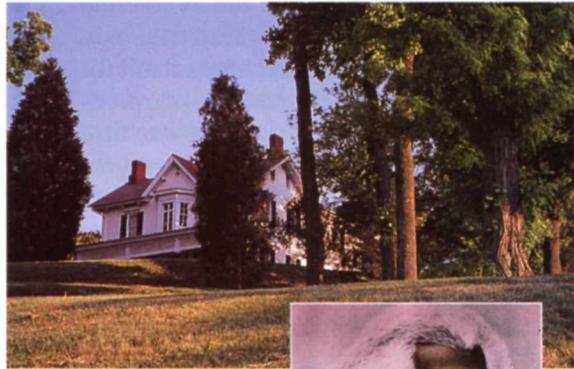
BY WILLIAM A. UPDIKE

HISTORY HAS CHANGED. Or, at least, the method of telling stories about our past has changed. Many modern historians acknowledge that the sum of history is greater than the mere parts that individuals contribute. However, some individuals continue to loom large. One is Frederick Douglass—the abolitionist, women’s rights activist, author, newspaper editor, foreign minister, and orator whose life is commemorated at Frederick Douglass National Historic Site in Washington, D.C.

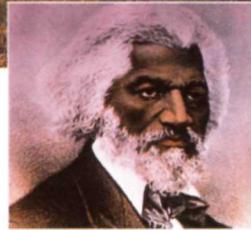
Douglass was born into slavery as Frederick Augustus Washington Bailey in 1818 in Talbot County, Maryland. As was customary, he was taken from his mother, Harriet, after birth. He never knew who his father was, although, according to Douglass, it was “whispered” around the plantation “that my master was my father.”

In 1826, Douglass was sent to live as a servant in Baltimore. In what would mark the beginning of his search for freedom and justice, he was taught to read by the mistress of the house, who eventually ended the lessons after being scolded by her husband. Douglass then made it his mission to teach himself to read and write. He learned words from other kids in the streets, and, at age 12, he bought a copy of *The Columbian Orator* for 50 cents, from which he recited while walking the streets of Baltimore.

WILLIAM A. UPDIKE is assistant editor.



In 1895, Douglass died at Cedar Hill while repeating orations from a women’s rights rally he had attended.



WILLIAM A. UPDIKE/NPS

As a teen, Douglass became the target of a series of atrocities after being sent to farm in rural Maryland. Those experiences left him “broken” for a time but also fueled his desire for freedom. Reflecting on his first escape attempt, he said: “On the one hand, there stood slavery, a stern reality, glaring frightfully upon us—its robes already crimsoned with the blood of millions, and even now feasting itself greedily upon our own flesh. On the other hand, away back in the dim distance, under the flickering light of the north star, behind some craggy hill or snow-covered mountain, stood a doubtful freedom—half frozen—beckoning us to come and share its hospitality.”

Douglass returned to Baltimore in 1838 and later escaped on a train bound for New York City. He was joined in the city by his future wife Anna Murray. The

couple moved to Massachusetts where Douglass became involved in the abolitionist movement. Between 1841 and the outbreak of the Civil War, Douglass traveled widely orating against slavery. He also edited a series of prominent abolitionist newspapers.

During the war, he lobbied for the enlistment of African Americans. Two of his sons fought with Colonel Robert Gould Shaw in the famed Fifty-fourth Massachusetts. After the war, Douglass held the posts of U.S. Marshal of the District of Columbia (1877-1881) and Foreign Minister to Haiti (1889-1891).

Throughout his life, Douglass faced opposition from other abolitionists and feminists because of a series of decisions he made in the murky world of politics. Some historians claim that his ego occasionally got in the way of the cause. Others argue that there was an implicit racism even within the abolitionist and feminist movements.

Despite the controversy, Douglass remained committed to the liberation of all people from the historical oppression caused by the scourge of slavery. In the late-19th century, inspired by the work of Ida B. Wells, he attacked the lack of voting rights for African Americans and “lynch laws in the South.” In his famous “The Lesson of the Hour” speech, he pleaded, “Let the white people of the North and South conquer their prejudices... Let the nation try justice and the problem will be solved.”



Desert Denizen

A single population of pupfish remains in a half-acre pond at Organ Pipe Cactus National Monument.

BY ELIZABETH G. DAERR

HIDDEN AMONG THE 26 cacti species, pale chalky rock, and windswept dust that characterizes most of Arizona's Organ Pipe Cactus National Monument lies an oasis of cottonwoods, dense vegetation, and a single half-acre pond that provides nearly the entire habitat for one desert species. Surprisingly, that species is a fish. Perhaps not surprisingly, it is in danger of extinction.

An estimated 4,000 to 5,000 Quitobaquito pupfish live in their namesake pond deep within the Sonoran Desert and located a stone's throw from the Mexican border. Threats of pollution from across the border, illegal immigrant traffic, and the species' restricted population make it extremely vulnerable to a catastrophic event.

Biologists believe that pupfish have been around since the Pleistocene era, 1.6 million years ago. As the climate became warmer and dryer in the Southwest, the fish were confined to a few remaining ponds and water holes that experience water temperatures above 100 degrees Fahrenheit and salinity greater than seawater. The U.S. Fish and Wildlife Service lists eight species of pupfish—all but one endangered—throughout the Southwest and Nevada. Some recent discoveries, however, suggest that the Quitobaquito is not a subspecies of the desert pupfish as was thought. An article published last year in the scientific journal *Copeia* reports that the fish is actually a separate species.



GEORGE H.H. HUEY

Pupfish have evolved to survive in water above 100 degrees Fahrenheit and salinity higher than seawater.

At their largest, Quitobaquito pupfish are approximately two inches long and live two to three years. Breeding males are blue with yellow fins, and females and juveniles are tan to olive colored with silvery sides.

Some biologists believe that most of the fish once lived in Mexico's Rio Sonoyta but expanded into the Quitobaquito spring during a period of heavy rain that connected the bodies of water. The river fish have no protection under Mexican law but are protected by the Convention on International Trade in Endangered Species. Park biologist Tim Tibbitts, however, questions how much actual protection this designation affords them.

One of the greatest threats facing the fish is the possibility that the Quitobaquito

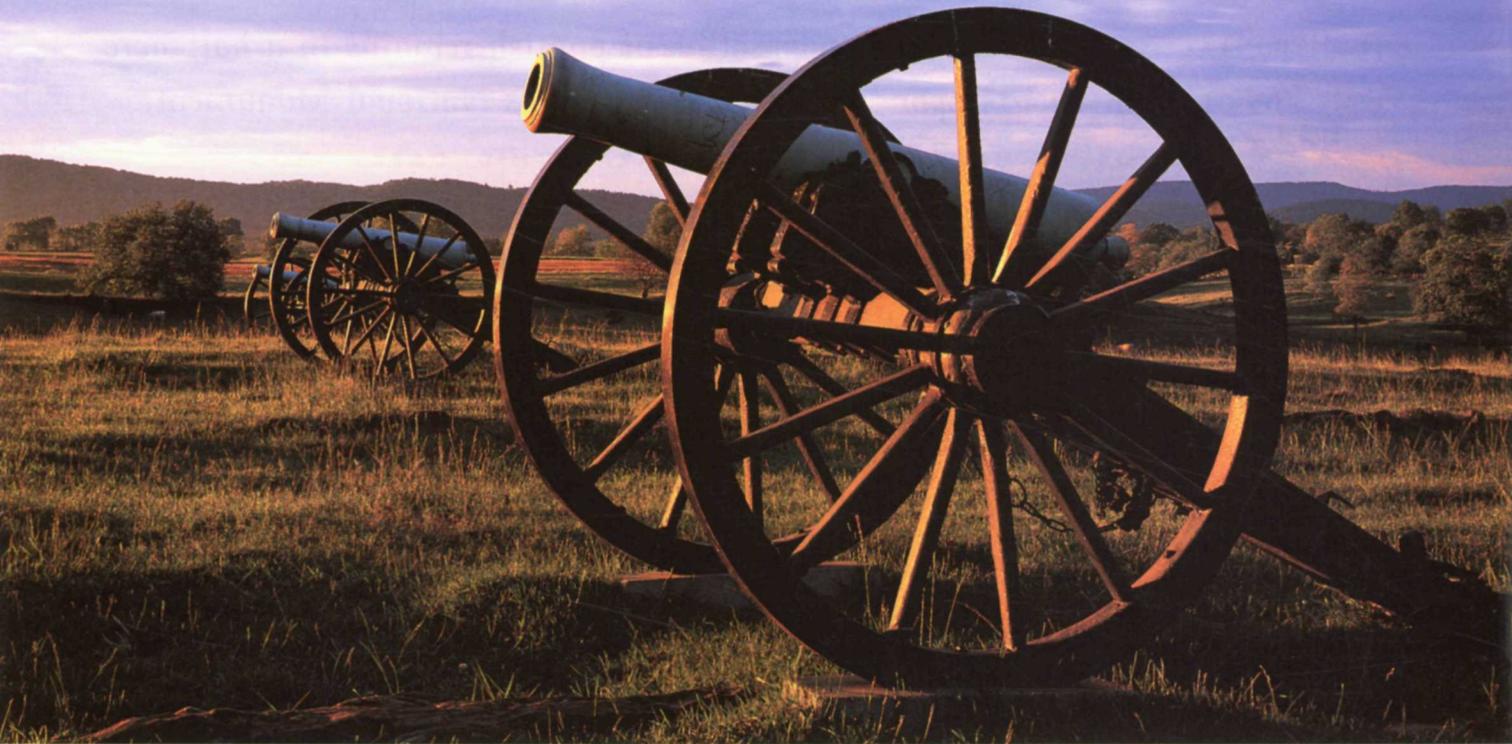
baquito pond could become contaminated from airborne pollutants or fuel spills along Mexico's Highway 2, which runs parallel to the area. Likewise, trash dumping south of the border and litter left by people crossing the border may contaminate the pond or fuel wildfires. And the threat of wildfires has been amplified by an invasion of nonnative grasses. Park officials fear that the grass may become ignited by campfires set by illegal immigrants using the park to cross into the United States.

Border traffic is not new at Organ Pipe Cactus. With its supply of fresh water, this area has long been a thoroughfare for wildlife and human activity. The Quitobaquito spring was first impounded in the late 1880s, and the Park Service expanded the pond in 1962 to provide additional habitat for the endangered pupfish and the Rio Sonoyta mud turtle, a candidate for listing. Because the average rainfall at the park is "never average," according to Tibbitts, the Park Service wanted to create a larger reservoir in case of consecutive years of drought.

Tibbitts says that although there was a population decline over the last year, "it's what you'd expect for a fish with a short lifespan." To ensure the pupfish's long-term future, the Park Service plans to build a small pond by its visitor center that will provide habitat for a refugia population. Although the project will not take more than a few weeks or much money, the park has been unable to start the pond because it has not been a priority, Tibbitts said. 

ELIZABETH G. DAERR is news editor.

THE Long Campaign



LAURENCE PARENT

At the dawn of the 21st century, the U.S. Civil War is more relevant than ever. Preservation of its battlefields is the key to our ever-deeper understanding of this bloody conflict.

BY KIM A. O'CONNELL

CIVIL WAR BUFFS love facts and figures. Ask them to name Confederate General Robert E. Lee's famous horse, and they will know it was Traveller. Ask them about the "high water mark of the Confederacy," and they will know it is found at Gettysburg, Pennsylvania. Ask them about the war's bloodiest single day, and they will know it occurred in September 1862 near Antietam Creek in Maryland. They might also quote that battle's shocking casualty count—22,700.

What might not always be remembered, however, is the larger mosaic into which these facts fit. Antietam was the war's bloodiest day, but it was also the culmination of a grueling invasion of the North by the Southern armies. Devastated by fighting, Northern Virginia's supplies could not sustain Lee's army for much longer, and the fertile fields of Maryland and Pennsylvania beckoned. Lee hoped to win decisively in the North and gain European recognition of the Confederacy. But the Union army prevailed, keeping foreign powers out

of the conflict and encouraging President Lincoln to issue his preliminary Emancipation Proclamation. American life was never the same.

Yet, in spite of those grand consequences, for too long the Civil War was remembered as a string of factoids and isolated conflicts. The battlefields themselves are similarly disconnected—patches of green space and monuments surrounded by sprawl. And every day, highway expansions, housing developments, lack of funds to acquire or maintain historic landscapes, and other threats are making these important fields disappear—at a rate of one acre every ten minutes, by one estimate.

When protected, however, these lands provide much-needed open space, wildlife habitat, and tourism dollars, as well as an opportunity to learn about our nation's past and to tread softly on hallowed ground. "These bat-

Antietam claimed 22,700 casualties on September 17, 1862, considered the war's bloodiest day.

tlefields are great outdoor classrooms," says Frances H. Kennedy, director of The Conservation Fund's Civil War Battlefield Campaign and author of *The Civil War Battlefield Guide*. "Every time we lose one, we lose an opportunity to teach through place."

It is with a sense of urgency, then, that the 21st century has dawned, and interest in Civil War battlefield preservation is at an all-time high. Steward of many flagship battlefields, the National Park Service (NPS) has used its American Battlefield Protection Program to highlight and preserve endangered sites. Blighted battlefields have also made the priority lists of several conservation groups, including NPCA, The Conservation Fund, and the Civil War Preservation Trust (CWPT).

And just as interpretation is becoming broader to include, for instance, more discussion of slavery and the roles of African Americans and civilians, so is battlefield preservation. Increasingly, preservationists are focusing on the remaining fields of significant campaigns, whether in federal, state, local, or private hands.

"The Civil War was so important to us that we need to know why it began and how it ended," Kennedy says. "Context is always important in a family argument, and it is in a national argument."

The groundswell has been building. In 1990, Kennedy wrote the first edition of the *Civil War Battlefield Guide*, which focused on several battlefields in need of protection. This attention contributed to the creation of a congressionally appointed commission that produced, in 1993, a report identifying the 384 remaining Civil War principal battlefields—whether managed by government, privately, or not at all—and outlining each site's status and main threats.

Kennedy's updated second edition was published in 1998. Working closely with Park Service staff across the country, she found that, of the

384 battlefields, only 158 have some protection, and 226 have no protection at all. The National Park System includes 62 sites. Among the most endangered fields are Manassas National Battlefield Park in Virginia, Harpers Ferry National Historical Park in West Virginia, Vicksburg National Military Park in Mississippi, and the various battlefields in Tennessee and Georgia that were part of the 1864 Atlanta campaign. Eighty-five of the total have already been lost or badly fragmented.

CWPT recently released a report identifying the ten battlefields it considers most endangered; several dovetail with NPCA's and Kennedy's findings. At Harpers Ferry, for example, two significant tracts lie outside the national park and could be destroyed for 188 houses and a 130-foot-high water tower, while Allatoona, an important Georgia battle site, is facing commercial development. At Stones River, Tennessee, considered the opening salvo in what would become the long fight for control of the South's "Heartland," a key portion of the historic battlefield lies in the path of encroaching development. Stones River has made NPCA's Ten Most Endangered

Parks list two years in a row.

"The most important part of our national heritage is threatened, and those are our battlefields," says CWPT President Jim Lighthizer. "The Civil War defined us as a country, now the oldest democracy and the mightiest nation in the world. The veterans are gone, and their children and most of their grandchildren are gone. What's left is the land."

More than 10,000 separate armed conflicts occurred in the Civil War. They took place in cities and towns, in rural areas and the thickest wilderness. Unfortunately, the more populated centers that saw fighting are now the most threatened. "These areas were the infrastructure of the U.S.," says Edwin C. Bearss, noted Civil War authority and historian emeritus of the Park Service. "They were already centers of development back then and are now in the eye of the hurricane."

One of the many places where this is obvious is Manassas. Once a small town and the site of a vital railroad junction, the city of Manassas has grown into a bustling suburb of Washington, D.C., and development and road expansion



Development threatens the landscape and historical integrity of Harpers Ferry, where John Brown's plans for a revolution began and ended.

CIVIL WAR *Continued*

have increasingly threatened the battlefield. Of particular concern are two roads, routes 29 and 234, that bisect the park, cutting it into quarters. These roads are historically significant, predating the 1861 and 1862 battles that took place there, but the routes are now routinely used by commuters, bringing congestion and pollution to the park.

"The rangers there are trained on radar because they have visitors poking along looking for the signs along the battlefield, and then you have the commuters going 50 miles or more per hour," says Joy Oakes, NPCA's mid-Atlantic regional director. "There's inevitable conflict."

The Federal Highway Administration, Oakes adds, will soon embark on a study to determine whether an alternate route around the battlefield is warranted, an initiative that NPCA supports.

Manassas also provides an example of the economic value of Civil War battlefields. Among the many threats from which this beleaguered park has been saved was the Disney's America history theme park, proposed in 1994 and later withdrawn. The Disney Corporation promoted the theme park as an economic boon that would provide jobs and revenue to the area. But the company's argument sidestepped ample research that shows that battlefields are a more environmentally sound means of boosting tourism revenue. In just one example, according to The Conservation Fund's *Dollar\$ and Sense of Battlefield Preservation*, Gettysburg National Military Park contributed \$117 million to its community's economy in 1996.

"We talk about the costs of preservation, but I think we should talk about the benefits of investing in battlefields," Kennedy says. "A housing development rarely brings in as much in tax revenue as it costs in services. By contrast, a protected battlefield brings far more economic benefits."

Whether this fact can save two important tracts of land near Harpers Ferry remains to be seen. This small West Virginia town, located at the confluence of the Shenandoah and Potomac rivers, is perhaps best known as the scene of abolitionist John Brown's attempt to arm and free local slaves. But it is also the site of an 1862 battle that played a vital role in the Maryland campaign that concluded at Antietam.

Today, NPS protects fewer than 3,000 of the 7,100 acres of historic battlefield at Harpers Ferry. Although important areas such as Bolivar Heights, site of the Union line, are preserved, equally important areas such as School House Ridge, the Confederate stronghold, and Murphy Farm, where a Confederate flanking maneuver forced the largest Union surrender of the war, are not. At press time, local developers had acquired a permit necessary to build 188 houses on Murphy Farm and a 130-foot-high water tower that would dominate the Harpers Ferry viewshed. The developers also applied for a permit to discharge sewage at the confluence of the Shenandoah and Potomac rivers.

Congress has approved \$2 million for land acquisition at Harpers Ferry, but it may not be enough to stop the development. "The area is facing multiple threats—one is sprawl, another is cell towers—which are moving in from all directions," says Paul Rosa, executive di-

rector of the Harpers Ferry Conservancy. "We are in the 11th hour." Among other measures, Rosa proposes the creation of a Harpers Ferry Overlay Zone, which would outline increasingly protective guidelines for development as one approached the park.

Such a regional approach may be the only answer for other besieged sites as well. Stones River, Tennessee, is just one example. Although the Union victory at Antietam fostered political support for Lincoln's release of the Emancipation Proclamation, he needed another victory to enforce its implementation, which was to occur on January 1, 1863. A glance around the theater of war was not encouraging. Union forces had suffered brutally at Fredericksburg, Virginia, in mid-December, and General William T. Sherman was stalled at Vicksburg on the Mississippi River. The president's focus thus fell on the forces in middle Tennessee that had advanced from Nashville and reached Stones River as they closed on Murfreesboro.

Here, between December 31, 1862, and January 2, 1863, the Confederates advanced and retreated, inflicting severe casualties on Union troops. In the end, however, the Union army held the field, handing Lincoln his victory. From this point on, the Union was firmly ensconced in middle Tennessee and braced to push on to Chattanooga, gateway to Georgia and the eventual capture of Atlanta. "This was a battle fought almost entirely for political objectives instead of military ones," says Jim Lewis, a park ranger for Stones River National Battlefield. "You could call it the beginning of the end. Things completely and utterly turned around [for the Union] in 1863, setting the stage for 1864, which was the slow, methodical dismantling of the Confederacy."

Unfortunately, about 400 acres of land critical to the Stones River story are at risk from a proposed highway expansion and other development. The cost of acquiring this parcel and adding it to the



GARY A. BAKER

Pressures from increased suburbanization near Washington, D.C., affect Manassas National Battlefield.

park may be as high as \$20 million. “This is the last piece of land that could possibly be added to the battlefield,” says Don Barger, NPCA’s Southeast regional director. “We have to realize that we’re making the final decisions now about the future of these battlefields. At Stones River, it’s the last opportunity we’ve got.”

If acquisition is not possible at Stones River National Battlefield, the Park Service hopes at least to reach an agreement with local entities to protect important areas.

“It’s a fact of life that we live in a community that’s growing and developing, so we have to find a way to work within that framework,” says Stones River Superintendent Stuart Johnson. “I’m hoping to forge some partnerships with the city and the development community.”

Partnerships are also essential to the protection of sites related to the Atlanta and Vicksburg campaigns. At Vicksburg, Gen. Ulysses S. Grant’s forces staged a brilliant campaign and a hard-fought siege, ending in Confederate surrender on July 4, 1863. This, coupled with the victory at Gettysburg the day before, shifted the war’s course in favor of the Union. Today, the Park Service protects many important campaign areas, but not all.

“Vicksburg National Military Park, which was established in 1899 with a sizable land base enclosing the city on its land approaches, includes the siege lines, but the siege lines are only where the campaign climaxed,” says Bearss, who began his career as a Park Service historian at Vicksburg National Military Park. “The dynamic part of the story is where Grant moves down and crosses the Mississippi River, then striking deep into Mississippi. It involves a military campaign that for brilliance you have to go back to Bonaparte.”

In February, the Park Service initiated a study of the various battlefields of the Vicksburg campaign and how they can be protected. “This is a major battlefield in a city that has been struggling—successfully, I might add—to protect the remaining areas of the battlefield,” Kennedy says. The Conservation Fund, for



CHRIS E. HESSEY

The battle at Stones River, a park site threatened by a proposed highway expansion and other development, marked the beginning of the end of the war.

example, has assisted the Richard King Mellon Foundation in purchasing and donating to the state 825 acres of the Champion Hill battlefield. The nearby town of Raymond is also taking steps to protect a portion of the battlefield there.

Similarly, in Georgia, Chickamauga & Chattanooga National Military Park and Kennesaw Mountain National Battlefield Park are relatively well-protected portions of the historic Atlanta campaign. But other areas—such as Rocky Face Ridge, Resaca, and New Hope Church battlefield—are in desperate need of stewardship. Some are beginning to receive attention by local groups, but others are not.

“This was a campaign that was brilliant on both sides,” Kennedy says. “The stakes were very high. By the time Atlanta fell in September 1864, it virtually assured two things: the reelection of President Lincoln and the defeat of the Confederacy.”

In Ken Burns’ landmark series about the Civil War, which drew one of the largest television audiences ever recorded, historian Barbara Fields commented on the enduring legacy of the war. She noted that some of the same issues that were at the heart of the Civil War—states’ rights and racism—are still being

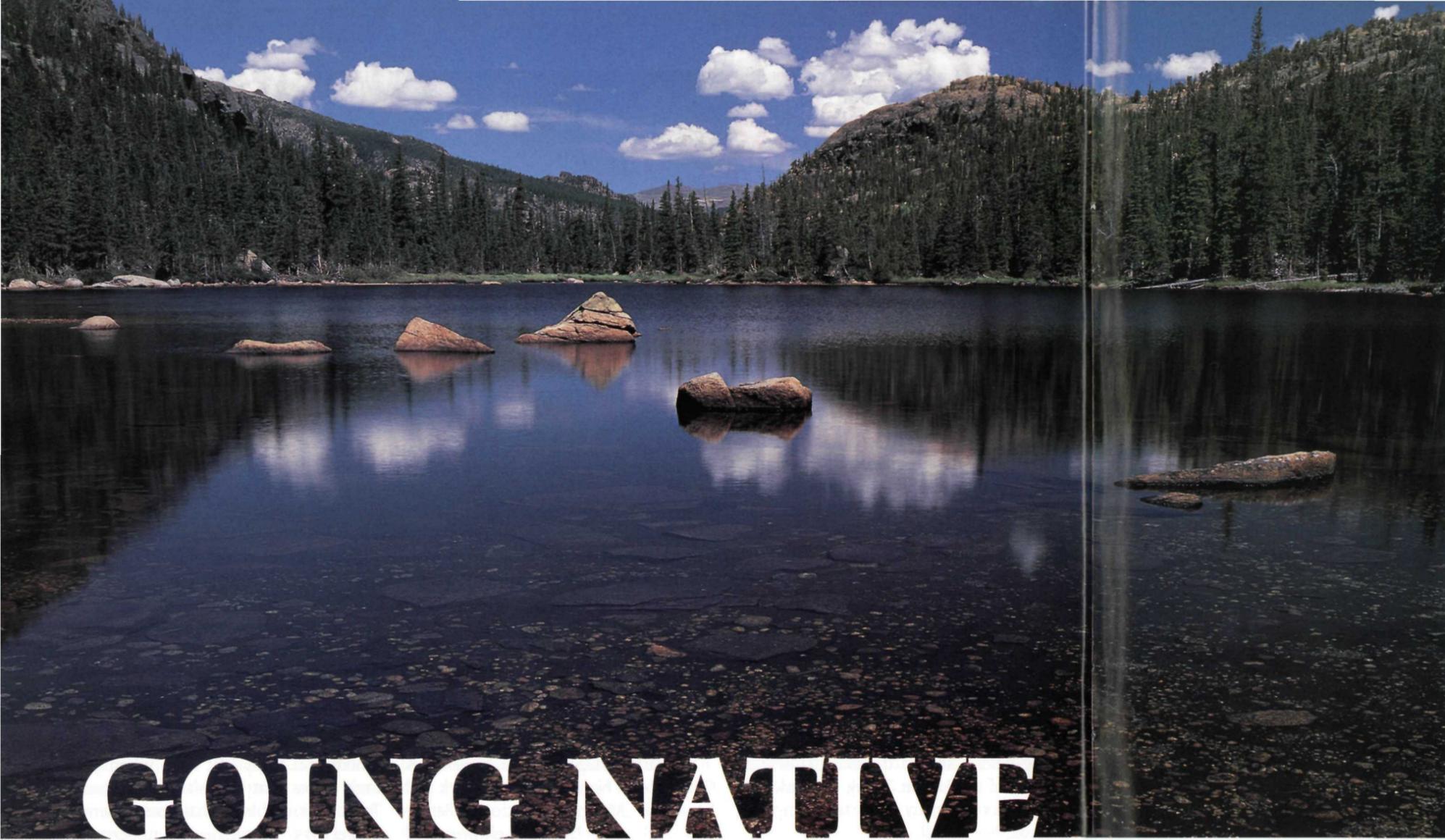
fought today and that, in many ways, still could be lost.

Allowing the battlefields to disappear would be another kind of loss. “You can listen to the story of Gettysburg, watch the movie, study the whole thing, but where you really ‘get it’ is when you look across that ridge at Little Round Top and know what happened there,” Barger says. “People need to understand that we are not trying to preserve land because it’s there, but because it’s crucial to the story.”

Ed Bearss agrees. “We have to remember that the Civil War was arguably one of the most important periods in American history,” he says. “We became a united states, we became a world power, and we got rid of slavery, that great problem that had plagued our nation from the beginning.”

For now, we still have the landscapes associated with these great events. Can we afford to lose them? For a growing legion of preservationists, the answer is no. As Bearss says, “These fields, consecrated in blood, give us the opportunity to walk in the footsteps of history.”

KIM A. O’CONNELL is based in Arlington, Virginia, and last wrote for National Parks about park heroes.



GOING NATIVE

Rocky Mountain (top) provides habitat for the greenback cutthroat trout, one of many subspecies native to the West, such as the Yellowstone cutthroat (bottom).

native fish like the greenback cutthroat are being repeated at national parks throughout the United States. Today, stocking of nonnative fish in park units has largely been abandoned, and many parks are actively engaged in fish recovery efforts, not just of sport fish like trout, but of all native fish fauna.

The significance of this change cannot be understated, says NPCA's director of the State of the Parks program, Mark Peterson. "The Park Service has matured in its attitude toward wildlife like fish as more than a recreational resource to be exploited. It is now focused on protecting and restoring their role in ecosystem function. The overall health of fish populations is now viewed as directly tied to the overall health of our parks."

Rocky Mountain is one of four parks being investigated by NPCA's State of the Parks program. It will determine the health of the parks by examining a series of indicators, including the number of native species remaining. The reports on Rocky Mountain, Adams National Historical Park, Glacier National Park, and Point Reyes National Seashore are due out this summer.

As a rule, the nation's aquatic ecosystems have not fared well. Indeed, fish are among the most endangered animal groups in the United States. A 1989 report by the U.S. Fish and Wildlife Service estimated that a minimum of 254 native fish species, subspecies, and undescribed forms across the country were extinct, candidates for listing, or already listed under the Endangered Species Act. In the water-starved West, an estimated 122 out of 150 species—or roughly four-fifths of all fish taxa from the Rockies to the Pacific—are facing some potential for extinction. And if anything, the situation has gotten worse

since the report was completed more than a decade ago.

In the past, parks often unknowingly contributed to these dismal numbers. The Park Service, along with other state and federal agencies, unaware of potential biological impacts, stocked barren lakes to expand fishing opportunities and moved fish across the landscape without regard to genetics or the effects on other fish.

Fishery management in Yellowstone National Park is a classic example. Surveys of Yellowstone in the late 1800s found that more than 40 percent of the park's waters were naturally devoid of fish. As early as the 1880s, administrators began to stock fish throughout the park, both in streams and lakes occupied by native fish and in those that were barren. Introduced species included brook trout, brown trout, Atlantic salmon, largemouth bass, and yellow perch. At one time, the park operated five hatcheries to maintain fishing opportunities, as well as to facilitate the export of Yellowstone cutthroat trout eggs for stocking elsewhere.

By the 1920s, the American Association for the Advancement of Science and the Ecological Society of America had passed a resolution opposing introductions of nonnative species into the national parks. And by 1936, the National Park Service officially prohibited the stocking of nonnative fish in any

After years of stocking nonnative fish to bolster recreational opportunities, the Park Service has abandoned these practices and begun programs to restore and conserve native species at national parks throughout the country.

BY GEORGE WUERTHNER



MORE THAN a century ago, when Europeans first arrived in what would become Colorado, the greenback cutthroat trout filled the clear mountain streams of the eastern Rockies. Native to the Arkansas and South Platte River drainage basins of Colorado, the gener-

ously speckled fish provided food for the new arrivals. But those new arrivals soon took their toll as irrigation, stream diversion, overfishing, and pollution from mining spoils ruined the fish's habitat. This devastation was compounded by the introduction of non-indigenous brown and rainbow trout into streams throughout the West, in-

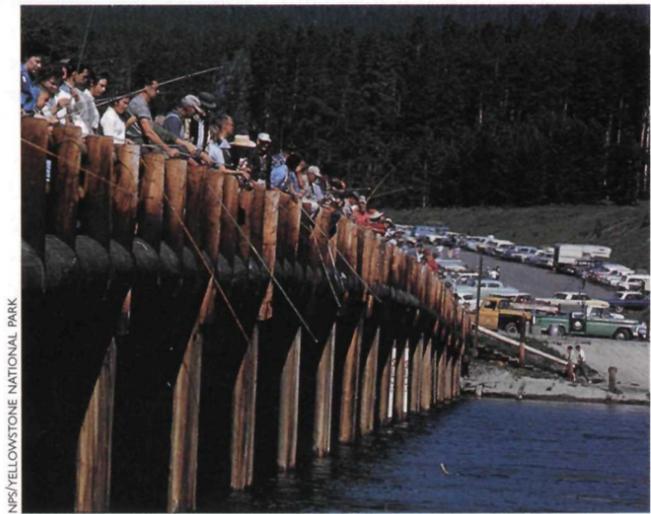
cluding national parks, mostly to increase recreational fishing opportunities. The nonnative species competed for food and preyed on the native fish.

In 1973, when the greenback cutthroat trout was listed as endangered under the Endangered Species Act, only two known populations of the fish remained in the world, and the entire

global population was estimated to be fewer than 2,000 individuals. Yet, only five years later, the fish's status had improved enough to be listed as threatened, in part because a few more relict populations of the greenback were discovered, including several in Rocky Mountain National Park in Colorado.

Fortunately for the greenback cutthroat trout, habitat quality in Rocky Mountain National Park is still exceptional. With the help of the U.S. Fish and Wildlife Service, which provides fish from a hatchery, greenback cutthroat trout were successfully restored to more than two dozen sites in the park, and Mary Kay Watry, resource operations supervisor with the park, says that restoration efforts to expand their distribution and numbers continue.

Programs to restore and conserve



During the late 19th and early 20th centuries, park officials at Yellowstone introduced nonnative fish to boost recreational fishing there.

NATIVE FISH *Continued*

waters containing native fish (although the stocking of fishless streams and lakes continued for decades).

The National Park Service no longer supports stocking purely to enhance recreational opportunities, but does release native fish to restore a population, says Leo Marnell, fishery biologist at Glacier National Park. During recent decades, he says, attitudes about recreational fishing in the national parks have shifted away from consumptive uses. The goal, he says, is to foster an appreciation of all native plant and animal species, including native fish.

But changing fishery policies is difficult given the huge constituency that supports sport and commercial fishing. And removing popular non-native game fish from park waters to restore native species is often next to impossible. As one park biologist said, "It's pretty difficult to go into a meeting of the local fin and feather club and tell everyone that you want to poison the rainbow trout out of a popular fishing lake so you can restore the native suckers. They don't make bullet proof vests good enough to make me feel safe publicly advocating this."

But it's not just resistance from anglers that park biologists must contend with; often other government agencies compound the problem, especially when park fish are dependent upon waters outside of a park boundary. Across the country, most state fish and game agencies still promote the introduction of nonnative fish, as well as stocking programs to maintain fisheries. The fish are also assailed by the



JEFF HENRY



ERWIN & PEGGY BAUER

Lake trout (top) were introduced into Yellowstone more than 30 years ago. They are voracious predators of the native cutthroat, which are a food source for pelicans, grizzlies, and other animals.

numerous habitat problems resulting from air and water pollution, logging, grazing, and agriculture, which can degrade watersheds both in and outside of parks. Excessive take of fish by commercial fisheries, American Indian tribes, and sport fishers can further diminish populations.

Another problem confronting native populations is the accidental or intentional stocking by anglers. "The rogue introduction of exotic fish by a thoughtless angler to 'improve' fishing opportunities is one of the greatest fears we fishery biologists live with," says

Glacier National Park's Marnell. "We can't guard every lake and stream in the park."

Unfortunately, by the time the agency is aware of such illegal stocking, it may be too late. Yellowstone National Park is reeling from the consequences of such an act. More than 30 years ago, someone released the nonnative lake trout into Yellowstone Lake, the last large lake in the West with healthy native cutthroat trout populations. The much larger lake trout are voracious predators of the cutthroat and, if left uncontrolled, could dominate the lake. Lake trout went undetected for a long time, in part, because they prefer cold water, appearing in shallow water only just after the ice thaws in spring and just before the lake freezes in fall.

If the lake trout overwhelms the cutthroat, more is at stake than protecting the lake's native fisheries, according to John Varley, director for the Yellowstone Center for Resources. Many other wildlife depend on the cutthroat trout, including grizzly bears, river otter, and mink, which feed on spawning fish in shallow streams,

and pelicans and bald eagles that catch the fish in the lake itself. Lake trout cannot replace cutthroat because they typically live at great depths where pelicans and bald eagles cannot reach them, and the lake trout do not run up streams to spawn, making them unavailable to bears and other land-based predators.

Although the park's gill-netting program to capture and kill the lake trout is having some success, it's not clear whether Yellowstone can save its big cutthroat populations. Says Varley, "We calculate that we need to be catching four to ten times more fish than we are

at present if we are going to contain their population growth, and frankly, I'm not sure that we can do that." Varley says the lake trout control effort costs the park more than \$250,000 a year, and there's really no end in sight, because it's unlikely the fish can ever be completely eradicated from the lake.

It's not always direct introductions of nonnative fish that threaten native populations. Glacier's Marnell says the lake trout that threaten its bull trout and west-slope cutthroat populations got to the park on its own. Introduced into Flathead Lake, 60 miles south of the park between 1911 and 1916 to create a new sport fishery, the lake trout gradually made their way to the Flathead River drainage and eventually swam upstream to park waters. Since the first lake trout was caught in Glacier's McDonald Lake in 1959, they have succeeded in colonizing Kintla, Logging, Bowman, and other large lakes on the park's western border.

Marnell says Glacier's lakes and rivers are the last major stronghold for the Columbia River strain of bull trout, yet even within this last refuge, the fish is declining because of lake trout. The bull trout was recently listed under the Endangered Species Act. Marnell fears the worst over the long run. "I know of no situation of large deep lakes where lake trout and bull trout co-exist."

Given the large size of Glacier's lakes, the best the Park Service can hope to do is maintain relict populations of its native fish through netting or other lake trout control measures.

Introduction of exotic fish isn't the only reason native fish stocks have declined. Throughout much of the arid West, irrigation is used to grow crops as varied as potatoes and apples, as well as pasture and hay for cattle and other livestock. Not only does irrigation take water out of streams, diminishing the habitat for fish, but a great deal of irrigation depends upon storage reservoirs created by dams. Steve Petersburg, resource management specialist at Dinosaur National Monument on the Utah-

Colorado border, says dams have contributed to the near extinction of four native Colorado River fish: the razor-back sucker, bonytail chub, humpback chub, and pike minnow (at five feet, the world's largest minnow).

"These fish depend upon the annual spring floods. Dams have significantly altered the temperatures, turbidity, and



Park staff at Great Smoky Mountains are restocking native brook trout into the area's waters.

ROB & ANN SIMPSON

flow regimes of the rivers," says Petersburg. As a result, the pike minnows have few suitable spawning sites left. To help correct the situation, some of the larger dam operations on the Colorado River system are releasing higher flows in the spring to mimic more closely the natural flow regimes.

But sometimes the only viable option is to tear down the dam. An unheard-of idea merely a decade ago, dam removal to benefit native fish is gaining greater acceptance around the West, especially to help endangered salmon and steelhead stocks. One dam removal poised to occur is in Washington's Olympic National Park, where two hydro dams on the Elwha River block miles of prime fish spawning habitat. The proposed removal of the two dams could mean as many as 390,000 additional salmon and steelhead, compared with 4,000 salmon and steelhead that currently spawn on the undammed lower five miles of the river.

While the West gets the bulk of attention among fish enthusiasts, it is the southeastern United States that is the epicenter for fish biodiversity. Some river systems, such as the Tennessee, have hundreds of fish species. Great

Smoky Mountains National Park, lying at the headwaters of the region's rivers, has 58 native fish species, according to park biologist Steve Moore. Just as in other parks, human activities beyond its borders can cause damage to Great Smoky Mountain's natural features. Moore says the closure of the gates on the Chillhowee Dam flooded the lower reaches of Abrams Creek, leading to the extirpation of 29 of the park's fish fauna.

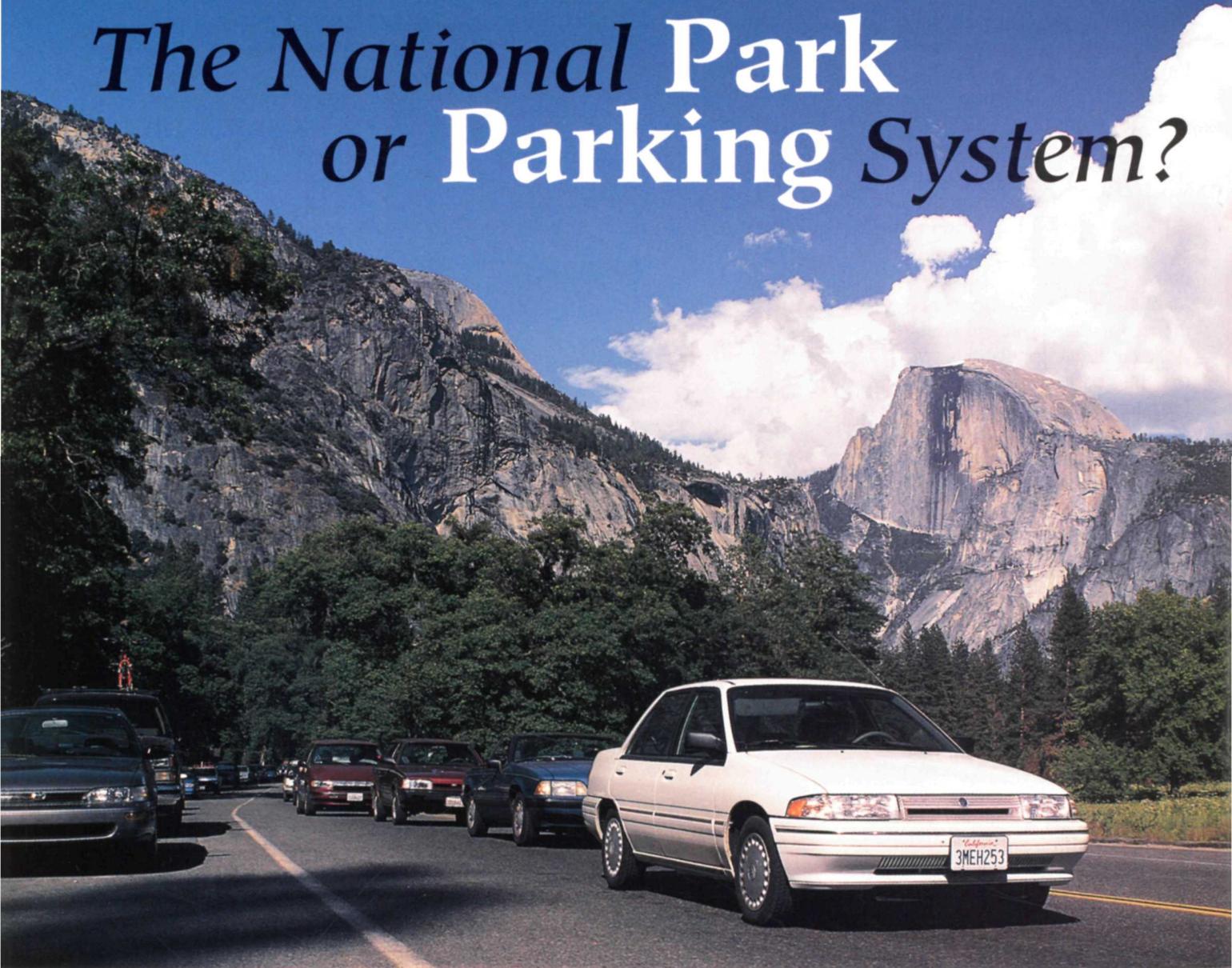
Though most of those fish are gone forever from the park's waters because of habitat loss, Moore is trying hard to save or expand the range of other native fish. Introduction of nonnative species of trout and other fish and acid precipitation are both threatening the native brook trout in key high elevation refugia, for example. So Moore and his staff are working to expand the middle elevation range of the fish by poisoning competing species, then restocking these waters with brook trout.

Brook trout aren't the only fish Moore is restoring. The staff at Great Smoky Mountains has worked to restore less charismatic fish such as the spotfin chub, duskytail darter, Smoky madtom, and yellowfin madtom as well. The Smoky madtom, a rare catfish known to exist only at Great Smoky Mountains, was among the fish the park tried to eradicate in the 1950s to make way for the rainbow trout.

Why save madtom, spotfin chub, or southern Appalachian brook trout? Aldo Leopold said it best in his classic essay, "The Round River": "If the biota, in the course of aeons, has built something we like but do not understand, then who but a fool would discard seemingly useless parts? To keep every cog and wheel is the first precaution of intelligent tinkering." In protecting and preserving native fish, the Park Service is helping to save all the parts.

GEORGE WUERHNER last wrote for National Parks about the importance of maintaining corridors between parks to sustain healthy populations of animals.

The National Park or Parking System?



As increasing numbers of visitors vie for limited parking spaces, the Park Service is looking at a variety of methods to get people to leave their cars at the gate. Shuttle systems are taking cars off park roads and reducing noise and air pollution at a number of parks.

BY WENDY MITMAN CLARKE

THE KIDS ARE SQUIRMING, your spouse is fuming, the car is overheating, and so are you when you finally spot a parking place after half an hour of searching, only to have it snatched away. Maybe you would expect this at a shopping mall the week before Christmas. But this is vacation,

and you are just one of millions of people whose trip to a national park on a summer weekend is more like a trip to a national parking lot.

Transportation in and around some of our national parks has become unpleasant enough that several have implemented alternative ways of moving people around, and many more are

making plans to do so. Park visitation has grown 40 percent since 1980, and the transportation problem grows daily more pressing.

"It can't be a lot of fun when you go to the Grand Canyon and spend all your time looking for a parking space and that tends to be the sum total of the experience," says Laura Loomis, director

On busy summer days, traffic in Yosemite National Park can look like rush hour in major metropolitan areas.

of the visitor experience program for NPCA. "There is no other way to deal with the issue than to get people out of their cars and into more concentrated, denser transportation modes."

Although convincing Americans to leave their cars behind is difficult, the real challenge facing parks is money. Transportation systems—whether they consist of shuttle buses or light rail trams—are expensive. They involve huge capital outlays, followed by annual maintenance and operating costs. In some cases, this means parks must strike up partnerships with gateway communities, state governments, and park advocacy groups to help finance what may be one of the most important challenges facing them over the next decade.

While the Park Service receives some funds for its transportation systems, it's not enough to cover the full cost. Nearly all of the \$165 million the agency receives each year from the Transportation Enhancement Act for the 21st Century (TEA-21) is spent repairing existing roads. Only \$8.5 million—about 5 percent—is earmarked for alternative systems, says Lou De Lorme, the NPS team leader for transportation and facilities.

And just because a park has an alternative transportation need does not mean it automatically gets a portion of that \$8.5 million. Each park must compete for the money annually. In the most recent call for projects—from 2001 to 2003—De Lorme says he limited each region to 20 projects and restricted them to vehicular and water-based proposals; no funds were available for maintenance, operations, replacement of vehicles, or other transportation modes such as bike trails. Even so, every region put forth 20 proposals, and it

took De Lorme's staff two days just to get through the construction projects. Half of the proposals were to study and plan transportation systems.

Fortunately, help may be on the way. A study authorized by TEA-21 will focus on the transportation needs of the Park Service for the next 20 years. And some additional money may be available as a result of a bill proposed by Sen. Paul Sarbanes (D-Md.) that would provide \$60 million over the next five years to



Zion began a mandatory summer shuttle system last year to curb congestion and pollution caused by automobile drivers.

JEFF HENRY

Jess Brown, executive director of YARTS.

Ridership was 18,500 from May to mid-September, and Brown estimated another 12,000 trips through winter: "According to our figures, on a daily basis it's 110 fewer cars going into the park." Many of those riding the shuttle are Park Service and concession employees (who rode for free), a key element to making the system work, says Chip Jenkins, Yosemite's chief of strategic planning. "Parking in Yosemite

Valley is essentially a free-for-all. If we can take employees' cars out of circulation, that frees up more spaces for visitors."

During its first season, the shuttle service—which is operated by a contractor—used eight diesel buses. Riders paid between \$7 and \$15, which included the entrance fee for those riding YARTS buses. The only capital costs this year were about \$750,000 from the state to build bus stops, Brown says. Other operational costs were borne by Mariposa and Merced counties, the Park Service,

and the state. For this year, Brown expects the same level of contributions, including \$600,000 in TEA-21 money to be used over two and a half years to pay for marketing and concession costs.

As with the other parks, funding long-term operating costs will make or break the system, Jenkins says. But so far, it's not only helping to manage the usual visitor flow but increasing accessibility. "We saw people who might not otherwise have visited, people who did not have cars, younger people, and foreign visitors," he says.

Since 1970 Yosemite has operated a free shuttle within the park that stops at 23 locations in the valley. NPS is leasing 12 fuel-efficient shuttles until alternative fuel buses are bought. The Park Service plans to use some fees from entrance stations and campgrounds along with congressionally appropriated money to buy the buses.

develop mass transportation systems in the parks and on other public lands.

A few parks already have launched systems such as the pilot project at Yosemite National Park in California, begun last summer by the Yosemite Area Regional Transportation System (YARTS). The plan had been in the works since 1992.

The YARTS system is a cooperative effort among Mariposa, Merced, and Mono counties, the Park Service, the California Department of Transportation, the Forest Service, and the U.S. Department of Transportation to encourage many of Yosemite's 3.5 million annual visitors to leave their cars in gateway communities and ride shuttle buses into the park.

Last year's two-year demonstration project was successful enough that early this year, the YARTS board voted to jump right into a five-year project, says

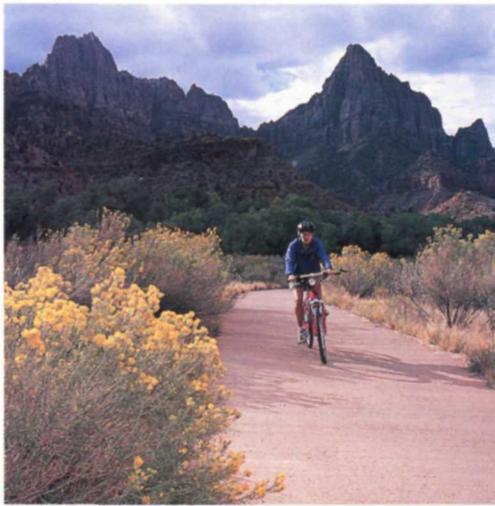
TRANSPORTATION *Continued*

Forty-nine NPS units operate 62 alternative transportation systems, and at least one has been operating for nearly 30 years. The first visitors who traveled to Denali National Park in Alaska, established in 1917, were allowed to drive the narrow, rustic park road. But as visitation increased, park officials faced a choice: widen the road or use a different method of getting tourists into the park. Denali's bus transportation system began in 1972, and all visitors must take the bus, a bicycle, or walk beyond mile 14. For most of the parks in the lower 48, however, shuttle systems are relatively new.

One of the more successful new systems operates at Zion National Park in Utah, which began a mandatory summertime shuttle in May 2000.

"There were 400 parking spaces in the canyon, and on July Fourth it could hit close to 5,000 cars going in," says Dave Karaszewski, the park's special projects manager.

With the new shuttle system, visitors park at lots, motels, and campgrounds in nearby Springdale, Utah, and can then travel anywhere around town and throughout the park without ever getting in their cars again. One loop runs through the town and, at the park's vis-



LIN ALDER

More people are biking into and around Zion because of the new shuttle system.

itor center, connects to a second loop that runs visitors into the canyon. The town loop is free, and the cost of the canyon loop is incorporated into the entrance fee, which went from \$10 to \$20 per family group. The 29 propane-fueled buses carry 31 passengers, some towing 35-seat trailers, from April 1 through October 31. During winter, visitors can park inside the canyon at the existing parking areas, but during the summer months, only certain tour buses and people staying at Zion Lodge can drive into the park.

The system cost \$28.1 million, although that includes a new visitor cen-

ter, a bus maintenance facility, conversion of the old visitor center to a museum, 29 buses and 19 trailers, development of a trail along the Virgin River that is accessible to disabled visitors, and the reconfiguration of some roads, parking lots, and campgrounds. Construction costs made up more than \$19.6 million. The money came from a variety of places. Springdale received \$923,000 from ISTEPA (the Intermodal Surface Transportation Enhancement Act, TEA-21's predecessor) to build shuttle stops in town, and the park received \$2.4 million from TEA-21 for two more buses, as well as some traffic design changes and shuttle stops in the upper canyon. The park's fee demonstration program provided \$3.9 million. In addition, groups such as the Zion National History Association donated \$50,000 to the Springdale shuttle stops. Zion Canyon Theater came up with \$1.6 million to develop a physical pedestrian connection to the park. Springdale was so supportive of the system—helping the park develop it and providing shuttle stops—that NPCA awarded the mayor, the town council, businesses, and citizens of Springdale its first National Parks Achievement Award, which recognizes outstanding efforts to protect parks.

During its first season, the shuttle eliminated about 2,500 vehicles per day from the main canyon—equal to 4.5 million miles not driven over this 12-mile stretch. Visitors reported seeing more wildlife. More people bike into and around the park, and Karaszewski says the reduction in noise is noticeable.

But the system has had some negative effects as well. The buses are heavy and hard on the roads. Unloading 60 people at once at a shuttle stop can overwhelm an area. And whether the increased entrance fees will be able to cover all the operations and maintenance is not clear. Karaszewski says, "We're watching that really closely."

Still, Zion is better off in that regard than other parks. Most systems are voluntary, and most park managers believe that charging a fee will discourage riders. So finding ways to pay for the sys-



LIN ALDER

Last year, the propane-fueled buses in Zion eliminated about 2,500 vehicles per day—equivalent to 4.5 million miles not driven in the 12-mile canyon.

tems' operations and maintenance takes creativity, work, and cajoling.

In Maine, Acadia National Park has teamed up with local advocacy groups, communities, business owners, and the state to develop and operate the Island Explorer shuttle service from June 23 through Labor Day. The free service carries visitors on 17 propane-powered buses over six routes from Bar Harbor throughout the park and on Mount Desert Island. As with Zion, the goal was to reduce traffic congestion and parking problems and to improve air quality, says Len Bobinchock, deputy superintendent. With adequate parking at campgrounds and motels on Mount Desert Island but too little parking in the towns and park, the system encourages overnight visitors to leave their cars at their lodgings and catch a ride on a shuttle.

In 1999, its first year, the system carried 142,260 passengers—about 1,872 per day. That number jumped last year to 193,057 passengers, averaging 2,600 a day. The park estimates that, in 1999 and 2000, the shuttle eliminated 100,595 vehicles from park and local roads. And Maine Department of Environmental Protection officials estimate that, in 1999 alone, the shuttle cut about 1.3 million vehicle miles driven, eliminating two tons of nitrous oxide, four tons of hydrocarbons, 32 tons of carbon monoxide, and 522 tons of carbon dioxide.

Based on onboard surveys, the shuttle is a hit—more than 90 percent of passengers said it made their visit better, they wanted more buses, and the service should remain free.

Bobinchock says that, as of early 2001, the system's capital costs totaled nearly \$2.6 million, which included the buses, improving stops, creating a new hub in Bar Harbor, and rebuilding some parking lots. Park Service fee money paid \$73,000, the Federal Lands Highway Program provided \$1.7 million, Maine's Department of Transportation (DOT) contributed \$684,000, Friends of Acadia came up with \$40,000, and the NPS's cost-share program provided \$32,000. All the towns within the



ERWIN HARRISON

Acadia National Park officials estimate that in 1999 and 2000, 100,595 vehicles were eliminated from park roads as a result of its new shuttle system.

system (Bar Harbor, Mount Desert, Southwest Harbor, and Tremont) also contributed.

The system's operating costs have been \$728,000 over two seasons, paid for by contributions from park fees, Maine DOT, Friends of Acadia, Bar Harbor, Southwest Harbor, Tremont, the League of Towns, private campgrounds, motels, and the Chamber of Commerce. Bobinchock expects NPS operating costs to hit about \$200,000 this year, and the big question is how the park will meet those expenses.

One option might be a local tax on motel rooms or restaurants dedicated to the transit system. Another possibility is a line item in the federal Transit Administration budget to support alternative transportation in national parks, similar to existing categories for urban and rural transit. Fundamentally, Bobinchock says, the parks can't rely on one source; they must diversify. De Lorme and other park managers agree. "The federal Transit Administration has said there are no transportation systems that are not subsidized," De Lorme says. "We think these systems will grow because people will take money from various sources to make them successful."

Even city systems are subsidized. For instance, transit systems in Washington, D.C., and Philadelphia receive about 50

percent of their revenue from federal, state, and local governments.

At Cape Cod National Seashore in Massachusetts, it took a season of operating a small shuttle with some old buses to convince local citizens, local government, and even some skeptical staff that they should pitch in. "Now they're all on board," says Ben Pearson, the park's chief of maintenance. "Now the other towns are saying, 'Hey, help us, we want it too.'"

The shuttle cost \$1 for adults and 50 cents for kids, and nearly 53,400 people rode from June 24 to September 4. The park hasn't determined how many cars the system took off the roads, but it was popular enough that this year the park is getting five new propane-fueled buses and studying a system that would include the outer Cape and provide a link to ferries that carry visitors to Nantucket and Martha's Vineyard.

Most communities are open to the idea of a local transit system, town officials say—it can only help residents. The hard part is the cost. "We have to convince the community at large that this is a benefit to them, and that's the rub," says Dana Reed, Bar Harbor's town manager.

WENDY MITMAN CLARKE is a regular contributor to National Parks.



ALASKA: A PEAK EXPERIENCE

The land of towering mountains and vast glaciers offers the experience of a lifetime for many travelers, and Anchorage is a convenient jumping off point to explore four of the national parks.

BY BILL SHERWONIT

ALASKA IS A LAND of superlatives and extremes. The country's largest state boasts the highest peaks on the continent and one glacier that is larger than Rhode Island. Here a visitor can experience smoldering volcanoes as well as air temperatures that, in the dark winter months, can dip to 40 below zero Fahrenheit or can soar to more than 90 degrees during the nearly around-the-clock sunshine of summer. Alaska has both a temperate rainforest along the coast and near-desert conditions of the Arctic.

The sheer size of the place and the variety of sights to be seen require at least two weeks, and preferably more, to enjoy it all. The best starting place is Alaska's Southcentral region, the state's population and transportation hub. Several highways and the Alaska Railroad provide fast and easy overland travel that is not possible throughout most of the state. The same roadways that connect towns, cities, and industrial ports also lead to some of Alaska's grandest and wildest parklands.

Denali, Kenai Fjords, and Wrangell-St. Elias national parks are each less than a day's drive from Anchorage, starting point for most visitors who don't arrive by cruise ship. The highlands of a fourth park can be seen from Anchorage.

BILL SHERWONIT is a freelance writer who lives in Anchorage, Alaska, and the author of *Denali: A Literary Anthology*. He last wrote for National Parks about bears at Katmai.

Closer to the city than either Denali or Wrangell-St. Elias as the eagle flies, Lake Clark National Park and Preserve is separated from Anchorage by Cook Inlet and easily reached by plane. Trips to Lake Clark can be combined with visits to other Southcentral parks without much extra planning. Visitors can start with one of the best-known parks in the state, Denali National Park and Preserve.

Denali National Park and Preserve

Soaring 20,320 feet, Mount McKinley is a perfect symbol of Alaska. This state's most dominating feature, it is also the centerpiece of Alaska's oldest and most famous parkland. Known to

many locals as Denali, its Athabascan name that means "The High One," the great peak towers above the snow-capped Alaska Range, which also includes 17,400-foot Mount Foraker and 14,570-foot Mount Hunter. Acting as a giant barrier, the range separates the coastal climate of Southcentral Alaska from the drier, colder Interior. To the south, the range drops steeply into lush forested valleys; to the north, it descends to tundra-covered foothills and glacial valleys and wooded lowlands.

Denali's great height, extreme cold, and raging storms make it the ultimate challenge in North American moun-



Dall sheep, Polychrome Mountain, Denali National Park.

LES BLACKLOCK/LARRY ULRICH STOCK

taineering Yet for every person who tries to climb the peak, hundreds more appreciate it from afar, and catching a glimpse of The Mountain is one of two reasons most people visit this parkland. The other main draw is the park's wildlife, particularly grizzlies, caribou, Dall sheep, moose, and wolves. Originally set aside in 1917 as Mount McKinley National Park to protect the region's wildlife from commercial hunting, the 6-million-acre Denali remains a sub-Arctic refuge for 38 species of mammals and 163 species of birds.

Most visitors explore Denali along its 97-mile Park Road, accessible from the George Parks Highway at Milepost 237.3—about a 4.5-hour drive from Anchorage. Another alternative is to ride from Anchorage aboard the Alaska Railroad. Visitors can take either a shuttle or guided-tour bus into the park and stay overnight at one of seven roadside campgrounds. Advance reservations are recommended for both the buses and camping. Lodging is also available along the Parks Highway, outside Denali's entrance. For those seeking backcountry luxury, wilderness lodges such as Camp Denali and Denali Backcountry Lodge operate at the former gold-boom town of Kantishna deep inside the park. For more information on lodging along Parks Highway, call the Greater Healy/Denali Area Chamber of Commerce, 907-683-4636, or visit www.alaska.net/~denst1dst.home.html.

Backcountry campers must obtain a permit at the entrance-area visitor center. For more details on backcountry permits, campgrounds, bus reservations, or general information about Denali, contact headquarters at 907-683-2294, or check the park's web site, www.nps.gov/dena.

Kenai Fjords National Park

At the southern edge of the Kenai Peninsula, Kenai Fjords has abundant marine wildlife, tidewater glaciers, and the coastal fjords for which the park is named. The long, narrow, steep-sided valleys of this 670,000-acre park are



Aialik Glacier at Kenai Fjords National Park.

accessible only by boat or floatplane.

High above the rugged coastline is the park's most dominant feature: the Harding Icefield. This 300-square-mile icefield feeds dozens of glaciers, six of which flow into the ocean. These tidewater glaciers frequently calve icebergs, creating thunderous booms that are audible 20 miles away. Aialik Bay, a favorite destination of sea kayakers, is the best-known fjord and is the closest to Seward, a coastal community 127 highway miles south of Anchorage. Tour boats visit both Aialik and neighboring Holgate Arm daily in summer—weather and seas permitting.

Though they barely touch the park's outermost fringes, the Seward-based coastal tours introduce visitors to calving glaciers, fjords, and a wide range of Alaska's marine life: from orcas and humpback whales to sea otters, harbor seals, sea lions, bald eagles, tufted and horned puffins, kittiwakes, cormorants, and many other seabirds.

For all of Kenai Fjords' coastal splen-

dors, its chief attraction is an inland glacier, reached by a nine-mile spur road off the Seward Highway. A gentle trail leads to Exit Glacier's snout, while the steeper four-mile Harding Icefield Trail leads ambitious hikers to an alpine overlook. The round-trip, which is a strenuous hike, can take up to eight hours.

While few visitors go beyond the park's coastal areas, those who do choose to go beyond the coastal tours and limited trail system are nearly guaranteed solitude in one of America's premier marine parklands.

Like most Alaska parks, Kenai Fjords has few visitor facilities. A small walk-in campground and winter-use-only public cabin are near Exit Glacier. Three other public-use cabins are scattered along the outer coast for summer explorers. The visitor center and park headquarters are in Seward. For more park information, call 907-224-3175, or visit www.nps.gov/kefj. For more information on hotels, bed and breakfasts, and campgrounds, call the Seward Chamber of Commerce at 907-224-8051, or visit www.sewardak.org.

Wrangell-St. Elias National Park and Preserve

At 13.2 million acres, Wrangell-St. Elias is the nation's largest park, six times the size of Yellowstone. Sometimes called "North America's Mountain Kingdom," the park is home to four mountain ranges and nine of the continent's 16 highest peaks, including the second tallest in the United States, 18,008-foot Mount St. Elias. Here, too, is North America's largest sub-polar icefield, the Bagley, which feeds a system of gigantic glaciers, including one that is larger than Rhode Island, the Malaspina.

In addition to the abundance of rock and ice, Wrangell-St. Elias is rich with wildlife: wolves and grizzlies, caribou and moose, Dall sheep (inland) and mountain goats (coastal), sea lions and harbor seals.

Though most of its wilderness can be reached easily only by plane or boat,



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EXCURSIONS



FRED HIRSCHMANN

McCarthy Lodge, village of McCarthy, in Wrangell-St. Elias National Preserve.

Wrangell-St. Elias is connected to Alaska's highway system in two places. The 45-mile-long Nabesna Road (a rough, gravel roadway) provides northern access from the Glenn Highway's Tok Cutoff. But the principal entryway is the 60-mile-long McCarthy Road. Unpaved, it stretches from the park's western boundary to McCarthy. For decades a haven for Alaskan recluses, McCarthy is now a tourist town that can be reached via a footbridge across the Kennicott River.

Only a small percentage of those who drive the McCarthy Road visit the park's awesome backcountry. Most are content to explore McCarthy, hike to nearby glaciers, or travel 4.5 miles to the long-abandoned Kennicott copper-mining camp, a national historic land-

mark. Visitors can stay at an end-of-the-road private campground, a hostel, a bed and breakfast or at either the McCarthy Lodge or Kennicott Glacier Lodge. Guided hikes, mill tours, and backcountry expeditions can be arranged. Both St. Elias Alpine Guides and Kennicott-McCarthy Wilderness Guide are authorized to provide mill tours and offer guided hikes and backcountry expeditions. For those seeking immersion in wild solitude, McCarthy is also a jumping-off spot for wilderness trips, using local air-taxi services such as Wrangell Mountain Air.

Park facilities are minimal, with no maintained trails or designated campgrounds. A few fly-in public cabins in the backcountry are intended primarily as short-term shelters. Headquarters is outside the park in Copper Center. For more information, call 907-822-5234, or visit www.nps.gov/wrst.

Lake Clark National Park and Preserve

With wilderness that seems to stretch forever, this 4-million-acre parkland epitomizes wild Alaska. Within its boundaries are two active volcanoes, Iliamna and Redoubt, each rising more than 10,000 feet. Cliffs along Cook Inlet's rugged coastline serve as rook-

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FRED HIRSCHMANN

Boaters haul a raft along the shore of Lower Twin Lake, by the mouth of the Chilikadrotna Wild and Scenic River, Lake Clark National Park and Preserve.

eries for puffins, cormorants, kittiwakes, and other seabirds, and two major mountain systems, the Aleutian and Alaska ranges, join to form the Chigmit and Neocola mountains, whose snowcapped peaks are still mostly unexplored.

The park also embraces a remarkable mix of plant communities. Its coast harbors one of the northernmost stands of Sitka spruce rainforest. Farther inland are lowland boreal forests typical of Interior Alaska and tundra expanses like those of the Arctic. These varied ecosystems are home to more than 100 species of birds and nearly 40 types of mammals, including lynx, black and brown bears, and wolves.

Five species of salmon draw anglers from around the world, and several major lake and river systems—including three designated wild rivers—contribute to Bristol Bay's world-famous sockeye salmon fishery. Prime fishing grounds include the Chilikadrotna and Mulchatna rivers—also popular with river floaters—and Telaquana, Crescent, and Tazimina lakes. Lake Clark, Alaska's sixth largest, is 42 miles long, up to 860 feet deep, and covers 110 square miles. It provides critical sockeye salmon spawning ground.

In addition to anglers, the park's recreational opportunities appeal to a wide variety of visitors: hunters (restricted to preserve lands), river runners, kayakers, hikers, mountaineers, and wildlife watchers. Another appeal is the park's proximity to two of Alaska's most densely populated areas, Anchorage and the western Kenai Peninsula.

Visitor facilities are limited, and the managers of Lake Clark National Park depend on private businesses to meet most visitor needs. Air-taxi services in Anchorage, Kenai, Homer, and Port Alsworth carry visitors into the backcountry. Lake Clark Air provides commuter flights to Port Alsworth, on Lake Clark's southeastern shore, with several lodging options. Built by homesteaders Babe and Mary Alsworth in the 1940s, The Farm Lodge also provides flying services and guided trips. For more park information, call 907-271-3751, or visit www.nps.gov/lacl.

For More Information

Alaska's remoteness does not need to be a challenge for the visitor: Air and boat taxis are available to most sites, and the Alaska Railroad provides service to Denali. Each park has its own web site with additional information about lodging, activities, and services. But here is a list that will help visitors get a start on planning for a trip to the 49th state.

DENALI NATIONAL PARK:

907-683-2294, or www.nps.gov/dena.

Alaska Railroad: 800-544-0552, or www.alaskarailroad.com.

Shuttles and campsites at Denali: 800-622-7275.

Tour buses at Denali: 800-276-7234.

Camp Denali: 907-683-2290, or www.campdenali.com.

Denali Backcountry Lodge: 800-841-0692, or www.denalilodge.com.

KENAI FJORDS NATIONAL PARK:

907-224-3175, or www.nps.gov/kefj.

For tours of Kenai Fjords:

800-478-8068, 800-270-7238, or www.kenaifjords.com.

WRANGELL-ST. ELIAS NATIONAL

PARK: 907-822-5234, or

www.nps.gov/wrst.

McCarthy Lodge: 907-554-4402.

Kennicott Glacier Lodge:

800-582-5128, or www.kennicottlodge.com.

McCarthy-Kennicott area businesses: www.mccarthy-kennicott.com.

St. Elias Alpine Guides: 888-933-5427, or www.steliassguides.com.

Wrangell Mountain Air:

800-478-1160, or www.wrangellmountainair.com.

LAKE CLARK NATIONAL PARK:

907-271-3751, or www.nps.gov/lacl.

Lake Clark Air: 907-278-2054, or www.lakeclarkair.com.

The Farm Lodge: 888-440-2281, or www.lakeclarkair.com also provides flying services and guided trips.

OUTDOOR ADVENTURE GUIDE

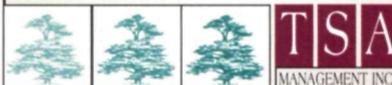
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Presidential Powers

Some Western representatives want to weaken the Antiquities Act, used by presidents of both parties.

BY BILL LOWRY

IN THE CLOSING DAYS of his administration, the president, weary of congressional inaction, unilaterally designated a controversial piece of land as a national monument. Several proposals to protect the area had failed in Congress, and the land was threatened by intense commercial development. The president's action infuriated some members of Congress. The chairman of the House Committee on Public Lands accused the administration of circumventing Congress and threatened to withhold funding for the new monument. Sound familiar?

In fact, the year was 1961. The outgoing president was Republican Dwight D. Eisenhower. The House critic was Democrat Wayne Aspinall. The land in question was the Chesapeake and Ohio Canal in Maryland and Washington, D.C. Proclaimed C&O Canal National Monument, it would later become C&O Canal National Historical Park.

Eisenhower acted under the authority granted the president by the Antiquities Act of 1906. This legislation, passed largely to protect prehistoric artifacts in the Southwest, gives the president the power to designate as national monuments lands already owned by the federal government containing "his-

toric landmarks, historic and prehistoric structures, and other objects of historic or scientific interest." Since 1906, presidents of both parties have used the Antiquities Act to protect lands that might otherwise be lost forever.

land would be opened to development. Most recently, President Bill Clinton used this authority prolifically, particularly in his last year. Overall, 13 presidents have used this power to establish 126 national monuments.



Thank goodness we still have the Antiquities Act.

CARTOON RESOURCE

Teddy Roosevelt created 18 national monuments and, in so doing, showed that this authority was not restricted to small areas. Indeed, concerned about proposed development along the rim at the Grand Canyon, President Roosevelt set aside more than 800,000 acres. Republican President Herbert Hoover designated several national monuments while serving as a lame duck after losing the 1932 election. President Jimmy Carter used the Antiquities Act to protect more than 50 million acres of Alaska when Congress failed to act before the

The statutory authority under which Eisenhower and the other presidents took action is again under serious assault in Congress. High-ranking Republicans from Western states have called for changes to, if not elimination of, this power. In the last Congress, Reps. Jim Hansen (R-Utah) and Joel Hefley (R-Colo.) had introduced legislation calling for significant revisions to the Antiquities Act. They have also written a letter to the Bush administration,

stressing their concerns about the act. One of the changes being considered would require congressional approval within two years of designation. Another would restrict designated lands to those fewer than 50,000 acres. The ensuing debate over the Antiquities Act has both philosophical and practical components.

Philosophically, critics argue that the Antiquities Act enables an unconstitutional process allowing presidents to act without public input and congressional deliberation. Although this criticism

sounds persuasive at first, some compelling arguments motivate this presidential authority. Specific to the process of designating national monuments, the logic is that the president can save places from immediate and consequential actions that would leave them permanently changed. Congress can later rescind these presidential designations if a unit really is arbitrarily mandated and unjustifiable. Further, Congress is still responsible for funding and oversight of the designated lands. The president, however, has the means to set the land aside to allow such considerations while the area is still in relatively unspoiled condition.

More generally, political science teaches us two fundamentals about members of Congress. First, they necessarily focus on reelection. Second and related, they respond to their local constituents. Thus, congressional actions are usually short-term and parochial.

Only the president serves a national constituency. And while the president also faces reelection, his term is limited, at least in part, to allow him to think beyond the next electoral cycle. These institutional differences between the branches are sufficiently evident to have motivated Congress many times to abdicate power to the executive branch over substantive issues that have national consequences. Examples range from tariff commissions to the military base closure process. Congress is relatively incapable of swift and responsive actions in these issues. Is not site selection for the National Park System also important enough to allow an institutional mechanism for avoiding parochial, short-term politics and for acting in the national interest?

In practical terms, the argument for removing presidential authority to establish park units must assume that other processes are more effective. Is this a safe assumption? The National

Park Service has guidelines for adding units to the system, but members of Congress often ignore them. Instead, members add units to the system for purposes of their local constituencies and their own electoral needs. The list of examples is long, but perhaps the most illustrative is Steamtown National Historic Site in Pennsylvania. In 1986, Rep. Joe McDade (R-Pa.) used his power as ranking minority member of the House Appropriations Committee to amend

Since 1906, presidents of both parties have used the Antiquities Act to protect lands that might otherwise be lost forever. Teddy Roosevelt created 18 national monuments and, in so doing, showed that this authority was not restricted to small areas. Indeed, concerned about proposed development along the Grand Canyon's rim, Roosevelt set aside 800,000 acres.

an omnibus appropriations bill to designate Steamtown as a site to commemorate railroading. Despite the objections of historians who said the site had little to do with historic railroads, Steamtown came into being and received millions of dollars in funding over the next decade. Congressional manipulation of site selection to bring "pork" to local constituencies has frequently been so rampant that spending bills for the creation of new units are often referred to as "Park Barrel Bills." Allowing the president to take actions under the Anti-

quities Act provides some potential balance to this congressional manipulation of the system. As evidence that presidential actions have not been irresponsible, consider the fact that Congress has reversed only 5,000 acres out of more than 75 million proclaimed.

Finally, let's also consider the real motivations of those who want to dismantle the Antiquities Act. In 1995, Hefley and Hansen pushed legislation termed the National Park System Reform Act. The real purpose of the legislation was apparent in the vernacular title for the proposal, the "park closure bill." Indeed, Hansen at one point suggested that 150 units of the system should be closed or privatized. In an ironic twist, these legislators cited questionable units such as Steamtown as justification for reconsidering the status of all system units. More recently, Hansen has suggested that several of the Clinton designations be altered to allow mineral exploration on the sites. Obviously, the motivation to amend or eliminate the Antiquities Act has less to do with philosophical outrage at presidential usurpation of power and more to do with opening up federal lands for resource exploitation and commercial development.

If we are to have that debate, fine, but let's not hide real motivations behind suggestions of balancing institutional power. And if we do have that debate, let's keep in mind that the total area set aside in the National Park System is still less than 4 percent of the nation's total land.

Ultimately, the future of the Antiquities Act may well be decided by President Bush. During the election and the nomination hearings for Secretary of Interior Gale Norton, Bush and Norton made many promises regarding the sanctity of the national parks. Further, given that trust played a crucial role in the election, here is a chance for this administration to show that it meant what it said. And by protecting this presidential prerogative to preserve precious lands, Bush can side with all of his predecessors, Republican and Democratic alike. ■

BILL LOWRY is an associate professor of political science at Washington University in St. Louis. His research involves natural resource policies, and he has published three books and numerous articles.

BY WILLIAM A. UPDIKE

Munson Named to Commissions in Florida

►Mary Munson, NPCA's South Florida director and newly named director of marine programs, has been appointed to two commissions involving national park issues in Florida.

Munson is one of a few environmentalists on the South Florida Water Resources Advisory Commission. The commission is an advisory body and a forum for improving public participation and decision-making in water resource issues affecting South Florida, including further development and implementation of the multi-billion-dollar plan to restore the Everglades.

About 25 members of the public have been appointed from various groups, including agricultural, developmental, environmental, and other water users, plus state and local agencies.

Miami-Dade County also invited Munson to serve on a Biscayne Bay Buffer Development Review commission. The Biscayne commission reviews and approves development projects in the "buffer" zone next to Biscayne National Park, which is near Miami, Florida.



NPCA Web Site Features Park Planning

►NPCA recently launched a new section on its web site that focuses on critical issues related to the process of planning in the parks.

"From the protection of endangered species to increased parking, everything that the National Park Service [NPS] does in a national park is the result of park planning," reads the site's main page, which can be found in the Take Action section at www.npca.org.

Visitors to the site can send letters to officials about major issues, learn how plans for individual parks are created, and read official comments from NPCA on current plans for parks.

By law, NPS is required to listen to the concerns of the public when planning the future of a park.

Ansel Adams Remembered

►A traveling exhibition and an accompanying book have been created to commemorate the 100th anniversary of the birth of acclaimed photographer Ansel Adams.

The international centennial exhibition will open in Adams' hometown at San Francisco's Museum of Modern Art in August 2001. From there, the exhibit will travel to the Art Institute of Chicago, The Hayward Gallery in London, the Kunstbibliothek in Berlin, the Los Angeles County Museum of Art, and will wrap up at the Museum of Modern Art in New York in the fall of 2003.

The exhibition book, *Ansel Adams at 100*, was written by photography curator and critic, John Szarkowski. Szarkowski has selected what he considers Adams' most significant work. He made an effort to track down the best prints of 114 of Adams' images.

Gantt-Wright Receives Award

►Outward Bound Adventures, Inc., named NPCA's director of diversity programs, Iantha Gantt-Wright, its "2001 Person of the Year." Gantt-Wright was

honored for her work promoting diversity throughout the National Park System.

"Separately, we are diverse communities of color struggling with the problems of access to, and lack of representation within, the National Park System," said Gantt-Wright. "Together, we can find a solution."

Rep. Adam B. Schiff (D-Calif.) also gave Gantt-Wright a certificate of special recognition.

Outward Bound Adventures, Inc., was founded 40 years ago by a group of parents from the Los Angeles area's African-American, Asian, and Latino communities. Today the program provides access for youth throughout Los Angeles County to outdoor environmental learning experiences.

NPCA Web Site Includes Travel Planner

►NPCA recently launched a new feature on its web site, www.npca.org, that provides information for travelers interested in visiting the national parks.

The site allows visitors to click on a map of the United States, choose a national park unit from a drop-down menu, or search for particular interests, such as birding,

camping, hiking, and others. Once a selection is made, visitors find a brief description about the park and information about weather conditions, special attractions, directions, fees, and other details.

The new feature, called Destination Finder, is courtesy of GetOutdoors.com.

Donahue Given Mather Award

►John Donahue, superintendent of Big Cypress National Preserve, in Florida, received NPCA's Stephen T. Mather Award on May 18.

The award was given to Donahue for his development of an off-road vehicle (ORV) management plan that will reduce the number of ORV trails in Big Cypress

from about 22,000 to 400 miles (see "On the Beaten Path," March/April 2001).

"John Donahue led the effort to undo the damage caused by 30 years of unregulated ORV use," said NPCA's South Florida director, Mary Munson. "Big Cypress' innovative recreational vehicle management plan serves as a model for parks across the country that struggle with similar issues."

NPCA also gave Florida's Miccosukee tribe special recognition for its work on protecting mangroves and manatees in the Western Big Cypress Basin.

Named for the first director of the National Park Service, the Mather Award is given annually to people who show unique initiative and resourcefulness in pro-

moting environmental protection in the national parks, who have taken direct action where others have hesitated, and who have risked their jobs and careers to be good stewards of the parks.

"John Donahue has prevailed despite intense political pressure from ORV enthusiasts," said Laura Loomis, NPCA's director of visitor use and experience programs. "He exemplifies what this award seeks to recognize."

NPCA Opens Field Office

►NPCA's Northern Rockies regional office has created the organization's first grassroots field office in Whitefish, Montana. The Northern Rockies office hired veteran

conservation leader and former Park Service employee Steve Thompson as NPCA's Glacier field representative. This is the first NPCA office focused on a single national park—the Glacier-Waterton International Peace Park.

"Glacier National Park is a crown jewel of the National Park System," said Northern Rockies Regional Director Tony Jewett in announcing the creation of the new Glacier field office.

"Glacier may be the most ecologically intact park in the Lower 48. However, the park and its wildlife face myriad internal and external threats."

"NPCA's purpose in creating this office is to protect this wild park and all its resources for future generations," he added.



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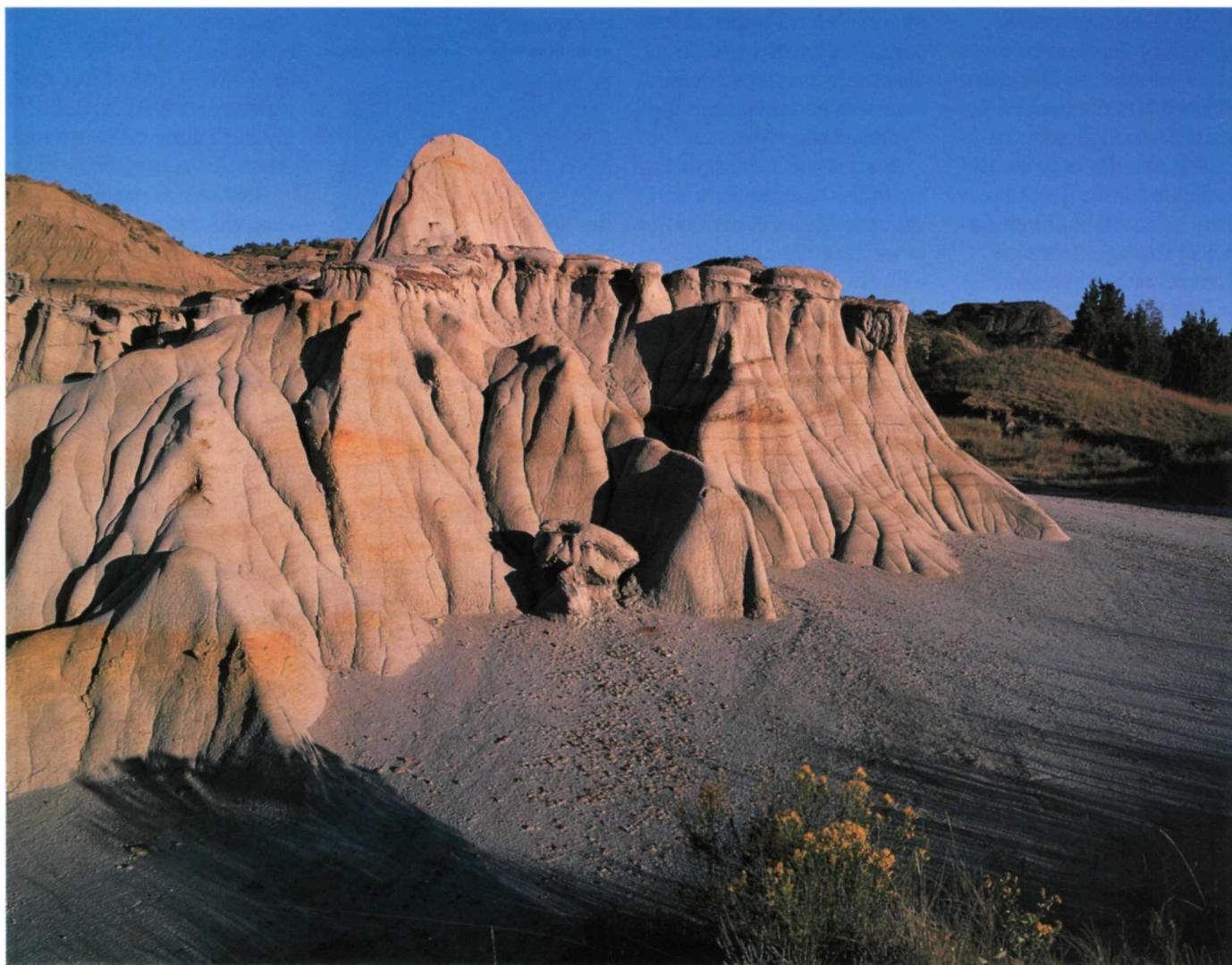
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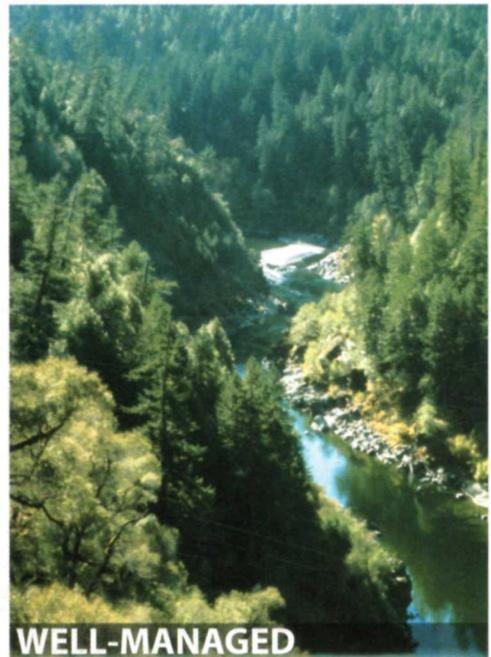
This park's namesake was responsible for passing legislation that has made it possible to protect millions of acres of land from development.



JONI GNASS/GNASS PHOTO IMAGES

THESE STRANGE-LOOKING rocks were formed as water and wind eroded the soft sandstone, siltstone, and mudstone layers that were originally deposited here about 65 million years ago during the Paleocene Epoch. The many fossils and petrified wood found in the park help geologists and paleontologists explain the landscape. Today, bison, elk, mule and white-tailed deer, pronghorn antelope, big-horn sheep, weasels, mink, badgers, and porcupine roam in the park. Have you visited this park? Do you know which one it is? [ANSWER ON PAGE 14.]

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