

National Parks

The Magazine of
The National Parks
Conservation
Association

MARCH/APRIL 2003

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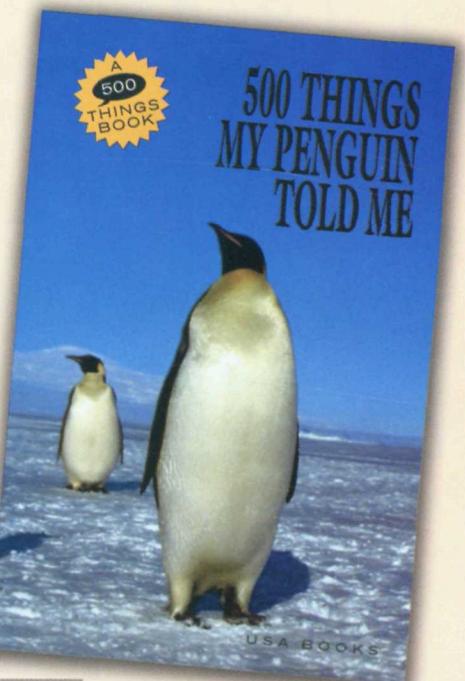
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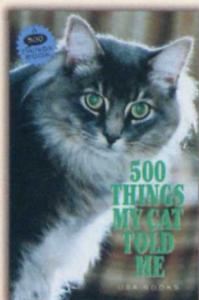
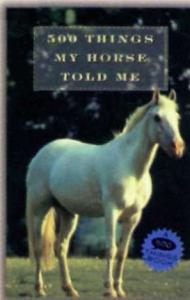
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National Parks

Vol. 77, No. 3-4
March/April 2003

The Magazine of the National Parks
Conservation Association

FEATURES**26****The Riddle of Ridleys**

Kemp's ridley sea turtles are making a comeback at Padre Island National Seashore, but these endangered turtles face a whole new generation of threats, including oil and gas development both inside and outside the park.

By Todd Wilkinson

30**Remembering Rosies**

The most famous symbol of domestic wartime, Rosie the Riveter, lends its name to a new park in California that celebrates the contributions of women and others to the homefront efforts of World War II.

By David Weinstein

34**Keeping Transportation on Track**

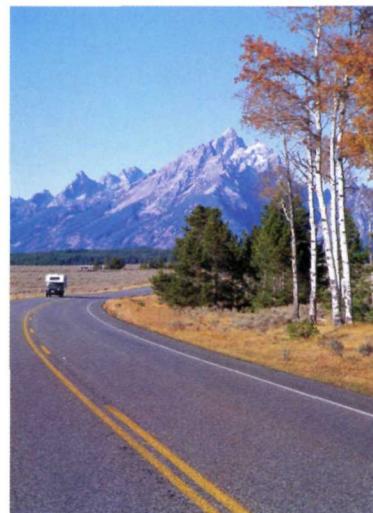
With TEA-21 up for reauthorization, the future is uncertain for alternative transportation proposals at a variety of national parks, including Grand Teton and Grand Canyon.

By Kim A. O'Connell



COVER: A Kemp's Ridley sea turtle rests on Padre Island's sandy shore.

Photo by Anne Heimann.



JON GNASS

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DEPARTMENTS**6 Outlook**

NPCA is working with the National Park Service to promote alternative transportation systems in the parks.

By Thomas C. Kiernan

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Pipeline proposed at Grand Canyon; Cedar Creek site becomes park unit; power plant threatens Yellowstone

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Water-draining golf courses, chronic underfunding, and air pollution land some of America's national parks on NPCA's Ten Most Endangered List.

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Texas is a birder's paradise.

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Eleanor Roosevelt National Historic Site.

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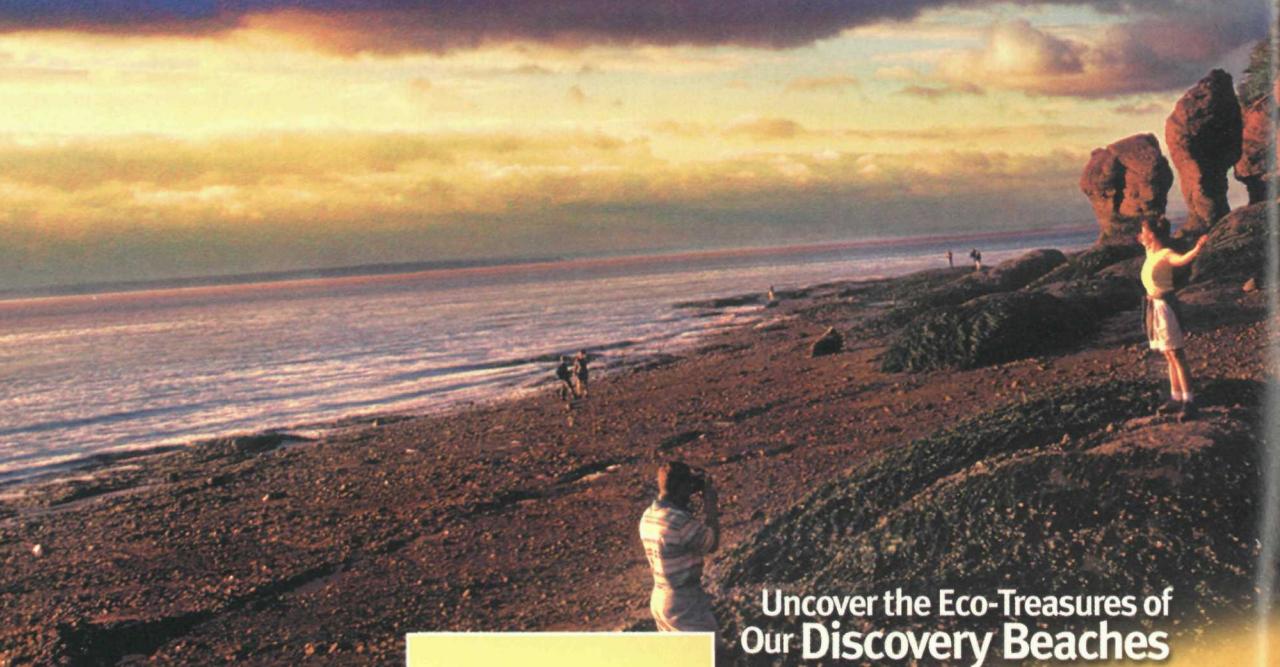
The Mojave desert tortoise.

By Jenell Tally

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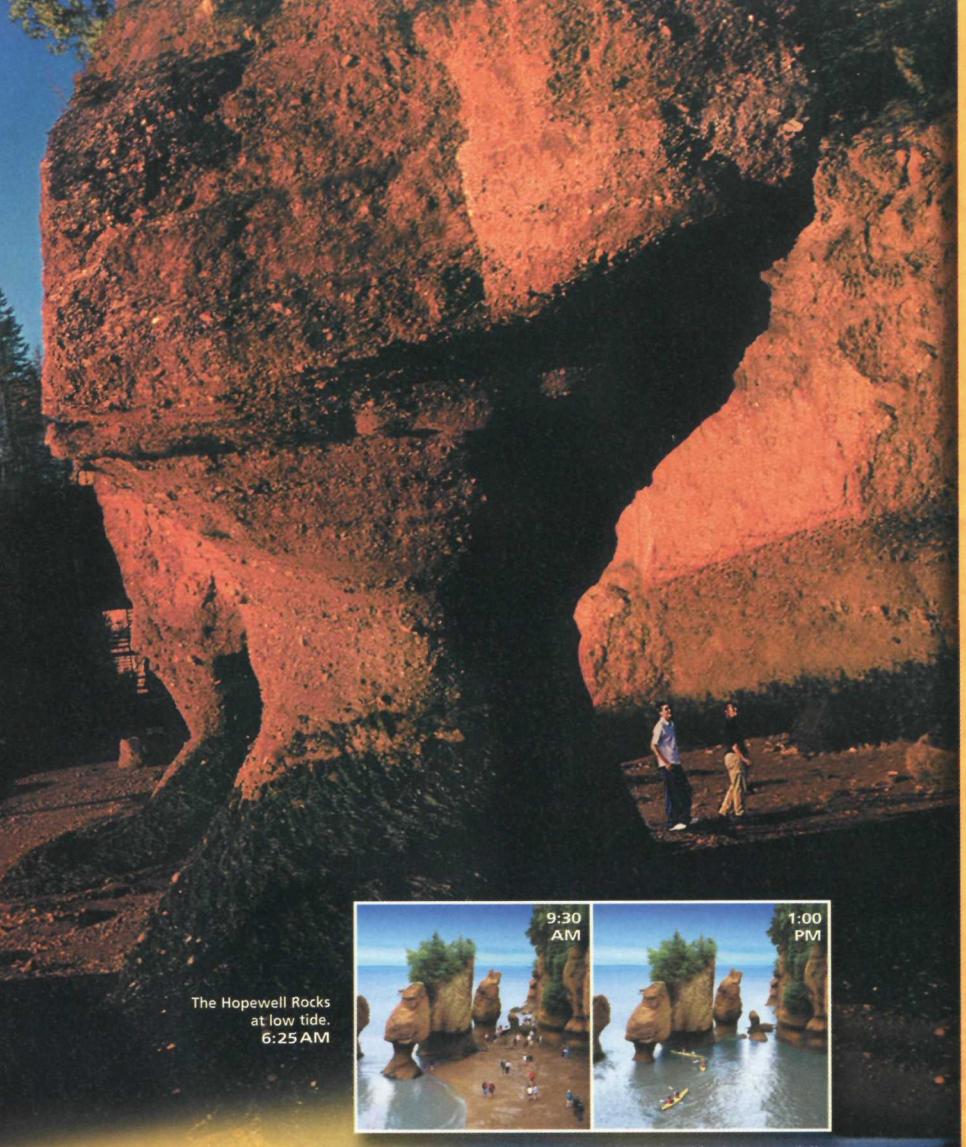
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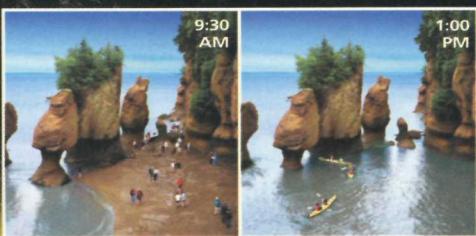
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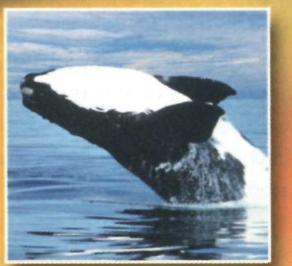
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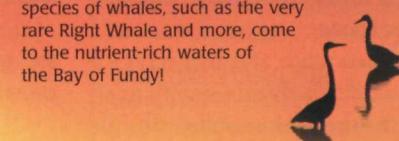
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OUTLOOK

Taking the Alternative

NPCA is working with the National Park Service to promote alternative transportation systems in the parks.

Last summer, in the 90-degree heat of a cooling desert twilight at Zion National Park, I bicycled with some companions to the head of the canyon. After pausing to enjoy the view, we roared down the incline at an exhilarating speed. The experience in Zion—which has one of the best transportation systems in the park system—demonstrated for me that alternatives do not have to mean sacrifice or discomfort. They can be fun and offer a much more memorable and rewarding experience of the park.

I recognize that not everyone can hop on a bicycle and tour the national parks. That's the whole point of offering choices. Those of us who can, might prefer to see the park from a vantage point other than from behind a windshield. A bicycle ride or a hike provides an opportunity to listen to the sounds, enjoy the smells, and bask in the solitude.

In addition to roads and pathways for cycling, Zion offers a shuttle system as an alternative to the automobile. Shuttle buses carry visitors from nearby communities to a variety of trailheads and touring spots in the park. By all accounts, park staff, visitors, and the adjacent community love the system, and for good reason.

Before shuttle service became available, visitors would spend as much time looking for parking or waiting in traffic as they did touring the park. This experience unfortunately is repeated during the summer months at any number of parks, including Grand Canyon, Yosemite,



CHAD EVANS/WANT

Grand Teton, and Golden Gate National Recreation Area, as outlined in our story on page 34. But NPCA is working with the National Park Service to change this through its model parks program. NPCA has recommended

six parks, including Grand Teton, Golden Gate, Great Smoky Mountains, and Yosemite, as models for alternatives to the automobile that may include a shuttle bus system, light rail, and biking and hiking trails.

In addition to reducing congestion on the roadways, alternatives will remove noxious fumes from our parks. Air pollution in many national parks is worse than in some of our most congested urban areas. The pollution comes not just from automobiles but from power plant emissions, and parks such as Great Smoky Mountains and Shenandoah have some of the worst air in the country. Both parks are on our Ten Most Endangered National Parks list this year (see page 24).

To address these challenges, NPCA will continue to conduct research on the health of our parks, design solutions, and then mobilize the political will to implement them. But in doing all of that, we should not overlook the fact that one of the reasons we work so hard to protect the parks is to ensure that our visits remain educational, inspirational, and fun.

Thomas C. Kiernan
President



EDITOR'S NOTE

Dedication

Twenty-five years ago, marine biologists with the National Park Service began working with dedicated volunteers to establish a nesting site at Padre Island National Seashore in Texas for the world's most endangered sea turtle, the Kemp's ridley.

Just to put 25 years in perspective: In 1978, President Jimmy Carter was hammering out the Camp David Peace Treaty between Israel and Egypt, and millions of people were dancing to the music made famous by the movie *Saturday Night Fever*.

Even as disco music faded from the charts, biologists and volunteers continued to retrieve eggs from Mexico, incubate them in Texas, and release the hatchlings from the seashore in the hope of establishing a nesting site there. The labor of love has paid off. Our cover story begins on page 26 and recounts that last year, 38 nests were documented—doubling the previous record of 16 set in 1999. Twenty-three of those nests were found inside the seashore.

How many of us have the patience, dedication, or determination to work steadily at something for a quarter of a century without the assurance that our efforts will bear fruit?

Little to do with species recovery or park protection is short term; solve one problem, and another materializes. At Padre Island, a gas company has drilled one natural gas well, bringing truck traffic along 15 miles of the beach. NPCA and others have vowed to fight the drilling. If the Bush administration can buy out mineral rights at Big Cypress in Florida, why not in the president's home state, where the world's most endangered sea turtle comes to lay its eggs?

Linda M. Rancourt
Editor-in-Chief



CHAD EVANS/WATT

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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.

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 preserve them.

MAKE A DIFFERENCE

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

planning and adjacent land-use decisions; assist NPCA in developing partnerships; and educate the public and the media. For more information, contact our grassroots coordinator, extension 222.

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Clean Air, Beaver Benefits, Bison



The Clean Air Challenge

The Clean Air Challenge [November/December 2002] serves as a wake-up call to people who care about the health of our national parks. In my state of Maine, we are acutely aware of threats to the once pristine beauty of our forests and waters. As the National Parks Conservation Association points out in its recent report, *Code Red: America's Five Most Endangered Parks*, air pollution is making Acadia National Park a dangerous place to breathe. The report cites high ozone levels, fog sometimes as acidic as grapefruit juice, and high mercury concentrations in the park's freshwater fish. While visibility from Cadillac Mountain, and other scenic vistas, normally averages 110 miles, haze from air pollution reduces it to 33 miles during the summer months. On the worst days, you are lucky to see a few miles.

Old, dirty coal-burning power plants in the South and Midwest, now exempt from the current Clean Air Act, are the major cause of our problems, since their toxic fumes are carried straight here. The plant owners tell Congress that cleanup is prohibitively expensive. We have heard this before. In the 1980s, utility companies told Congress that the Clean Air Act amendments (eventually passed in 1990) would cause power prices to skyrocket. In fact, the EPA's Benefit-Cost Analysis of the Clean Air Act revealed that the benefits of the amendments exceed its costs by four times. Furthermore, the Environmental Protection

Agency's (EPA) study showed that by 2010, the amendments will annually prevent 23,000 Americans from dying prematurely and avert more than 1,700,000 asthma attacks.

Demanding clean air for Acadia and America's other national parks is not too expensive. In fact, we can't afford to wait.

*U.S. Rep. Tom Allen (D-Maine)
Washington, DC*

I found the letter from Reed Nelson [January/February 2003] and its implication to be quite disturbing. It seems Mr. Nelson believes that industry jobs are being lost overseas because of environmental regulations. The implication is that we should reduce or eliminate environmental regulations to keep jobs in the United States.

The greatest cost to industry is the cost of labor, salaries, health care, retirement contributions, workmen's compensation, etc. These labor costs are much lower in countries such as China. This is the real reason industry is moving jobs overseas, not the supposed cost of environmental regulation in the United States. The cost to industry of environmental regulations may not even be equal to the cost of shipping goods to the United States from overseas.

I do agree with Mr. Nelson that if we want clean air, we must start with ourselves. One way we can do this is by buying products that are made in this country, where we have laws to protect our environment. We can invest in socially and environmentally conscious industries, buy organically produced goods. Then industry may understand that what is most important to those of us living in this country is a clean environment, not the lowest possible retail price.

*Robert Vreeland
Via e-mail*

I have to respond to Reed Nelson's letter. I recycle, shop for 95 percent of my gro-

ceries at an environmentally conscious store chain, and plan to purchase a hybrid when I'm ready for my next car. Are these sacrifices enough for me to be able to ask the industries to contribute to creating a cleaner environment? If we want clean air, it won't be obtained by passing the sole blame to industry. But it won't be obtained by letting them off the hook, either. When it comes down to it, a single factory has the potential to make a lot more of an impact on our environment than I can. I don't relate to the "more jobs at any cost" logic. If companies are going to move to China because it's that important for them to have unrestricted pollution rights, let China breathe the air they're contaminating. I don't want it in my homeland.

*David Salih
Via e-mail*

The Benefits of Beavers

I just finished reading "The Benefits of Beavers" [January/February 2003] and wanted to offer one modest clarification: Lewis and Clark did not "establish" any fur trading posts during their cross-continent trek of 1804-1806. In their journals, they did recommend that trading posts be established in the future at a number of strategic locations, including the confluence of the Yellowstone and Missouri rivers, site of Fort Union Trading Post, but the trading posts themselves came years after the explorers had returned to St. Louis, and they were established by others following their trail.

I always enjoy your articles. Keep up the good work!

*Chris Calvert
Silver Spring, MD*

Minuteman Historic Site

The item on Minuteman National Historic Site [ParkScope, January/February 2003] caught my eye. I worked on the Minuteman missile program for more



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than 33 years, until I retired in 1996. I believe that work has been finished on the Delta Nine Launch Facility project. It seems as if it's a very worthwhile effort, and I hope to see it someday. Many historic sites could have been saved had we thought ahead. When they are decommissioned, we seldom think that such sites will some day be of historical interest. Consequently, the money necessary to preserve them is not allocated in time.

Also, the statement that says "...soldiers waited in an underground capsule for presidential instructions to launch Minuteman II missiles" is not correct. Launch officers were commissioned Air Force officers, not Army enlisted men.

*David Y. Miller
Nellysford, VA*

Killing Bison in Yellowstone

The article about bison killing in Yellowstone National Park [January/February 2003] says, "There is no incident of documented transmission of

brucellosis between bison and livestock." This is incorrect. Texas A&M researchers placed bison infected with brucellosis in a large fenced area with cattle certified free of the disease. After a period of time, the cattle were checked and found to have brucellosis. Under the controlled conditions of this study, the only way the cattle could have become infected was from the infected bison.

There is no longer any question about whether bison can transmit brucellosis to cattle. The only question is how to prevent the transmission. The answer, I believe, revolves around controlling the number of bison in the ecosystem.

*Jim Gerber
St. Anthony, ID*

Editorial Reply: The qualifying term for the transmission between bison and cattle is "in the wild." It is true that confined animals have passed the disease to one another, but this has not been documented in the wild.

To see more letters on these and other topics, please visit our web site at www.npca.org.

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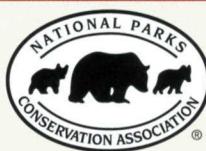
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ParkScope

N e w s a n d N o t e s

BY RYAN DOUGHERTY

RESOURCE THREATS

Pipeline in Grand Canyon Proposed

Coal company proposes drilling shafts to tap the Colorado River.

GRAND CANYON N.P., ARIZ.—Although national parks seem under assault from a series of threats these days, few park advocates in their wildest dreams would have imagined that an industrial project could be built in the Grand Canyon. Yet it almost happened and still may.

The world's largest coal company, Peabody Energy, has proposed drilling 1,200-foot shafts into the Grand Canyon to suck water from the Colorado River. A \$125 million pumping station and pipeline would send water to a nearby mining operation.

Park advocates fiercely decried that plan as one that would pollute the canyon and ruin its wilderness character, among other disastrous outcomes.

"This is just a terrible scheme to rob Grand Canyon National Park of its waters," said Randall Rasmussen, acting regional director of NPCA's Southwest region. "Putting a major industrial facility at the bottom of the canyon and robbing the Colorado River of its flow would be devastating to the park, its wilderness, and the visitor experience."

Peabody needs a new water supply for its mining operations on the Navajo and Hopi reservations in northern Arizona. It needs the new source by 2005 or risks



losing millions—if not billions—of dollars by shutting down operations.

A study by HKM Engineering Inc. for the Bureau of Reclamation suggested a pumping station at Grand Canyon as a solution. Sen. Jon Kyl (R-Ariz.) then introduced legislation for Peabody to lease 6,500 acre-feet annually from the Colorado River. He attached the legislation as an amendment to an unrelated bill. The legislation, which never came to a vote, omitted opportunities for environmental review and public comment. Its language was vague, stating that a pipeline would be placed between Lake Mead and Lee's Ferry on the Lower Colorado River. Translation: within Grand Canyon National Park.

Although opposition from conservation groups and the public was intense, it was the concerns of water authorities, namely the Central Arizona Project, which blocked the proposal—for now, at least.

"The proposal could come back. We are bracing for that," said Rasmussen.

A spokeswoman for Peabody said the company has not committed to the pipeline but it is an option under consideration. In the meantime, park advocates are keeping a close eye out for any legislation regarding the leasing of Colorado River water.

The area considered for the pipeline is proposed wilderness. Park advocates fear that Congress would never designate that portion of the canyon as wilderness if the pipeline were approved. An industrial operation could also further imperil endangered species in the river and affect hikers and boaters at the popular Jackass and Marble canyons.

"It's insane to think that the Grand Canyon would be developed to provide water for coal mines that, in turn, fuel the very power plants that pollute the park's air," said Rasmussen. "This cannot be allowed to happen."

LEGISLATION

Bill Would Preserve Moccasin Bend Site

The culturally rich site would be included in national military park.

CHATTANOOGA, TENN.—A sacred peninsula that contains centuries-old Indian burial grounds and Civil War relics may soon be protected and added to Chickamauga and Chattanooga National Military Park.

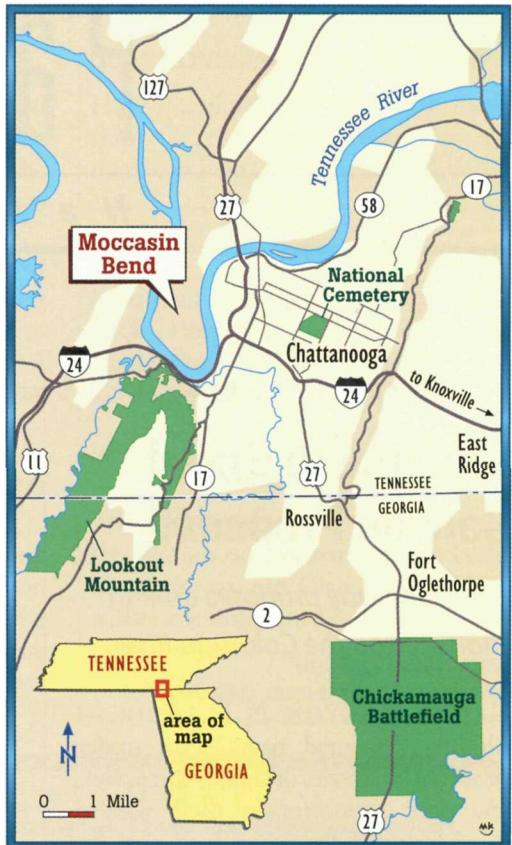
A bill before Congress would preserve 780 acres of Moccasin Bend by adding it to the military park. The area would become the Moccasin Bend Archaeological District. The legislation would enable creation of a visitor interpretive center and require the park to develop a management plan for the site within three years.

Many conservationists and American Indians have long sought to protect

Moccasin Bend, a unique site whose historical significance includes 10,000 years of American Indian occupation and a Union siege of Chattanooga during the Civil War. The site has remained relatively preserved and undeveloped over the years, but site advocates say it is just a matter of time before resources—including burial grounds that have often been looted—are lost.

"Almost every place you step your foot is an archaeology site," Nancy Crowe, a member of the Eastern Band of Cherokees working to protect Moccasin Bend, recently told the *Chattanooga Times Free Press*. "We want it preserved and protected so time or human greed don't destroy it."

Rep. Zach Wamp (R-Tenn.), the bill's House sponsor, originally sought to make the site a stand-alone park unit. There was serious concern, however, that components within the site's boundaries,



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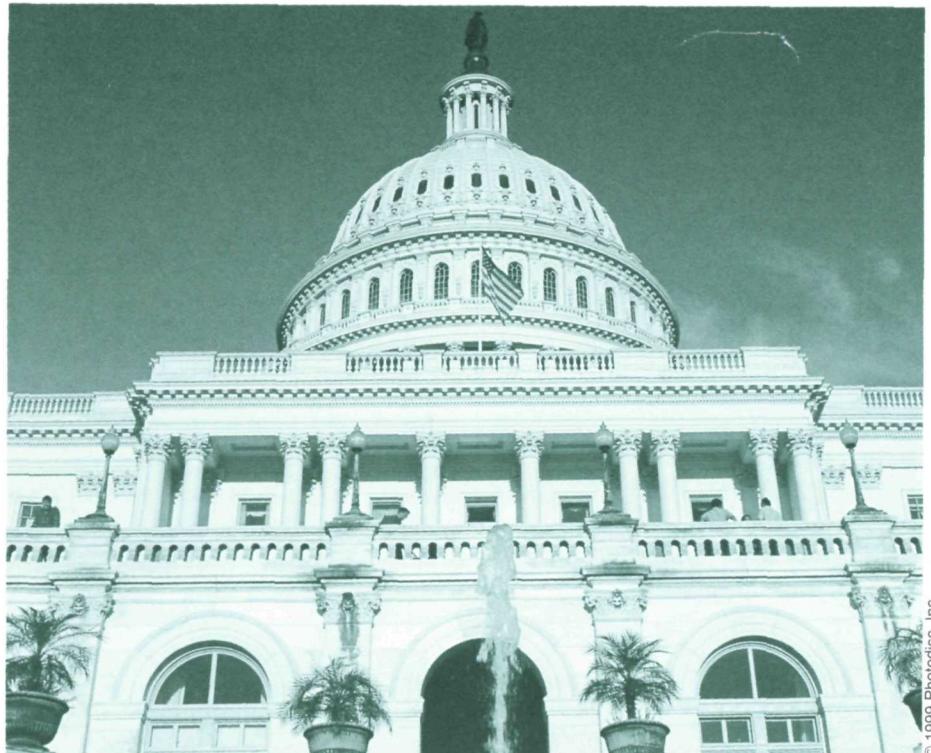
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M/A03

Congressional Park Friends Announced

In February, NPCA presented its Friend of the National Parks award to 215 returning members of the 107th Congress. The award was created to recognize members of Congress who actively work to preserve and protect national parks through pro-park votes. NPCA also hopes the award will serve to educate its members about how their representatives vote on important legislation affecting our National Park System. You can thank your member with the postcards provided between pages 36 and 37. NPCA compiled votes for three national park-related bills in the Senate and six in the House. To receive the award, senators had to vote correctly at least two out of three times (67%). Representatives received the award if they voted correctly on at least four of the six votes cast (67%). (Note: Members with a perfect 100% score are listed below in bold print.) The first Friend of the National Parks award was given in 1999 to 231 members of the 105th Congress; the second award was given in 2001 to 202 members of the 106th Congress. For more information on the award, see the news story on page 17. To get a full report on how each member of Congress voted on these issues, go to NPCA's web site at www.npca.org.

NPCA recognizes 215 members of the 107th Congress for their work to preserve and protect America's national parks.



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Arizona							
83%	Rep. Ed Pastor (D-2 nd)						
Arkansas							
100%	Sen. Blanche Lincoln (D)						
100%	Rep. Vic Snyder (D-2 nd)						
California							
100%	Sen. Dianne Feinstein (D)						
100%	Sen. Barbara Boxer (D)						
83%	Rep. Mike Thompson (D-1 st)						
83%	Rep. Bob Matsui (D-5 th)						
67%	Rep. Lynn Woolsey (D-6 th)						
100%	Rep. George Miller (D-7 th)						
83%	Rep. Nancy Pelosi (D-8 th)						
100%	Rep. Barbara Lee (D-9 th)						
83%	Rep. Ellen Tauscher (D-10 th)						
67%	Rep. Tom Lantos (D-12 th)						
83%	Rep. Pete Stark (D-13 th)						
83%	Rep. Anna Eshoo (D-14 th)						
83%	Rep. Mike Honda (D-15 th)						
83%	Rep. Zoe Lofgren (D-16 th)						
83%	Rep. Sam Farr (D-17 th)						
67%	Rep. Cal Dooley (D-20 th)						
83%	Rep. Lois Capps (D-22 nd)						
83%	Rep. Bradley Sherman (D-24 th)						
Colorado							
67%	Rep. Diana DeGette (D-1 st)						
83%	Rep. Mark Udall (D-2 nd)						
Connecticut							
100%	Sen. Christopher Dodd (D)						
100%	Sen. Joseph Lieberman (D)						
67%	Rep. John Larson (D-1 st)						
67%	Rep. Robert Simmons (R-2 nd)						
83%	Rep. Rosa DeLauro (D-3 rd)						
Delaware							
100%	Sen. Joseph Biden (D)						
100%	Sen. Thomas Carper (D)						
Florida							
100%	Sen. Bob Graham (D)						
100%	Sen. Bill Nelson (D)						
67%	Rep. Allen Boyd (D-2 nd)						
67%	Rep. Corrine Brown (D-3 rd)						
83%	Rep. Jim Davis (D-11 th)						
83%	Rep. Robert Wexler (D-19 th)						
83%	Rep. Peter Deutsch (D-20 th)						
83%	Rep. Alcee Hastings (D-23 rd)						
Georgia							
67%	Rep. Sanford Bishop (D-2 nd)						
67%	Rep. John Lewis (D-5 th)						
Hawaii							
67%	Sen. Daniel Inouye (D)						
67%	Sen. Daniel Akaka (D)						
67%	Rep. Neil Abercrombie (D-1 st)						

Illinois		Montana		Pennsylvania
100%	Sen. Richard Durbin (D)	100%	Sen. Max Baucus (D)	83% Rep. Robert Brady (D-1 st)
67%	Sen. Peter Fitzgerald (R)	67%	Sen. Ben Nelson (D)	83% Rep. Chaka Fattah (D-2 nd)
67%	Rep. Bobby Rush (D-1 st)	Nevada		67% Rep. Tim Holden (D-6 th)
83%	Rep. Jesse Jackson (D-2 nd)	100%	Sen. Harry Reid (D)	67% Rep. Paul Kanjorski (D-11 th)
67%	Rep. Luis Gutierrez (D-4 th)	83%	Rep. Shelley Berkley (D-1 st)	83% Rep. Joe Hoeffel (D-13 th)
83%	Rep. Danny Davis (D-7 th)	New Jersey		Rhode Island
83%	Rep. Janice Schakowsky (D-9 th)	100%	Sen. Jon Corzine (D)	100% Sen. Jack Reed (D)
67%	Rep. Jerry Costello (D-12 th)	83%	Rep. Robert Andrews (D-1 st)	67% Sen. Lincoln Chafee (R)
67%	Rep. Timothy Johnson (R-15 th)	67%	Rep. Frank LoBiondo (R-2 nd)	83% Rep. Patrick Kennedy (D-1 st)
83%	Rep. Lane Evans (D-17 th)	67%	Rep. Jim Saxton (R-3 rd)	83% Rep. James Langevin (D-2 nd)
Indiana		Nebraska		South Carolina
100%	Sen. Evan Bayh (D)	67%	Rep. Christopher Smith (R-4 th)	100% Sen. Ernest Hollings (D)
83%	Rep. Peter Visclosky (D-1 st)	83%	Rep. Frank Pallone (D-6 th)	83% Rep. John Spratt (D-5 th)
83%	Rep. Baron Hill (D-9 th)	67%	Rep. Michael Ferguson (R-7 th)	83% Rep. James Clyburn (D-6 th)
83%	Rep. Julia Carson (D-10 th)	67%	Rep. William Pascrell (D-8 th)	
Iowa		83%	Rep. Steven Rothman (D-9 th)	
100%	Sen. Tom Harkin (D)	83%	Rep. Donald Payne (D-10 th)	
67%	Rep. Jim Leach (R-1 st)	83%	Rep. Rush Holt (D-12 th)	
67%	Rep. Leonard Boswell (D-3 rd)	83%	Rep. Robert Menendez (D-13 th)	
Kansas		New Mexico		South Dakota
83%	Rep. Dennis Moore (D-3 rd)	100%	Sen. Jeff Bingaman (D)	100% Sen. Thomas Daschle (D)
Louisiana		83%	Rep. Tom Udall (D-3 rd)	100% Sen. Tim Johnson (D)
83%	Rep. William Jefferson (D-2 nd)	New York		Tennessee
Maine		100%	Sen. Charles Schumer (D)	83% Rep. Bart Gordon (D-6 th)
67%	Sen. Olympia Snowe (R)	100%	Sen. Hillary Rodham Clinton (D)	67% Rep. Harold Ford (D-9 th)
67%	Sen. Susan Collins (R)	67%	Rep. Steve Israel (D-2 nd)	
83%	Rep. Thomas Allen (D-1 st)	83%	Rep. Carolyn McCarthy (D-4 th)	
Maryland		83%	Rep. Gary Ackerman (D-5 th)	
100%	Sen. Paul Sarbanes (D)	83%	Rep. Gregory Meeks (D-6 th)	
100%	Sen. Barbara Mikulski (D)	83%	Rep. Joseph Crowley (D-7 th)	
83%	Rep. Benjamin Cardin (D-3 rd)	67%	Rep. Jerrold Nadler (D-8 th)	
83%	Rep. Albert Wynn (D-4 th)	83%	Rep. Anthony Weiner (D-9 th)	
83%	Rep. Steny Hoyer (D-5 th)	83%	Rep. Edolphus Towns (D-10 th)	
83%	Rep. Elijah Cummings (D-7 th)	83%	Rep. Major Owens (D-11 th)	
Massachusetts		83%	Rep. Nydia Velazquez (D-12 th)	
100%	Sen. Edward Kennedy (D)	83%	Rep. Carolyn Maloney (D-14 th)	
100%	Sen. John Kerry (D)	83%	Rep. Charles Rangel (D-15 th)	
83%	Rep. John Olver (D-1 st)	67%	Rep. Jose Serrano (D-16 th)	
67%	Rep. Richard Neal (D-2 nd)	83%	Rep. Eliot Engel (D-17 th)	
83%	Rep. James McGovern (D-3 rd)	83%	Rep. Nita Lowey (D-18 th)	
83%	Rep. Barney Frank (D-4 th)	67%	Rep. Sue Kelly (R-19 th)	
83%	Rep. Marty Meehan (D-5 th)	83%	Rep. Michael McNulty (D-21 st)	
83%	Rep. John Tierney (D-6 th)	67%	Rep. Sherwood Boehlert (R-23 rd)	
83%	Rep. Edward Markey (D-7 th)	83%	Rep. Maurice Hinckley (D-26 th)	
67%	Rep. Michael Capuano (D-8 th)	North Carolina		Virginia
83%	Rep. William Delahunt (D-10 th)	100%	Sen. John Edwards (D)	67% Rep. Robert Scott (D-3 rd)
Michigan		83%	Rep. Bob Etheridge (D-2 nd)	83% Rep. James Moran (D-8 th)
100%	Sen. Carl Levin (D)	83%	Rep. David Price (D-4 th)	83% Rep. Rick Boucher (D-9 th)
100%	Sen. Debbie Stabenow (D)	67%	Rep. Mike McIntyre (D-7 th)	
83%	Rep. Bart Stupak (D-1 st)	67%	Rep. Melvin Watt (D-12 th)	
83%	Rep. Dale Kildee (D-9 th)	North Dakota		Washington
83%	Rep. Sander Levin (D-12 th)	100%	Sen. Kent Conrad (D)	100% Sen. Patty Murray (D)
67%	Rep. John Conyers (D-14 th)	100%	Sen. Byron Dorgan (D)	100% Sen. Maria Cantwell (D)
83%	Rep. John Dingell (D-16 th)	67%	Rep. Earl Pomeroy (D-At Large)	67% Rep. Jay Inslee (D-1 st)
Minnesota		Ohio		83% Rep. Rick Larsen (D-2 nd)
100%	Sen. Mark Dayton (D)	67%	Sen. Mike DeWine (R)	83% Rep. Brian Baird (D-3 rd)
83%	Rep. Jim Ramstad (R-3 rd)	83%	Rep. Ted Strickland (D-6 th)	67% Rep. Norman Dicks (D-6 th)
83%	Rep. Betty McCollum (D-4 th)	83%	Rep. Dennis Kucinich (D-10 th)	83% Rep. Jim McDermott (D-7 th)
83%	Rep. Martin Sabo (D-5 th)	67%	Rep. Stephanie Tubbs Jones (D-11 th)	83% Rep. Adam Smith (D-9 th)
83%	Rep. James Oberstar (D-8 th)	83%	Rep. Sherrod Brown (D-13 th)	
Mississippi		Oregon		West Virginia
83%	Rep. Bennie Thompson (D-2 nd)	100%	Sen. Ron Wyden (D)	100% Sen. Robert Byrd (D)
Missouri		67%	Rep. David Wu (D-1 st)	100% Sen. John Rockefeller (D)
100%	Rep. William Clay (D-1st)	67%	Rep. Peter DeFazio (D-4 th)	83% Rep. Nick Rahall (D-3 rd)
83%	Rep. Richard Gephardt (D-3 rd)	67%	Rep. Darlene Hooley (D-5 th)	
83%	Rep. Karen McCarthy (D-5 th)			

Please refer to postcards
between pages 36 and 37.



namely a state psychiatric hospital and a golf course owned by the city of Chattanooga, would make Moccasin Bend too difficult to properly protect. The compromise to protect it as part of the military park gained strong support.

"The goal is to try to protect the resources of Moccasin Bend that can be preserved now," said Don Barger, senior director of NPCA's Southeast region. "That is something we wholeheartedly support."

Park advocates say that if, in the future, agreements were made to ensure that the hospital and golf course could become part of the site and protected, Moccasin Bend may then be upgraded to a stand-alone park unit. In the meantime, including the site in the military park would be a victory for conservation.

"Most of all, we do not want the project to languish and do not want the property to sit there unused," said Mickey Robbins, president of the Friends of Moccasin Bend.

Passage of the Moccasin Bend legislation was temporarily derailed in No-

vember, when several other bills were attached to it in the Senate. Wamp has said, however, that he is very confident that the bill will pass through the Senate and House early this year.

Most of the land that would comprise the archaeological district was included in 1984 on the National Register of Historic Places. The Moccasin Bend bill states that the site's archaeological and subsurface resources, such as Civil War era items like cannon displacements and rifle pits, are unmatched within the current National Park System.

The length of continuous cultural occupation at Moccasin Bend—10,000 years—is not duplicated anywhere else within the park system, the legislation states. Rangers at the site will also tell the story of the removal of Cherokee Indians from their ancestral homes in 1838 and 1839, along the Trail of Tears.

If the legislation becomes law, park officials said they would begin a management plan for Moccasin Bend, and that interpretive programs could begin fairly soon.

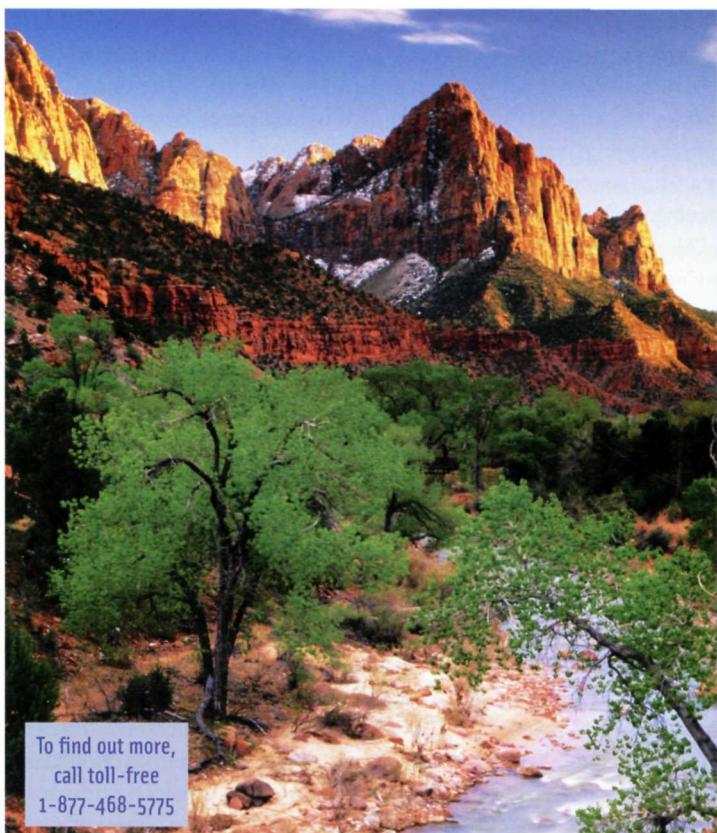
NPCA Notes

New Radios Cost Millions

It could cost an estimated \$121 million for the National Park Service to meet a decade-old mandate to change its radio technology in the country's 388 national parks, an expense park officials and advocacy groups say will put an extra heavy burden on an already underfunded operating budget.

The Park Service must begin implementing changes by 2005, according to the mandate, but advocacy groups, including the Americans for National Parks campaign, say there is no money in park budgets to satisfy the mandate and other initiatives, such as NPS's high-priority Learning Centers, would have to be cut to pay for the project.

—Jenell Tally



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M/A03

M A R I N E P R E S E R V A T I O N

NEWS IN BRIEF

OCMULGEE N.M., Georgia—The Intertribal Council of Five Civilized Tribes recently sent a resolution to the Federal Highway Administration to protect the Ocmulgee Old Fields from a proposed four-lane highway that would cut through the sacred site. More than two dozen tribes have expressed concern for this road project through formal resolutions, and NPCA is among a number of conservation and historic preservation organizations joining them in their concern, said Jill Stephens, program coordinator for NPCA's Southeast regional office. The United South and Eastern Tribes also addressed the road in a formal resolution last fall. The Old Fields are the first designated Traditional Cultural Property in the eastern United States and preserve the site where ancestors of the Muscogee (Creek) first established an agrarian lifestyle centuries ago. NPCA included Ocmulgee National Memorial on its annual Ten Most Endangered National Parks List in January, partly because of the proposed highway (see special report on page 24).

ARCHES N.P., Utah—An oil and gas exploration near Arches National Park in Utah (ParkScope, April/May 2002) is on hold, following a federal judge's ruling that the project was not adequately analyzed before it was approved. A U.S. district judge in December ruled in favor of conservation groups that had filed a lawsuit arguing that the project had damaged desert soils, and that the U.S. Bureau of Land Management (BLM) did not fully analyze the project before approving an exploration last January. The judge noted that huge thumper trucks used in the exploration had left behind 15-inch ruts in the soil, not the four-inch ruts that BLM anticipated. The case has been sent back to the Department of Interior's Board of Land Appeals, which oversees BLM, for further study. Conservation groups hailed the judge's ruling and hoped it would set a precedent in light of the Bush administration's plans to expand oil and gas exploration on federal lands.

GRAND CANYON N.P., Arizona—The National Park Service began removing as many as 30,000 brown and rainbow trout from Grand Canyon National Park in January, trying to protect native fish species that have become prey for the interloping trout. Scientists will try to thin the trout population by varying water levels in the Colorado River below Glen Canyon Dam, which should disrupt spawning and limit the lifespan of the young fish. Most of the trout targeted for removal, however, will be captured and euthanized. The fish removals are part of a two-year experiment aimed at restoring some of the natural conditions along the Colorado, which has grown cooler, clearer, and less hospitable for native species since the Glen Canyon Dam was built more than 30 years ago. Scientists believe that trout that moved into the river since then have contributed to the decline of the endangered humpback chub and other native fish.

WASHINGTON, D.C.—President George W. Bush in December signed into law the Civil War Battlefield Preservation Act of 2002, authorizing \$50 million over several years to protect historic Civil War battlefields outside boundaries of the National Park System. The act officially authorizes a matching grant program funded by Congress in fiscal years 1999 and 2002. By requiring matching funds, the program actively involves both the public and private sector to save battlefield land. Since its creation, the program has helped protect nearly 8,000 acres of battlefield land in 12 states. In the past year, historic property has been saved at Prairie Grove, Arkansas; Harpers Ferry, West Virginia; Chancellorsville, Virginia; and Antietam, Maryland.

Biscayne's Waters Could Be Protected

Planning under way to preserve coral reefs and boost fish stocks.

BISCAYNE N.P., Fla.—The public will have a say in plans to address declining fish stocks and impacts to marine resources at Biscayne National Park, a process that park advocates consider crucial to reversing some alarming trends.

Park officials at Biscayne are shaping two different plans that could restrict or ban fishing in parts of the park: a general management plan and a plan specific to fisheries.

"All indications are that fish stocks have declined over time," said Rick Clark, the park's chief of resource management. "We have an obligation to look at this very seriously."

Should such a restriction or ban be implemented, visitors could view fish at certain areas but not catch them. Many park advocates believe that, in addition to enhancing visitor experiences, banning fishing in parts of the park will boost declining fish stocks. NPCA supports marine reserves and has urged park officials to protect coral reefs as part of the planning under way.

"This process is extremely important," said Mary Munson, NPCA's Sun Coast regional director. "There has been a dramatic increase in fishing and boating in the area, which has placed marine resources under pressure—not just the fish, but also sea grass and coral reefs, also at risk from activities like boating, diving, and anchoring."

Park advocates hope that the park's general management plan will include restrictions on boating activities as well as policies to protect marine resources and fish stocks.

"The fisheries plan may have seasonal, gear type, or time of day restrictions, and it will identify other research and monitoring needs to evaluate whether these



TOM STACK (2)

A look underwater reveals damage to coral reefs from boat anchors, while aerial views show scarring to Biscayne's sea grass from boat propellers.

measures assure sustainable fish stocks," said Clark.

A growing number of scientists support marine reserves, otherwise referred to as no-take zones, as a way to restore depleted fish stocks. Some fishermen agree, believing that restored fish stocks can pay bigger dividends in the long run. Other fishermen, however, have decried marine reserves as a slippery slope that could lead to complete bans on fishing. NPCA has brought together park resource managers, biologists, and fishers for educational and public outreach.

"We're looking to fishermen to help us determine what needs protection at Biscayne," said Munson. "They spend more time on the water and, as a result, know much more about problems than any of us. Their livelihoods depend on a healthy ecosystem, so they are not going to support policies that deplete fish or harm habitat."

In addition to protecting marine creatures from overfishing, no-take zones would limit boating traffic. People on both sides of the fisheries issue agree that boaters who do not know what they are doing pose many problems to the marine ecosystem.

"There is no requirement that adults take courses in boating in Florida," said Munson. "Anyone can buy a large boat operated by powerful engines, and if they do not know what they are doing they can wreak havoc on sea grass beds and reefs."

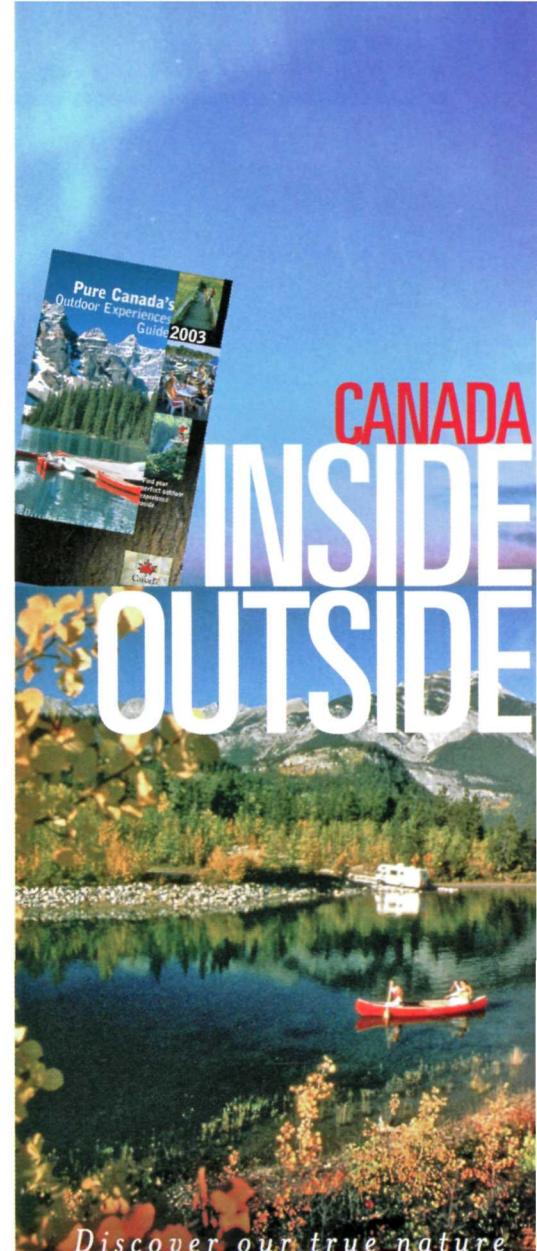
Outside the park's boundaries, coral reefs between Biscayne and Dry Tortugas national parks received protection in November, with an international agreement to ban the large ships that had been damaging resources there. It is the first such area designated in the country to protect reefs from anchoring, grounding, and collisions from ships.

"That announcement was a major accomplishment for the marine sanctuary there," said Munson. "It is important to Biscayne because the waters are ecologically connected. The designation recognizes the global importance of this endangered ecosystem."

Park officials expect to issue alternatives to be considered in the general management and fisheries plans in March. Public comment will be invited, and several public meetings are planned, at which citizens can offer input and opinions. The final fisheries plan is expected by summer, the general management plan by fall.

Take Action

To learn more about the plans, or to request copies, call 303-969-2479 or e-mail: biscayne_gmp_planning@nps.gov and ask to be added to the mailing list. Information on the public meetings also will be available soon. Information on the general management plan is now online at www.nps.gov/bisc/GMP/welcome.htm



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**Dinner Awards Honorees**

NPCA will present the Right Honorable Jean Chrétien, Prime Minister of Canada, with the World Park Leadership Award in honor of his initiatives to expand Canada's park system. Chrétien's plan to create ten new national parks and five new marine conservation areas will add more than 24 million acres to the country's park system. The award, the first in NPCA's history, will be presented during its annual park protection dinner on April 9.

Laurance S. Rockefeller will also be honored. Rockefeller, whose philanthropy helped create Virgin Islands and Grand Teton national parks will be presented with the William Penn Mott, Jr., Park Leadership Award. David McCullough will be presented the Robin W. Winks Award for Enhancing Public Understanding of National Parks for his biography of John Adams.

Bush Proposes Changes

Last December, the Bush administration proposed a number of polluter-friendly changes to the New Source Review program, which requires modified pollution sources, such as power plants and refineries, to use state-of-the-art pollution controls. The administration's plans will roll back protections that have been included in the Clean Air Act for more than 30 years.

Nine Northeastern and Mid-Atlantic states have filed a lawsuit challenging the administration's actions. Individuals may contact their senators and representatives to voice their concerns. For more information, visit NPCA's web site at www.npca.org.

—Jenell Tally

RESOURCE THREATS**Power Plant May Harm Yellowstone**

Interior Department says park's air, visibility will not be impaired.

YELLOWSTONE N.P., MONT.—Political appointees at the Department of Interior (DOI) say that air quality at Yellowstone National Park will not be jeopardized by pollution from the proposed Roundup Power Plant, despite contrary findings and conclusions by National Park Service career scientists.

DOI's ruling is an about-face from an earlier decision. Last December, DOI sent a letter to Montana's Department of Environmental Quality (DEQ) stating that the plant would impair air quality in Yellowstone. Park Service studies conducted by scientists in Denver found that the coal-fired plant, which would be built about 120 miles northeast of Yellowstone, would significantly reduce park visibility 39 days per year.

But in January, Craig Manson, the Interior Department's assistant secretary for fish, wildlife, and parks, issued a second letter withdrawing the agency's first position. Manson, a former judge in California, concluded that "weather events," not pollutants from the nearby Roundup plant, caused the park's visibility problems. His decision apparently followed a conference call with Roundup project officials and the State of Montana, who had contacted DOI following the initial impairment finding and lodged protests. The Interior's reversal notes that its "determination goes against the recommendation of the NPS Air Quality Division."

"This is not a decision based on science or what's best for the park," said Tony Jewett, senior regional director of NPCA's Northern Rockies office. "This is a determination arrived at behind closed doors, intended to pave the way for a polluting corporation to degrade air over America's first national park."

The Denver-based division of the Park Service is responsible for examining potential impacts to air quality in national parks across the country. The Air Quality Division looked at Roundup as a lone polluter and in conjunction with other pollutants around Yellowstone. The division measured the plant's impact against a clean air background—air in its natural state, on a clear, pollution-free day, Jewett said. The study found that there would be seven days with greater than a 5 percent change in visibility and one day with greater than a 10 percent loss in visibility, which, said Jewett, "means that the Roundup plant alone will impair the park air shed under the Clean Air Act."

Bull Mountain Development Co., the New York City-based project developer, maintains that its studies indicate that the plant will have no significant effect on the air over Yellowstone. Roundup's project manager, Joe Dickey, has said that the pollution stems from existing sources, not the Roundup plant.

Montana's DEQ may not issue such a permit if it finds that the plant may harm air quality. But DEQ may issue a permit if analysis finds that visibility will not be adversely affected.

Paul Hoffman, Interior deputy assistant secretary, said project developers said that on the three days visibility had been identified as problematic, there was inclement weather—snow, rain, or fog—in the park, affecting an accurate report.

As a Class I air-quality zone, Yellowstone should have some of the cleanest air in the nation, yet Montana's DEQ is requiring minimal effort to control pollution from the proposed plant, allowing outdated burning technologies resulting in higher levels of pollution. The state is accepting comments on a draft environmental impact statement that is being fast-tracked by the governor's office to permit the plant.

"This is politics over policy," Jewett said. "Yellowstone deserves better than to have its air degraded for the sake of one company's profit margin."

—Jenell Tally

PARK CHAMPIONS

Park Friend Awards Given to Congress

NPCA recognizes leaders for voting in favor of national parks.

WASHINGTON, D.C.—NPCA gave its “Friend of the National Parks” award in February to 215 members of the 107th Congress. The award was created to recognize members of Congress actively working to preserve and protect national parks through their votes.

“This is a critical time for national parks,” said Craig Obey, NPCA’s vice president of government affairs, “and we are grateful for the leadership our award winners have shown in park protection.”

This is the third time NPCA has given the award, a framed reproduction of a 1930s Works Progress Administration poster of a national park. Two years ago, 202 members of the 106th

Congress received the award, as did 231 members of the 105th Congress in 1999.

Through the “Friend of the National Parks Award,” NPCA also aims to educate its members about their representatives’ voting records on important legislation affecting the park system.

To receive the award, the 49 senators had to vote correctly on at least two of three park-related issues: a “yes” vote for a bill to increase funding for natural resource and environmental programs, including national park programs; a “yes” vote for legislation to prohibit Interior Department funds from being used for mineral leasing activities within the boundaries of national monuments; and a “no” vote on legislation to open 1.5 million acres of the Arctic National Wildlife Refuge to oil development.

This year’s 166 representatives were chosen for voting correctly on at least four of six park-related issues, including a “yes” vote on a bill to expand Tumacácori National Historical Park by more than 300 acres, permanently pro-



Award recipient Sen. Chris Dodd (D-Conn.), left, with NPCA President Tom Kiernan.

tectioning the lands and enriching public education programs, and a “yes” vote on a bill to prevent Interior Department funds from being used for new drilling activity on federal oil leases adjacent to Channel Islands National Park.

For a list of all winners, please see the special report insert between pages 12 and 13. To learn about specific legislation and how your members of Congress voted on these issues, visit NPCA’s web site at www.npca.org.

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HISTORIC PRESERVATION

Nature Threatening Aging Fort Jefferson

Park Service works to restore the crumbling fort at Dry Tortugas.

DRY TORTUGAS N.P., FLA.—It was built more than 150 years ago, intended to be America's most powerful fort and thwart enemies from the sea. And yet mighty Fort Jefferson never faced enemy fire. Indeed, it was not until recently that the coastal fort began battling a formidable foe: Mother Nature.

"The fort is in real bad condition, and if we don't stabilize it there is a good chance it will completely crumble," said Rick Cook, spokesman for Dry Tortugas National Park, of which Fort Jefferson is a centerpiece. "This has been a constant issue for us because of the age of the fort

and the severe climate conditions that it faces. Every year it is hit with severe storms, including hurricanes, rough seas, and frequent rains."

Years of pounding from waves and wind have weakened sections of the fort's brickwork, causing some to drop into the moat. Steady exposure to salt air corroded the wrought-iron shutters that were designed to open for cannon-fire. Leaks have eroded the inner mortar.

These and other problems have left park officials grappling with how to protect the fort from a harsh environment and preserve its historic value.

"The fort has some serious problems because of, over the years, a lack of resources to address them," said Cook. Until very recently we haven't had the money to go out and do routine maintenance. As a result, we've got a backlog."

Congress has appropriated millions of dollars over the past few years for fixing the fort, but it is not that simple, said Cook. The remoteness of the island fort, about 70 miles west of Key West, between the Caribbean and the Gulf of Mexico, renders maintenance difficult. Among other concerns: it is hard to bring maintenance equipment to the fort—accessible only by plane, ferry, or private boat.

"It's not the kind of thing you could go in and do all at once," said Cook. "It takes a lot of planning and care to do the work. There is a limit to how many people can be out there at one time. Work is probably going to have to happen over time."

Masons began working on the fort in 1994, removing more than half of the rusty shutters and re-bricking portions of the structure. Referring to the work that remains, one park ranger said: "To call it overwhelming might be an understatement."

"We know we'll never be able to restore it in the traditional sense," added Cook, "but we would like to prevent further deterioration and keep the fort around."

Although nature has accelerated some of the fort's deterioration, the structure has had problems almost from its start. Construction began in 1846, and a critical design flaw caused the fort to settle unevenly for the next 20 years. By 1876, it was sinking into sand.

The fort was never completed, largely because of changes in weapon technology that rendered it obsolete by 1862. The Department of the Army officially abandoned the fort in 1874.

After the Civil War, the fort became a federal prison for Union deserters and others. Its most notable inmate was Dr. Samuel Mudd, a physician whose crime was setting a man's fractured leg. Unfortunately for Dr. Mudd, that man was John Wilkes Booth, who sustained the injury leaping from a balcony at Ford's Theatre after shooting President Abraham Lincoln.

RESOURCE THREATS

Rule May Allow Paving of Parklands

Controversial rule shifts power to states in parkland disputes.

WASHINGTON, D.C.—The Bush administration recently made it easier for state and local governments to gain control of roads and paths in national parks, a move that park advocates fear will devastate federal lands, wildlife refuges, and designated wilderness.

The Department of Interior in January revised a scarcely used 1984 rule that critics say will now indiscriminately give away public lands, allowing state and local jurisdictions to turn old trails and dirt roads into new highways.

"The new regulations are a substantial and serious threat to national parks," said Craig Obey, NPCA's vice president of government affairs. "They are a major giveaway of public lands. With 90 percent of public comments on the regula-



Park Service officials say restoring the fort will be a very difficult and time-consuming process.

tions opposed to the plan, this is clearly a sell-out to exploiters who want to pave, rather than protect, the national parks."

The new rule revives a Civil War-era regulation known as Revised Statute 2477 (RS2477), meant to encourage western expansion. The law allows states to assert rights of way for highways on federal lands that are not reserved for public use. Historically, these assertions went through a careful court process, with the state shouldering the burden of proof that a right-of-way existed. States have generally been unable to prove rights of way, and few were approved. The new rule allows the administration to respond to state requests with little or no review or public comment.

Administration officials contend that the new rule will make it easier to handle right-of-way disputes, thwarting costly lawsuits. Conservationists, however, say that shifting authority to states and local interests will result in the paving of federal lands.

A 1993 memo from the National Park Service revealed that about 17 million acres in 68 national parks, not including Alaska, are subject to claims, which "could be devastating" for parks.

In California, more than 2,500 miles of RS2477 routes have been alleged in Mojave National Preserve and Death Valley National Park, as have 2,700 miles in Alaska, including 24 routes in Denali National Park.

"Alaska's national parks were not established to provide a new network of roads," said Jim Stratton, NPCA's Alaska regional director.

Analysts believe that the rule will also make it easier for local interests to allow off-road vehicles into national parks, damaging backcountry and wilderness.

Courtney Cuff, NPCA's Pacific regional director, said that the new rule "should be seen for what it is—a blatant effort to degrade parks and wilderness," which would carve up parklands.

At press time, NPCA was studying the implications of the rule and developing action plans. For updated information, please visit NPCA's web site at www.npca.org/action.

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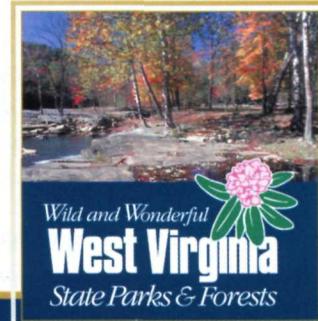
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Q&A

Saving Face

Maintaining the iconic sculpture at Mount Rushmore National Memorial in South Dakota is now a complex process, costing tens of thousands of dollars a year. National Parks recently spoke to Jim Popovich, chief of interpretation at the memorial, on the preservation of the site's famous faces.

Q: How often do maintenance projects on the sculpture take place?

A: National Park Service maintenance personnel perform an annual inspection of the sculpture each year in September. In 1989 we were raising funds for a complete redevelopment of facilities, and we included the need to do sculpture maintenance on a continual basis and address the preservation of the memorial itself. We completed a structural stability study on the sculpture, using aerial photos and plotting the whole mountain, that identified 141 cracks.

Q: What was the plan to fix the cracks?

A: Sculptor Gutzon Borglum devised a method of patching the cracks with a compound of granite, linseed oil, and white lead. The most damaging effect to the mountain is winter freezing; water gets in the cracks, causing expansion, and it starts breaking down the mountain. We found that the original recipe was more harmful to the mountain because it hardened and shrank too much, allowing moisture to infiltrate the cracks. A silicone caulk was the best material we could find. It's much more flexible; it allows us to add some backing rod material into the crack and fill above that. We can color it or just add granite to it. When we began using the new material, we decided to work on the cracks on the top of the mountain first, thereby keeping water from flowing into the cracks from above and into the faces.

Q: How do you keep track of the sculpture's condition?

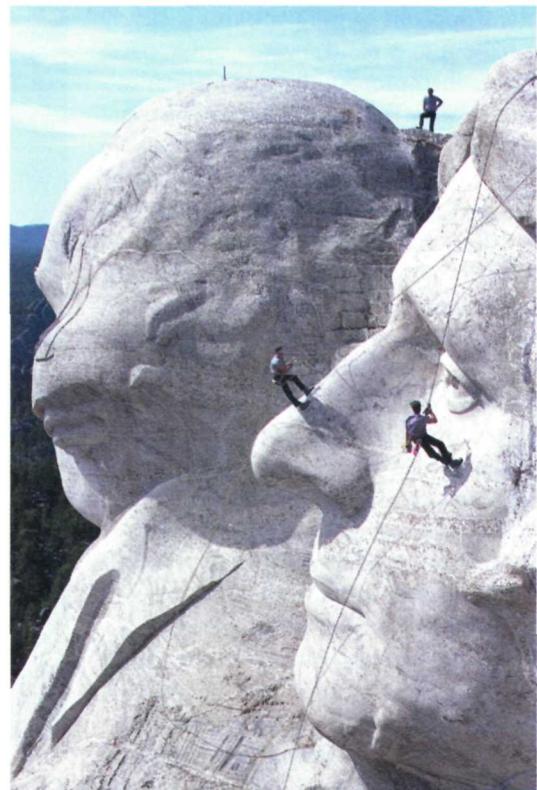
A: We determined that there were actually about 21 separate blocks of granite that make up the sculpture. They intersect with most of the 141 known cracks. Then we began a process of monitoring the rock blocks, which will let us see if there are any problems with the mountain. Probes go down into the rock and measure the width of a crack, temperature, and more. Readings each day are sent down to computers, and that information is monitored. We now have installed six rock-block monitor locations on the mountain. We will run data for the next several years, which should tell us if there are long-term problems with the mountain.

Q: How much does that cost?

A: The monitoring system is \$55,000 annually. Maintenance work on the mountain itself varies, depending on what needs to be done. Maintenance work usually takes two people, sometimes three. One person goes down the front of the sculpture to do the inspections and the other is available for safety. The [block] monitoring people are also there to repair any of their equipment.

Q: How long does the maintenance project last, and do park visitors see it?

A: We typically perform this activity over a couple of days. The first day is setup and rigging of equipment, plus we use this opportunity to invite media to meet the crew and ask questions. Visitors are given a real treat to see the [maintenance] people scaling the sculpture—it really gives it some scale.



AP/WIDE WORLD PHOTOS

Visitors to Mount Rushmore may see maintenance workers scaling the faces of the revered presidents.

Q: Has there been any memorable damage to one of the sculpture's faces?

A: The only patch of one of the faces was done during the carving process itself, when the face of Jefferson was changed. A crack running across the bridge of his nose and down through his upper lip exposed some granite schist [which was fixed and sealed with sulfur]. The mountain is solid granite, so there's not much that can happen.

Q: Is the sculpture cleaned?

A: We do not clean the memorial. The memorial is exposed to the elements of nature that keep it clean.

Q: Do visitors ask about maintenance?

A: They do, certainly. When visitors first view the memorial, they comment about how immense it is. Second, they begin realizing what it means to our country. Only after these two observations do they begin to understand how it is maintained and what a magnificent feat it was to carve it.

NPS Studying Chesapeake Bay

Park Service, citizens discussing whether to include bay in system.

ANNAPOLIS, M.D.—The National Park Service (NPS) is considering whether to include portions of the Chesapeake Bay in the National Park System, an action many consider a key element in maintaining the bay as an ecologically viable estuary.

The Chesapeake Bay Special Resource Study will explore whether NPS should help do more in the partnership effort to conserve the bay, considered the largest and most complex estuary in America.

The agency has presented six initial concepts for how bay resources might be represented in the park system. Congress directed the Park Service to study the feasibility of the idea. The study will not lead to the Chesapeake Bay becoming a

stand-alone national park, officials said. At most, NPS will consider whether it is appropriate to include selected bay resources in the park system. The bay's 4,479 square miles include more than 50 rivers and thousands of miles of shoreline. Its watershed spans six states and Washington, D.C.

NPS recently gathered comments from public meetings on the study.

"Generally, people were quite supportive of the study," said Jonathan Doherty of NPS. "They gave thoughtful feedback on the six initial concepts we presented, and interesting new ideas."

The initial six concepts are:

- ▲ A historical area or reserve composed of a small, traditional bay town or community.

- ▲ An aquatic ecological preserve representative of the bay's estuarine environment, centered on open bay systems with parts of the adjacent shoreline.

- ▲ An ecological and cultural reserve representative of the bay's estuarine envi-

ronment and human interaction with that environment over time.

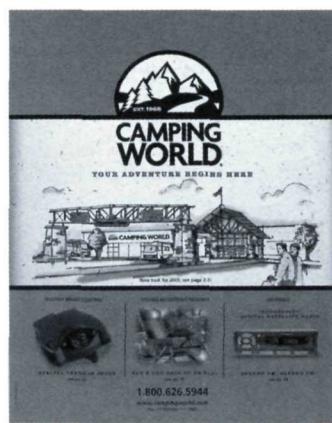
- ▲ An ecological and cultural reserve representative of a cross-section of the bay watershed, but focusing on a single bay tributary, from upland to open bay and island.

- ▲ One, or a series of, educational and interpretive centers to enhance understanding and interpretation and provide a central bay location for visitors.

- ▲ A series of natural and cultural preserves representative of the bay's estuarine land environment, centered on uninhabited islands and aquatic open bay waters.

The study could be finished by summer, at which time a recommendation will be sent to Congress. NPCA has long suggested that the Chesapeake Bay become part of the park system.

More public workshops will take place in the spring. For more information, visit www.chesapeakestudy.org, or call 410-267-5725.



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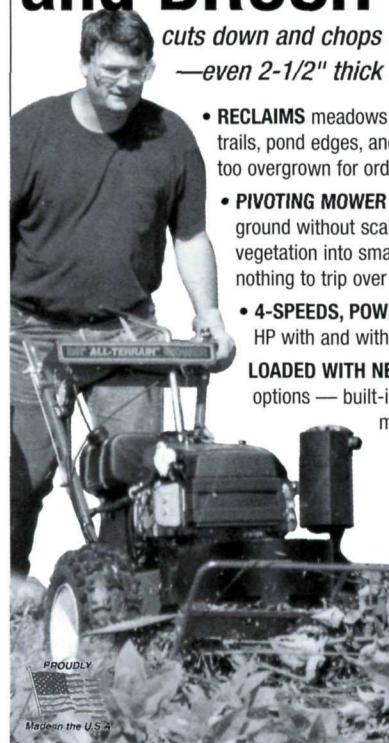
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NEW PARKS

Cedar Creek Site Becomes Park Unit

Civil War battlefield site will help interpret others in Virginia.

MIDDLETOWN, VA.—An arduous, decades-long effort to protect Civil War sites in Virginia's Shenandoah Valley paid off in December, when the Cedar Creek and Belle Grove National Historical Park became the newest unit of the National Park System.

Although the 3,000-acre park includes only the Cedar Creek battlefield within its boundaries, it will help draw attention to and interpret other battlefields in the Shenandoah Valley that played a pivotal role in the Civil War.

"This is great news for historic preservation and economic development in the northern Shenandoah Valley," said Dan Scandling, a spokesman for Rep. Frank Wolf (R-Va.), a sponsor of the legislation.

"National parks are Yellowstone, the Grand Canyon, Manassas, and now Cedar Creek and Belle Grove," he said.

Sen. John Warner (R-Va.), another key sponsor of the legislation, was credited with bringing the bill to an 11th hour vote before the Senate adjourned in December.

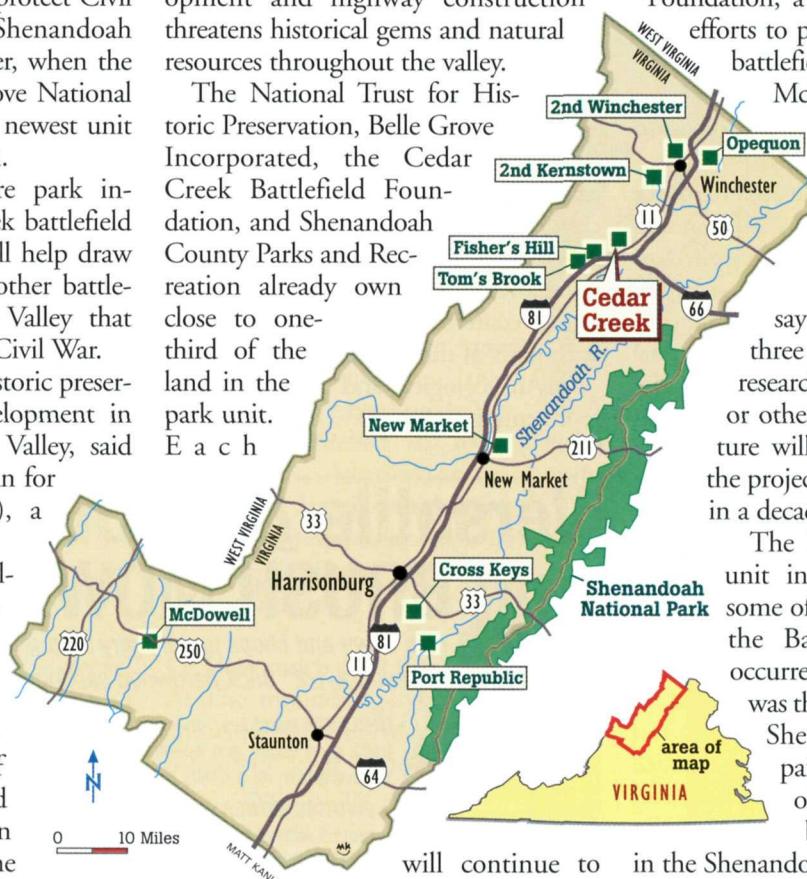
President George W. Bush signed the bill into law soon after, designating Cedar Creek the 388th unit of the National Park System—just the second created during the 107th Congress. The other is Flight 93 National Memorial in Pennsylvania, created in September.

"This significant designation demonstrates once again that park preservation is a non-partisan issue," said Joy Oakes, NPCA's Mid-Atlantic regional director. "This victory results from years of public outreach, education, and teamwork by local, state, and national interests."

NPCA supported the creation of the park and asked its members to ask their members of Congress to support its designation. Conservationists have long feared that development in the area, 75 miles west of Washington, D.C., could degrade these battlefields. Even though the Shenandoah Valley remains a lush landscape of green farmland and small towns that appear much as they did a century and a half ago, sprawling development and highway construction threatens historical gems and natural resources throughout the valley.

The National Trust for Historic Preservation, Belle Grove Incorporated, the Cedar Creek Battlefield Foundation, and Shenandoah County Parks and Recreation already own close to one-third of the land in the park unit.

E a c h



will continue to own, manage, and operate sites within the park.

The bill calls for the rest of the land to be acquired by the Interior Department from willing sellers only, either by donation or purchase with donated or appropriated funds or exchange.

The designation was an outgrowth of the efforts of the Shenandoah Valley Battlefields National Historic District Commission, authorized by Congress in 1996 to create a management plan for the area and determine whether a component of the historic district merited addition to the National Park System.

After several years of citizen involvement, the commission chose the Battle of Cedar Creek as the site within the historic district most appropriate for national park designation. Cedar Creek first received national recognition in 1969 when it was designated a National Historic Landmark. It was later included in the Shenandoah Valley Battlefields National Historic District.

The Shenandoah Valley Battlefields Foundation, a nonprofit, helps direct efforts to protect and interpret ten battlefields from Winchester to

McDowell County, including Cedar Creek, and was one of the promoters of the idea to include the site in the park system.

Park Service officials say that it will take at least three years of planning and research before a visitor center or other major park infrastructure will be built. They expect the project to be completed within a decade.

The boundary for the park unit includes land on which some of the heaviest fighting of the Battle of Cedar Creek occurred in October 1864. It was the final clash of the 1864 Shenandoah Valley campaign and a turning point of the war, breaking the back of the Confederacy in the Shenandoah Valley.

Many credit the decisive Union victory for the re-election of President Lincoln and the end of Confederate General Jubal Early's career. Nearly 4,000 people participate each October in an annual battle reenactment and living history weekend at the site.

Other important stories to be interpreted at the site include those of American Indians in the area, a pioneer French and Indian War-era homestead, a plantation built and run by enslaved African Americans, and the role of caves and caverns in and around Cedar Creek as part of the Underground Railroad.



Hundreds Plan Camp Out

On March 29, 2003, hundreds of people will converge on Padre Island National Seashore to oppose oil and gas drilling. Participants will camp out at the seashore and compete in a sand castle contest to draw attention to the gas drilling that has already begun at the seashore. Opponents fear drilling will disturb the endangered Kemp's ridley sea turtles that nest at the seashore. The Park Service has been working for more than two decades to establish a nest site at Padre Island for the Kemp's ridley, the most endangered sea turtle in the world (see story, page 26).

NPCA and the Sierra Club, which are both encouraging the administration to support a buy-out of oil and gas rights along the seashore,

are sponsoring the event along the beach route used by gas trucks. To find out more information about the camp-in and the Protect Padre campaign, visit www.nPCA.org or www.texas.sierraclub.org.

Transportation Fares Cut

In an effort to encourage NPCA members to use its transportation system when visiting Yosemite National Park, the Yosemite Area Regional Transportation System (YARTS) is cutting its fare in half until April 30. YARTS, the

only daily public transit service into Yosemite, began running regional transit buses in May 2000. The service provides an affordable alternative to driving and helps to reduce vehicle congestion along the park's corridor and inside the park. Visitors must show the coupon to receive the discount.

—Jenell Tally



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Ten Most Endangered

Water-draining golf courses, chronic underfunding, and air pollution land some of America's national parks on NPCA's Ten Most Endangered list.

BY KATE HIMOT

On nearly 9,000 acres outside Joshua Tree National Park in southern California, where stream beds are usually dry and water-holes are few, a private developer has proposed building a resort that would include 12 golf courses, three hotels, and as many as 7,000 homes. The 12 new courses alone would require an estimated 6 million gallons of water a day in a land where the average annual rainfall barely surpasses four inches.

The massive development, which includes industrial and retail space, would eliminate a wildlife corridor between the 800,000-acre park and nearby Coachella Valley Preserve, hindering the movements of wildlife that rely on the park.

The proposed development is among the most egregious examples of the kinds of threats that have landed some of our national parks on NPCA's Ten Most Endangered list. Among the threats are encroaching development, air pollution, the infiltration of snowmobiles, and not enough money.

In addition to inadequate financial support for more than two decades, the national parks are facing elevated threats from harmful new regulatory policies of the Bush administration, which is allowing industries with outdated smokestacks to continue poisoning the air. Another regulation allows for giveaways of land throughout the park system, which could punch new roads into parks from Denali to Dinosaur. And attempts by the administration and Congress to

weaken or undermine other key laws that help guard parks, such as the National Environmental Policy Act and the Endangered Species Act, add up to a wholesale attack on the underpinnings of national park protection.

Potential developments threaten both Big Thicket National Preserve in Texas and Virgin Islands National Park on St. John, Virgin Island. The 97,000-acre Big Thicket is split into 15 small, mostly disconnected sections, which are surrounded by dense forests owned by timber companies. More than 1.5 million acres are for sale, but at least one of the timber companies appears unwilling to sell its holdings to those interested in protecting the preserve. Conservationists fear that sprawl could reach the edges of the biologically sensitive Big Thicket if the land is sold to private developers.

A proposal to build a resort on St. John threatens dry tropical forest—a critical migratory bird habitat—as well as mangrove shoreline and fragile coral reefs at Virgin Islands National Park. Clearing hillsides for development increases soil erosion, destroys habitat, and intensifies water pollution that affects fish, plants, and corals, already suffering from a failure to enforce a no-take zone established in 2001 with the formation of the adjacent Virgin Islands Coral Reef National Monument.

Air pollution plagues both Shenandoah National Park in Virginia and Great Smoky Mountains National Park in North Carolina and Tennessee. The annual average visibility at Shenandoah has dropped from 100 miles to less than

25. Ranked the country's second most polluted park—according to NPCA's *Code Red: America's Five Most Polluted Parks*—Shenandoah was surpassed only by Great Smoky Mountains in the amount of haze, ozone, and acid precipitation affecting it. Researchers at Shenandoah found 40 plant species, including green ash and American sycamore, that are sensitive to ozone, and scientists recently predicted that losses of even the acid-tolerant brook trout will be substantial unless emissions are reduced.

Ozone exposure at Great Smoky Mountains National Park rivals that of major cities. On the list for the fifth consecutive year, Great Smoky Mountains continues to be shrouded in air pollution, reducing summer views by as much as 80 percent. In addition, a lack of funds impedes work to protect natural resources and historic structures. The park contains nearly 200 historic structures, including pioneer log cabins and grist mills, and must rely on donations to pay for necessary preservation work. Other threats include proposals to build a road across one of the most remote portions of the park—a route abandoned by the Park Service in 1962 as environmentally damaging—and a proposed land swap.

In Denali and Yellowstone national parks, snowmobiles remain a threat. Yellowstone returns to the list for the fifth year. This winter, many Yellowstone rangers are wearing respirators and hearing protection to lessen health risks from the thousands of snowmobiles roaring through the park. The Park Service,

KATE HIMOT is communications analyst.

under pressure from the Bush administration, is reversing a phase-out plan adopted in 2001, despite more than a decade of scientific study that showed snowmobile use threatens wildlife, air quality, and employees' health.

In addition, America's last free-roaming bison herd faces danger under the terms of a joint-management plan between the state of Montana and the park that allows the state to kill bison that wander out of the park to protect cattle from brucellosis.

Although more than 95 percent of public lands surrounding Denali National Park in Alaska are open to recreational snowmobiling, legal and legislative attempts to open the park's wilderness core persist. The machines would pollute the air and harass wildlife in the oldest portion of the park. Allowing the machines in wilderness would set a dangerous precedent that could jeopardize other parklands.

Wildlife at Glacier National Park, which returns to the list for the third year, face a variety of threats, from plans to widen a highway along the southern border to proposals for commercial and residential development, hard-rock and coal mining, and extraction of oil and gas on lands near the park and neighboring Waterton Lakes National Park in Canada. The highway proposal could block historic bear, elk, and mountain goat migration routes. The other proposals could scar and pollute the majestic Crown of the Continent ecosystem. Expansion of Canada's Waterton Lakes National Park could avert many of the development threats north of the border, but the expansion is not yet certain.

Everglades National Park, faced with obstacles to its long-term health, returns to the list for the fifth year. The park's biggest challenge is overcoming impediments to implementing the Everglades Restoration Plan. Plagued by problems that range from hard-rock mining permits approved for areas just outside the park to vague regulations that lack enforceable quality standards, the plan

continues to falter. The owners of land critical to restoring water flows to the park refuse to sell, halting many of the major restoration projects.

Chronic underfunding returns Ocmulgee National Monument in Georgia to the list. A monument to 12,000 years of human habitation in the Southeast,



The biologically sensitive Big Thicket National Preserve is threatened by potential development.

Ocmulgee possesses the second-largest museum collection in the park system, yet does not have the money to hire a museum curator to care for the priceless artifacts. A lack of funds also leaves visitors without ranger-led tours of earthen mounds, sacred to American Indians. In addition, the Georgia Department of Transportation plans to build a four-lane highway through an adjacent, archaeologically rich flood plain called the Ocmulgee Old Fields. American Indian tribal councils representing 29 federally recognized tribes have passed resolutions opposing the road construction, including three resolutions from the Muscogee (Creek) Nation.

Six of the parks listed in 2002 have been removed from the list because their conditions have improved or threats facing them have changed.

▲ Mojave National Preserve, California: The proposed Cadiz, Inc., groundwater storage and delivery system, which would have mined groundwater from an aquifer beneath the Mojave Desert, was voted down by Southern California's Metropolitan Water District.

▲ Federal Hall National Memorial, New York: The House of Representatives and

the Senate Appropriations Committee approved the largest increase in history for the operation needs of parks, such as Federal Hall.

▲ Glacier Bay National Park and Preserve, Alaska: An environmental impact study, under way for vessel quotas and operating requirements, will allow

park managers to set scientifically sound limits on the number of ships in the bay.

▲ Big Bend National Park, Texas: A trust has been formed to buy water rights from willing irrigators to maintain instream flows.

▲ Valley Forge National Historical Park, Pennsylvania: The Park Service is working with the state transportation officials to create traffic flow least damaging to the park, and negotiating to buy land that was set for development.

▲ Big Cypress National Preserve, Florida: The Bush

administration pledged \$235 million to buy the preserve's mineral rights.

"Several serious park problems can be solved with adequate funding and a sincere commitment to let scientific findings, not commercial interests, dictate park policy," says NPCA President Thomas C. Kiernan.

You Can Help

For a list of actions you can take to help, go to our web site, www.nPCA.org. For more information about this list, call 1-800-NATPARK (628-7275).

The Ten Most Endangered Parks

Big Thicket National Preserve, Texas

Denali National Park, Alaska

Everglades National Park, Florida

Glacier National Park, Montana

Great Smoky Mountains National Park, North Carolina/Tennessee

Joshua Tree National Park, California

Ocmulgee National Monument, Georgia

Shenandoah National Park, Virginia

Virgin Islands National Park, Virgin Island

Yellowstone National Park, Wyoming/Montana/Idaho

The Riddle of Ridleys



ANNE HERMANN

Kemp's ridley sea turtles are making a comeback at Padre Island

**National Seashore, but these endangered turtles face a whole new
generation of threats, including oil and gas development
both inside and outside the park.**

By Todd Wilkinson

Looking east, into the first blush of dawn, biologists and citizen volunteers drive all-terrain-vehicles down the shoreline of Padre Island, Texas. They've come to find evidence of hope leading out of the Gulf of Mexico.

Every spring morning from April through early summer, the retreating tide in the Gulf of Mexico leaves behind a smooth slate of sand, upon which the remarkable recovery of Kemp's ridley sea turtles is being written. "We're looking for turtle tracks showing where female ridleys come ashore during the day to lay their eggs," says marine biologist Donna Shaver, who oversees the U.S. Geological Survey's Padre Island Field Research Station. "We actually see the turtles themselves at only about half the nests found. When they come on land they don't linger for very long; 45 minutes is all it takes. To see a live turtle making a nest is a big deal."

Never before has Shaver been more giddy—and yet, more cautious—about the round, olive-colored turtles. In 2002, 38 nests were documented by her team and others along the Texas coast—a doubling of the previous record of 16 set in 1999—and 23 of those were found inside Padre Island National Seashore near Corpus Christi. Although less known to the public than grizzlies or bald eagles, Kemp's ridleys have a conservation story no less dramatic. "It is strange how these turtles so consistently generate emotion and evoke superlatives," wrote the late renowned marine ecologist Archie Carr. "They do astonishing things, and astonishing things happen to them."

One of the most important factors in the turtles' recovery has been the work volunteers have dedicated to these astonishing creatures. Citizens, says Padre Island's Superintendent Jock Whitworth, are part of the stewardship game plan.

Each spring, about 100 volunteers ranging in age from 18 to 70 patrol the beaches. "Not only does it provide extra sets of eyes for limited staff, but it has given residents of the Corpus Christi area a sense of buy-in," Shaver says. "People here look upon Kemp's ridleys as *their* turtles. They're proud to have a role in their recovery."

This public interest, officials say, has been the impetus for conservation. Without continued federal funding for scientific research and turtle manage-

ocean through a gauntlet of dangers. Although the turtles' growing years remain largely a mystery, once they achieve adulthood, female turtles somehow find their way back to their birthplace to lay eggs, setting the stage for another generation.

The turtles' evolutionary history is a true epic, though only in the 20th century did their amazing journey appear headed for an abrupt end. Nothing better illustrates their decline than what happened at Rancho Nuevo, Mexico, home to the largest and most robust Kemp's ridley population in the world.

From an estimated 40,000 nesting females in that area in the late 1940s, fewer than 600 were recorded 40 years later. As the turtles declined dramatically there, primarily a result of commercial fishing in the gulf and poaching of the eggs, Kemp's ridleys nearly vanished from the northern extent of their nesting range along the Texas coast.

To halt further declines, the governments of Mexico and the United States launched an aggressive turtle protection campaign two decades ago that had twin objectives: saving the Rancho Nuevo colony and embarking upon an unprecedented attempt to re-establish a second viable nesting population at Padre Island National Seashore. The Texas effort was intended to serve as an insurance policy in the event of a catastrophe, such as a hurricane, outbreak of disease, or oil spill.

From the beginning, a major challenge at Padre Island was figuring out how to instill in hatchlings the legendary homing instinct that sea turtles possess.



Floating plastic bags can be harmful to sea turtles if ingested.

ment, experts say turtle recovery would never have happened. With this support, Padre Island has received funding for a new turtle laboratory that will open in 2004 as well as about \$95,000 through the Natural Resource Challenge, to be used for turtle monitoring. Today, the national seashore, which encompasses a 68-mile-long barrier island, offers the best stretch of protected Kemp's ridley nesting habitat in the United States.

The object of all this interest, the Kemp's ridley (*Lepidochelys kempii*), is the smallest and most endangered sea turtle in the world. Against long odds, young turtles hatch in the same sandy nurseries known to their ancestors, then crawl into the surf and spend a decade navigating thousands of miles in the open

Todd Wilkinson, a regular

contributor to *National Parks*,
lives in Bozeman, Montana.

Scientists believe the instinct has to do with a sense-based memory, as complicated as the guiding system that steers salmon and migratory birds.

Between 1978 and 1988, 22,507 eggs from the Rancho Nuevo colony were collected, packed in Padre Island sand, and taken to south Texas for incubation. When the turtles hatched, they were allowed to crawl down the Padre Island beach to the water's edge, then were netted and taken to a National Marine Fisheries Service Lab in Galveston for several months until they were large enough to evade most predators. They were turned loose on the beach after being tagged for future identification.

Year after year, over several spring seasons, biologists and park visitors prowled the shore looking for signs. Then in 1996, two adult female turtles—one tagged as a youngster in 1983, the other in 1986—emerged from the Gulf of Mexico and laid 176 eggs. "It was a really emotional experience," Shaver says, recalling that many of her staff had tears in their eyes as they witnessed the home-

coming. "This was a pivotal point. To see it happen during my working career has been tremendously rewarding."

Both on Padre Island and at Rancho Nuevo, turtle numbers have increased nearly every year since then. But before the species' status can be upgraded from endangered to threatened, the U.S. Fish and Wildlife Service and National Marine Fisheries Service say that at least 10,000 females must nest in a season worldwide over a couple of years running. Shaver believes the threshold may be reached within two decades, provided the upward trend continues, but she remains cautious. Until the Padre Island population reaches much higher levels,



Kemp's ridley is the world's smallest and most endangered sea turtle.

human-enhanced incubation of eggs collected from the seashore will continue.

Under the best of circumstances, one in about 100 eggs produces a turtle that survives to adulthood, but the rate of survival can plunge to one in 1,000. In the wild, turtle eggs and hatchlings are vulnerable to a host of predators, including ghost crabs, raccoons, coyotes, fire ants, and people.

And those are just some of the challenges. Even when a young turtle manages to reach the ocean, it must then skirt commercial fishing fleets beyond the jurisdiction of the Park Service. To assist with the turtle's survival, the



Raccoons, which ravaged this nest, are just one species that preys on turtle eggs.

National Marine Fisheries Service mandated in the 1990s that all shrimp boats plying gulf waters—which had caught and killed untold numbers of Kemp's ridleys over the years—add Turtle Exclusion Devices (TEDs) to their nets. The TEDs are designed to allow most turtles to escape the net webbing that often entangles and drowns them.

Then, in 2000, the state of Texas closed the near coastline to shrimping between December and June, a move intended to help sustain the shrimp fishery but also to reduce the number of ridleys caught in nets. Both measures produced obvious dividends, yet indications persist that they may not be enough.

"Shrimpers will tell you they never catch turtles, but an awful lot of adult Kemps are turning up dead at the beginning of the summer shrimp season," says retired U.S. Fish and Wildlife Service biologist Johnny French, who spent a quarter of a century monitoring marine ecosystems along the gulf.

Adds Padre Island Superintendent Whitworth in a sobering admission: "I don't see this population being out of the woods yet. We're still seeing dead turtles wash up far in excess of the number of productive nests on the beach."



The park also employs trained biologists to patrol the beach looking for turtles, tracks, and nests, and when nests are found, to transport them to an incubation facility at park headquarters.

In addition, the turtles are facing an emerging threat from oil and natural gas development, both near the nesting beaches and offshore. With the Bush administration giving the green light to increased domestic oil and gas production, conservationists fear the results could be disastrous. Already, the federal government has signaled energy developers that even parks will be open to drilling. At least 700 wells have been drilled in 13 different units of the National Park System, and more are proposed. And Padre Island presents one of the best illustrations of what is at stake should something go wrong because of proposals on the table from BNP

Petroleum Corporation. The company has drilled one natural gas well within the park, bringing truck traffic along 15 miles of the gulf beach. BNP intends to drill several more wells at the seashore.

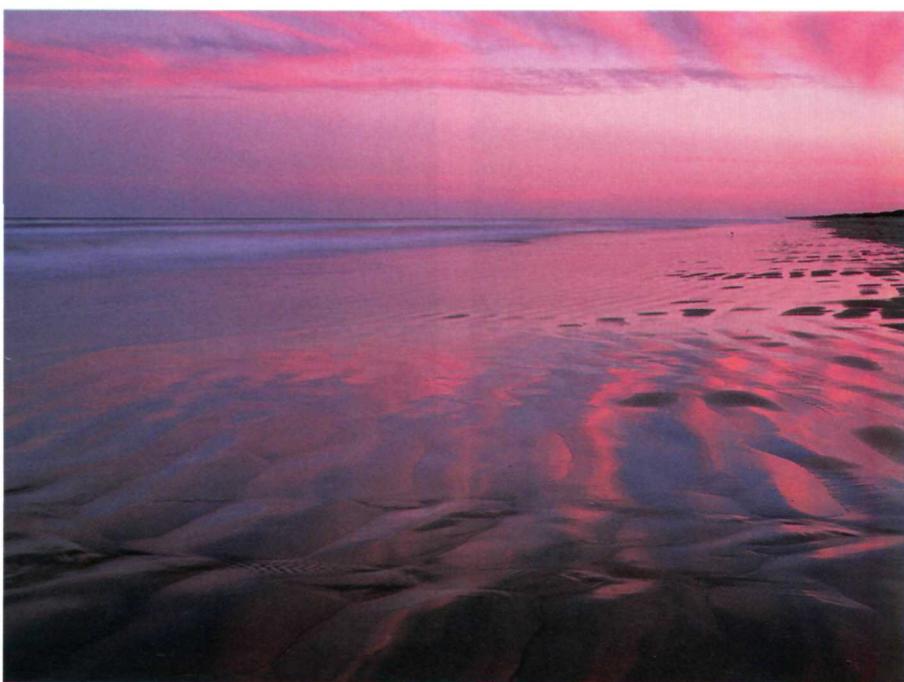
"The public is largely unaware of the wholesale assault that's occurring on Padre Island," says Randall Rasmussen, acting director of NPCA's Southwest regional office, noting that the conflict dates back to 1962, when Padre Island National Seashore was created by an act of Congress. In circumscribing the seashore's protected boundaries, the federal government saw no need to buy the subsurface mineral development rights inside the preserve then owned by private companies and the state of Texas. Failure to secure those rights, Rasmussen says, has proved to be a terrible mistake that today can be remedied only by vigilant opposition from citizens and a public buyout of mineral rights.

Additional wells would mean dozens of trucks making trips along the shoreline, with the potential for crushing turtles and buried eggs. The trucks also leave deep ruts in the sand that hatchlings cannot cross. The park is taking precautions. The park employs biologists trained by U.S. Geological Survey and the Park Service to patrol the beach looking for turtles, tracks, and nests, and

when nests are found, to transport them to an incubation facility at park headquarters. Even though the Park Service and the U.S. Fish and Wildlife Service require restrictions, including a 15-mile-per-hour limit on traffic year-round and monitors who accompany all large trucks down the beach during nesting season, NPCA and a coalition of conservation groups representing millions of citizens have vowed to challenge any drilling. BNP says it is sending its employees to "turtle school" to sensitize them to the needs of Kemp's ridleys, but critics say that is comparable to asking bowlers to be quiet next to the National Cathedral.

In 2002, the Bush administration pledged \$235 million to buy out private mineral rights in Big Cypress National Preserve in Florida, but has not made a similar move to benefit Padre Island, which is in the president's home state. "This is not about decreasing our nation's dependence on foreign sources of energy, since natural gas is something the United States does not import," Rasmussen says. "The real picture is that Padre Island and its marine life are being sacrificed to fuel the greed of corporate energy developers."

If the administration truly wants to consider the issue of scarcity, he adds, it doesn't lie with energy commodities. To see the miracle of a turtle returning from its epic sea odyssey puts the notion of rareness into fresh light. Still, the question remains: How will Americans choose to honor the homecoming of these remarkable, odds-defying creatures? Will it be with industrial development in one of their last sanctuaries, or with the seashore's nurturing peace and quiet? ■



Padre Island offers the best stretch of protected nesting habitat for the sea turtles.

WHAT READERS CAN DO

If you care about the future of Kemp's ridleys and the protection of special places like Padre Island National Seashore, write members of your congressional delegation telling them you oppose energy development and favor a public buyout of mineral rights modeled after the agreement brokered at Big Cypress National Preserve.

By David Weinstein

Remembering *Rosies*

***The most famous symbol of domestic wartime,
Rosie the Riveter, lends its name to a new park in
California that celebrates the contributions of women
and others to the home front efforts of World War II.***



Rose Monroe was the "Rosie the Riveter" poster girl for women of the wartime workforce.

AP PHOTO/FAMILY PHOTO

More than half a century ago, when hundreds of thousands of men answered Uncle Sam's call to join the United States' armed forces and fight the Axis powers in Europe and the South Pacific, scores of women responded as well. But while some donned the blues, browns, and greens of military service, many others put on coveralls and welders' masks and went to work on the warships that would carry the troops overseas.

Bethena Moore, a black woman, worked as a welder at the Kaiser Shipyard in Richmond, California. Wearing leather gear and dragging an electrical power line, she welded four stories above the main deck of a "Victory" ship. "Once you got everything wrapped around your shoulder, you'd go climbing," she remembers. "The only thing free was your hands. You'd go up that ladder and hold on, welding as you go. 'Just remember,' we'd tell ourselves: 'Don't look down.'" She remembers that work experience as "a serious time. Lots of the women had husbands overseas, or sons. We were all more interested in doing a job than making the money. It wasn't just a paycheck."



This "Rosie" built ships during the war.

AP PHOTO

World War II engaged Americans on the home front in a way that has been unequaled since, and that engagement would have profound effects on the fabric of society.

"The changes to society and industry had sweeping and lasting impacts on the nation," said John Reynolds, director, Pacific West Region of the National Park Service, in testimony before Congress in May 2000.

Few cities were more transformed by the war than Richmond. To support its 55 war industries, the city's population



Bethena Moore was a shipyard welder.

soared from 23,000 to more than 100,000, helping to build the "arsenal of democracy." Soon, the bustling city had 17 movie theaters, blues and big band dances, all-night restaurants and grocery stores—and people sleeping in theaters, under bridges, in cars and shacks. Many workers preferred being assigned the night shift, in fact, because it was easier sleeping in fields during the day. "The city looked like a carnival night every hour for three years," the U.S. Maritime Commission reported.

Today, many of the structures that supported the shipbuilding industry still exist. Taking its name from the most famous symbol of the domestic wartime effort, the Rosie the Riveter/World War II Home Front National Historical Park in Richmond was authorized by Congress in 2000 and is now in an intensive planning period. The park site sprawls across five miles of shoreline, more than 150 acres in all. Among its historic structures are Kaiser's Shipyard 3; the Kaiser

Permanente Field Hospital and First Aid Station; the original Kaiser Hospital; and an Albert Kahn-designed Ford plant that assembled tanks. Kaiser Permanente, the world's largest health care provider today, was created to serve the shipyard workers in Richmond. Also found there are pioneering childcare centers, war housing, a fire station, cranes, and a "Victory" ship.

Many men and women worked at the Ford Assembly Building, through which thousands of tanks passed. Most workers, however, were part of Kaiser Shipyards, the nation's largest shipbuilding program, which produced 747 ships, most of them "Liberty" and "Victory" ships. Shipyard director Henry Kaiser introduced assembly-line techniques that, at the height of war production, launched nearly four ships a week—a mass-production effort not matched before or since. "It was like a loaf of bread where the slices came first," says architect and shipyard worker Don Olsen, "and the slices were welded together to make the loaf of bread—the ship."

And not only were the production methods radical at the time: With such a large percentage of the white male population shipped overseas, factories were opened for the first time to Hispanic, Asian, and African-American workers,



AP PHOTO

Women made up about a third of the workforce at the Kaiser Shipyard.

previously excluded from industrial unions. Of the 90,000 workers at the height of Kaiser Shipyards' operations, for instance, nearly a third were women, and 20 percent were black.

Today the job of organizing the new park, with all its human and architectural dimensions, has fallen to Superintendent Judy Hart. Hart, who formerly worked at the Women's Rights National Historical Park in Seneca Falls, New York, is considered the Park Service's expert on "idea" parks. Her charge for



AVERIE D. COHEN

The S.S. Red Oak Victory, now being restored, carried cargo and munitions during WWII.

Not only did "Rosies" help to win the war, but their jobs in industry challenged traditional notions of women's abilities.

the Rosie site is made especially difficult by a shortage of funds—she has a staff of only two and an annual budget of \$181,000—and the race against time required to preserve buildings and capture the stories of those who worked there, many now in their 70s and 80s.

The physical preservation of the site and an effective presentation of its story are immediate priorities for the park. “The architecture doesn’t jump out at you,” says Hart. “It tells a nationally significant story, but you don’t know it until somebody tells you.”

Already in place is the Rosie the Riveter Memorial, a block-long abstract rendition of a “Liberty” ship containing photos and plaques with quotes from real-life Rosies. The park plans a visitor center at the Ford plant, with interactive exhibits (including guides to other home front sites), movies, and perhaps an opportunity to chat with a former worker or two. But with needed repairs to the Ford plant estimated at up to \$55 million—at a time when the Park Service’s total annual budget for construction and development is only \$100 million—Hart notes the value of being a “partnership park,” in which the city is working with a private developer on the rehab.

One of the few structures already open is the S.S. *Red Oak Victory*, which was built in Richmond, is owned by the Richmond Museum of History, and is being restored by volunteers. This 455-foot ship, named for the Iowa town that lost the highest percentage of its sons on the battlefield, carried munitions and cargo during the war.

Ironically, after years of lying forgotten, several of the most important structures—including the Kaiser Hospital and childcare centers—faced demolition just as the park was getting under way. The park rescued the childcare centers

by convincing the county that there was room on the site for both a new center and the historic buildings. The park has had less luck with Kaiser Hospital. The building’s new owner, the Northern California Muslim Association, plans to turn it into a school and community center and says there will be no room for tours. But park officials would at least like to preserve the exterior.

As the park develops, more buildings may be added, though most others would remain in private hands because the law that established the park forbids the Park Service from owning the major buildings. Park staff hope to include the Galileo Club, where Italians gathered; the bus station where war workers arrived; and locations where people shopped, danced, and worshipped.

Another time-sensitive priority is cre-

ating an oral history of the work especially the women, who have, for long, kept their stories to themselves. “People didn’t talk about this wartime stuff. It was just part of our growing up,” says Marian Sousa, a draftsman in Kaiser’s Richmond shipyards. “My kids weren’t even aware of what I had done.”

Today, scholars and observers alike know they were special. Not only did they help win the war, but their jobs in industry challenged traditional notions of women’s abilities. Now, the park acknowledges their importance by videotaping their stories and supporting classes in which shipyard veterans reminisce and record their memories.

As a result, visitors will be able to hear about experiences like Ellen McNair’s. “I did ‘high’ work,” she says, “because most of the men couldn’t stand working up that high—like hanging over the ship in a bosun’s chair, welding. There was just chair enough for your butt, like a little child’s swing. But when the wind picked up, it wasn’t chair enough.” She recalls falling five stories into the water once: “Oh, and was the water cold! When I gasped, I thought I brought half the creek into me.”

Bethena Moore remembers the women’s awareness of the context of their



Park Superintendent Judy Hart is charged with interpreting the historic site’s human and architectural dimensions.



The park is planning a visitor center with interactive exhibits at the Ford plant.



The Rosie the Riveter Memorial celebrates women's contributions during WWII.

AVERIE D. COHEN (2)

work. "The ship looked like it had a story to tell, as if to say 'I'm finished, leaving, going out to sea. I may come back, I might not.' And if it does come back," she says, "we knew it was going to bring back somebody, but are they going to be dead bodies? That's why we were so careful when we were working on them. You didn't want to make one mistake."

In all of Hart's efforts to launch the park, strong local interest has been an asset. The Park Service has spent \$790,000 so far, says ranger Rick Smith, Hart's right-hand man, but another \$380,000 in grants, mostly from the California Coastal Conservancy, has been critical. Plus, the local nonprofit Rosie the Riveter Trust has raised \$150,000, and the city of Richmond has spent funds on innumerable public improvements.

In fact, nearly 20 years before the park got under way, the Richmond Museum began interviewing and celebrating Rosies. In the early 1990s, after newspaper reporter Tom Lochner revealed that the last "Victory" ships were being towed to Asia for scrap, the museum stepped in to preserve the *Red Oak*. And the Rosie the Riveter Memorial started out as a city project that eventually attracted the attention of the Park Service.

Tom Butt, Richmond's vice mayor and president of the Rosie the Riveter Trust, describes the major change in perspective that has occurred over the years. "When the shipyards closed at the end of the war, Richmond went into an eco-



The Red Oak was named for an Iowa town that lost many of its sons on the battlefield.

nomic funk, and it stayed there almost 50 years," he says. "Once [the shipyard] was gone, people didn't want to remember. They just wanted to get rid of that junk and create something with some economic viability for the city. Now," he continues, "these things that were once considered derelict structures that we should be getting rid of are seen as not only probably Richmond's proudest moment, but also the country's proudest moment."

Who Was Rosie?

Of the 6 million women who worked in U.S. war industries, only some were riveters, and fewer were named "Rose." Typically, women who worked in aircraft factories riveted, but shipyard workers welded.

Still, the phrase "Rosie the Riveter" had the appeal of alliteration, and the unexpected pairing of the sweet-sounding "Rosie" with the hard-edged "riveting" caught attention. The phrase first became popular as a song sung by Kay Kyser in 1942. Then "Rosie" gained a face when she appeared in a movie promoting war bonds. The character was played, coincidentally, by Rose Monroe, a riveter at the Willow Run aircraft factory in Michigan.

The icon achieved its most permanent form in a 1943 *Saturday Evening Post* cover by Norman Rockwell, a picture that inspired posters proclaiming "We Can Do It." Soon "photos and posters displaying the likeness of Rosie the Riveter were everywhere," said John Reynolds, director of the Pacific West Region of the National Park Service, during congressional testimony in 2000 in support of the Rosie the Riveter park. "The image of Rosie the Riveter was invented by industry, and embraced by the public, as a symbol for the idea that everyone had an important role in the war effort."

(For more information on Rosies, go to rosietheriveter.org, the site of the Rosie

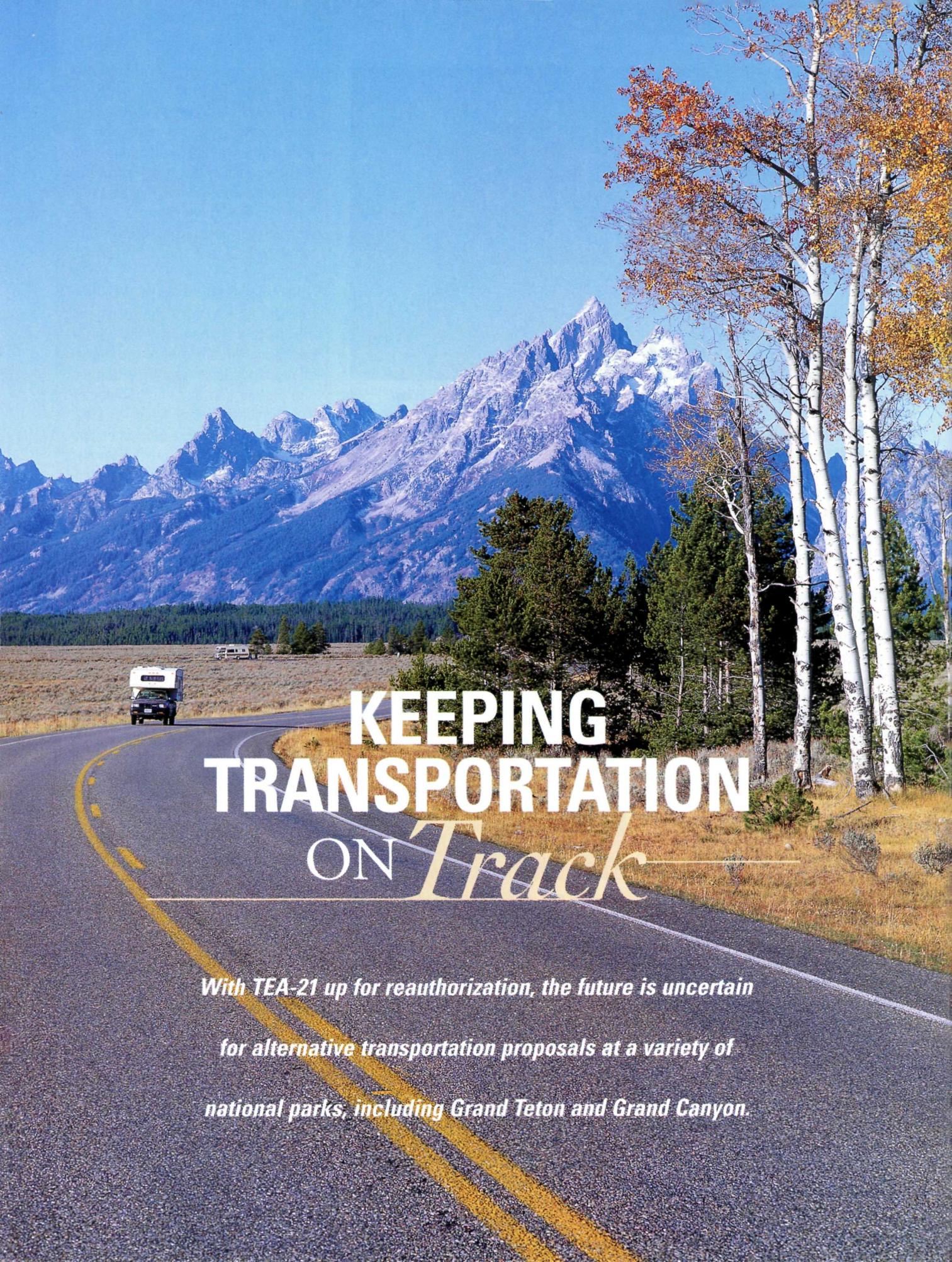
the Riveter Trust.)

—David Weinstein

David Weinstein is a freelance

journalist based in El Cerrito,

California.



A paved road curves through a landscape of dry grass and scattered trees, leading towards a majestic range of mountains under a clear blue sky. In the foreground, a white RV is driving away from the viewer. The title text is overlaid on the road surface.

KEEPING TRANSPORTATION ON Track

*With TEA-21 up for reauthorization, the future is uncertain
for alternative transportation proposals at a variety of
national parks, including Grand Teton and Grand Canyon.*

"We simply need that wild country available to us," author Wallace Stegner wrote in 1960, "even if we never do more than drive to its edge and look in."

By Kim A. O'Connell

In a historic photograph taken at the Grand Canyon in 1914, a man and his early model car, with its bicycle-wheel tires and circus-worthy steering column, sit precariously on the canyon rim. As the man's legs dangle toward the faraway canyon floor, one can sense his solitude and the vastness of the wilderness beyond. "We simply need that wild country available to us," author Wallace Stegner wrote in 1960, "even if we never do more than drive to its edge and look in."

Stegner could not know how literally we have taken his advice. Today, at Grand Canyon and many other popular parks, the image of one man's solitary car has been replaced by thousands of cars crammed into sprawling parking lots. About 5 million visitors come to the Grand Canyon each year, bringing binoculars and cameras, but also cars, congestion, and air and noise pollution. This scene is replayed throughout the National Park System in every peak tourist season.

In response, the National Park Service (NPS) has spent decades developing alternatives to the crush of cars. The agency has leveraged monies from the Transportation Equity Act for the 21st Century (TEA-21) and other sources to plan and implement transportation projects throughout the park system. Flagship projects include shuttle systems at Yosemite, Zion, and Acadia national

Grand Teton is one of six parks recommended as models for alternatives.

parks (see "The National Park or Parking System?," *National Parks*, July/August 2001).

Yet much more could be done, especially with additional funding. Alternative transportation systems such as shuttle buses or light rail are notably expensive. As a result, NPCA and other conservation organizations are calling for increased allocations for parks in the reauthorization of TEA-21, which expires in 2003. The U.S. Department of Transportation says that the new legislation, known as TEA-3, will improve opportunities for innovative and flexible funding for transportation. The legislation was expected to be introduced in Congress in early 2003.

NPCA has outlined several reauthorization recommendations that specifically support transportation initiatives in the National Park System. Most important, NPCA has found that the basic funding levels are too low for the federal Park Roads and Parkways Program, of which only 5 to 7 percent goes to alternative transportation projects.

"We are hoping to receive more funding in the next reauthorization," says Lou De Lorme, NPS team leader for transportation. "We've told parks that we're taking valuable money out of the park roads program to look at alternative transportation solutions. My office can't fund all these programs because they are so expensive. The parks understand that they have to look at their partners and other sources of funding as well."

In 2001, the Federal Transit Authority issued a report stating that \$1.6 billion would be needed over the next two decades to meet the Park Service's Alternative Transportation Program (ATP). NPCA has recommended that the TEA-3 legislation include dedicated funding for the ATP at \$90 million per year.

"We'd like to see money specifically designated for alternative transportation," says Laura Loomis,

director of NPCA's visitor experience program. "The amount they're [the Park Service] spending is pitifully small compared to the need. Where alternative transportation projects have begun, we're trying to make sure those systems are completed and are fully functioning."

Nearly 100 parks have some form of alternative transportation, and more than 50 parks are participating in the ATP, with projects in various stages of planning and implementation. These range from water taxis at Fort Sumter National Monument in South Carolina to gateway community planning at Mount Rainier National Park in Washington. "It's a menu of projects, a continuum of actions," says Patrick Shea, NPS project manager for the ATP. "No one size fits all. Not all parks will solve their traffic problems in the same way."

In September, President Bush issued an executive order creating a Transportation Infrastructure Streamlining Task Force to encourage federal agency cooperation on major transportation projects, while preserving natural resources and upholding environmental laws. Legislators also have introduced related "streamlining" bills. But conservationists are concerned that this move toward streamlining really means that environmental laws will be blamed for stalling transportation projects and will be subsequently weakened.

"Better stewardship means crafting transportation solutions that actually improve environmental quality while



Visitors pack a parking lot at Great Smoky Mountains.

PAUL REZENDES



project. "Combining increased capital costs with reduced visitation projections made the projected costs at the turnstile rise to levels the NPS, and the public, may not have been willing to accept," the agency reported.

Yet in 1998, the Federal Transit Administration examined how NPS had decided on light rail as the preferred mode for the Grand Canyon transit system. Its report cited strong evidence that the Park Service had followed a sound and thorough planning process to reach its conclusion.

In the meantime, Grand Canyon has moved steadily toward implementing an alternative transportation system. In October 2000, the park opened the Canyon View Information Plaza, a transportation hub designed to orient visitors and allow them to board shuttle buses to popular sites. The proposed Grand Canyon Greenway, a multi-use trail system under development, is meant to extend from Canyon View to other points in the park.

Many other parks have launched alternative transportation projects as well. At Great Smoky Mountains National Park, the 11-mile loop road around popular Cades Cove, a pastoral landscape known for pioneer cabins and bear sightings, has become overrun with cars. Visitation to the Cove has doubled since 1990, with approximately 2 million visitors in 2000. During peak times, it can take up to four hours to navigate the one-way loop, because visitors frequently stop their cars in the roadway to take photos. Park officials are doing what they can to alleviate congestion. Last

Employing Intelligent Transportation Systems could alert motorists to migrating bull moose.

The real reasons that transportation projects are held up are lack of funding, a low priority placed on projects by government agencies, and lack of local consensus on projects.

better serving community needs," says David Burwell, president of the Surface Transportation Policy Project (STPP). "We hope the [transportation] task force will be sincere in this approach and not start down the slippery slope of weakening NEPA [the National Environmental Policy Act] and other key environmental laws and safeguards."

The real reasons that transportation projects are held up are lack of funding, a low priority placed on projects by government agencies, and lack of local consensus on projects. Lack of funding in particular is usually the direct result of lack of political support, which may explain why long-standing plans for a light rail system at Grand Canyon are now on hold. After years of planning, the proposed system was a central project outlined in the park's general management plan, which was approved in 1995. Originally planned to begin in

2004, the eight-mile system—which would have carried tourists from the gateway community of Tusayan to the new Canyon View Information Plaza on the South Rim—received widespread support from NPCA and other conservation organizations.

Last fall, however, Rep. John Shadegg and Sen. Jon Kyl, both Republicans from Arizona, succeeded in blocking the proposal. Citing high costs, the two legislators attached a rider to an appropriations bill mandating that NPS study less-costly alternatives, such as buses. A revised proposal was due from NPS to Congress at press time.

One reason the Park Service has given publicly for revisiting the project is that annual visitation has grown more slowly than expected. Officials also pointed to increases in capital costs for the light rail



Yosemite National Park cuts back on pollution and congestion with shuttles and tour buses.

October, new temporary signs were placed along the loop road, alerting drivers that they could cut across the Cove at two points, shortening their trip. The park also identified several roadside pull-outs for wildlife watching.

In search of a more comprehensive solution, NPS and the Knoxville Regional Transportation Planning Organization have begun a joint process to address the visitor experience at Cades Cove, including developing transportation alternatives. "You shouldn't have to take four hours to go [a few] miles," says De Lorme. "There are people in the community who love the idea [of alternative transportation] because traffic backs up, and there are those who hate the idea because they love to drive their cars. But if more people get into alternative transportation, everyone will enjoy the park more."

Likewise, at Grand Teton National Park, NPS has launched an environmental impact statement process to examine the park's transportation needs. Grand Teton is one of six parks targeted by NPCA for its Model Parks Initiative. NPCA has proposed that these parks—which also include Grand Canyon, Great Smoky Mountains, Yosemite, Golden Gate National Recreation Area, and the National Capital Region parks in Washington, D.C.—receive dedicated funding in TEA-3 for alternative transportation.

In addition, NPCA is calling for more studies that look at bicycle and pedestrian needs in addition to vehicle services. At Grand Teton, for example, NPCA is working with park officials to identify biking and hiking trails and community-integrated public transit systems to alleviate traffic congestion. NPCA also supports funding in TEA-3 to study Intelligent Transportation System opportunities in parks. Such a system might alert motorists to migrating elk at Grand Teton, for instance.

"It's all going to come down to whether or not the administration and the Congress decide that the whole funding for the reauthorization should be increased," says Loomis. "If they choose to limit it to existing levels, there is going to be a huge battle just to pre-

Leading the Way to a Model Transportation System

Four years ago, 13-year-old Gabriella Axelrad was killed while bicycling in Grand Teton National Park with her family. That tragic accident proved to be a pivotal event that pushed park staff to tackle a comprehensive transportation plan for all modes of travel.

During a recent event to commemorate that tragedy, NPCA Board of Trustees Chair Gretchen Long said "Bicycling should be a safe way for parents and children to visit many of our national parks and one that the National Park Service should encourage. I feel we have some real hope now to bring about the changes we need here."

Relieving motor vehicle congestion in the parks is one of the greatest challenges facing the National Park System. NPCA is tackling this issue on a number of fronts, including efforts to reauthorize the Transportation Equity Act for the 21st Century and enhance the amount of money earmarked for park transportation. NPCA also has devised a model parks concept that identifies five national parks and one region to serve as models for alternative transportation plans.

NPCA is recommending Grand Teton, Grand Canyon, Yosemite, and Great Smoky Mountains national parks, Golden Gate National Recreation Area, and the National Capital Region of Washington, D.C., as model parks.

Not surprisingly, each suffers from some level of traffic congestion. The solutions all involve pushing through transportation legislation with sufficient funds to complete appropriate alternative transportation for each park or region, and working with the Park Service to encourage alternative transportation systems. At Grand Teton, for instance, NPCA suggests creating a world-class bicycling and walking pathway network, designing pedestrian-friendly activity areas, and integrating travel in the park with the Jackson Hole community. At Great Smoky Mountains, where most of the traffic is concentrated at Cades Cove, NPCA suggests establishing a mass transit system to carry visitors around the popular 11-mile loop and integrating any plans with nearby communities. Other suggestions include reinstituting the light rail line at Golden Gate, creating a mass transit system at Grand Canyon to carry visitors from Tusayan to Canyon View Information Plaza, and improving and expanding the multi-use bike and pedestrian trails at Yosemite. For the National Capital Region, NPCA seeks to expand and integrate the transportation options throughout the Washington, D.C., metropolitan area.

In addition to improving transportation, these suggestions will reduce noise and air pollution and make a visitor's experience to these parks more enjoyable.

serve some of the good programs we now have that benefit the environment."

As the Park Service, NPCA, and others continue planning for alternative transportation and Congress weighs the options for TEA-3 reauthorization, millions of visitors will still come to the parks' most popular areas, drive to the edge, and look in. Instead of scenic views, however, they might just see the tail-lights of cars—and other drivers as frustrated as themselves.

Kim A. O'Connell is based in

Arlington, Virginia, and last wrote

for *National Parks* about

cultural initiatives in the Santa

Monica Mountains.



EXCURSIONS

TEXAS

A BIRDER'S PARADISE

Throughout the seasons, the national park units in Texas provide fertile ground for birdwatchers. Diligent birders can find more than 500 species annually, and the parks across the state provide great places for observation, hiking, and camping.

A Mexican or gray-breasted jay rests on a limb of a manzanita in the Chisos Mountains in Big Bend National Park, Texas.



Plain chachalaca.



Whooping cranes along the coastal trail.



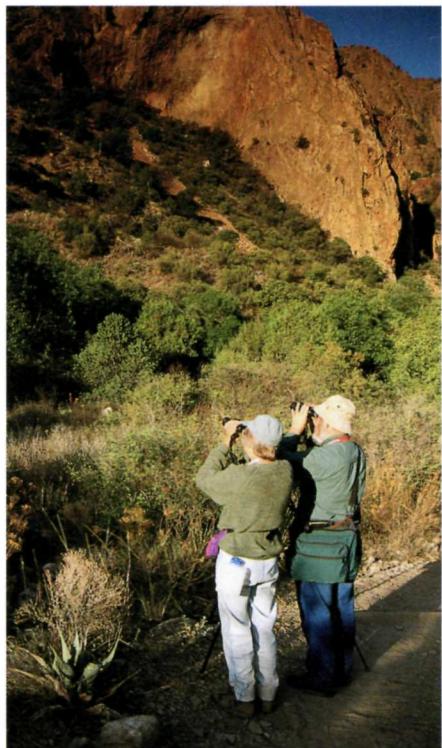
Black-bellied whistling ducks.

By Connie Toops

When warm spring breezes rustle the piney woods of Big Thicket National Preserve, brown-headed nuthatches can be seen gathering seeds overhead. In nearby Angelina National Forest, a rare red-cockaded woodpecker lands at its den in a pitch-covered longleaf pine. On a quiet summer morning in Big Bend National Park, visitors marvel at white-throated swifts fluttering along a canyon wall as a peregrine falcon suddenly dives with breathtaking speed to catch a swift on the wing.

Then, when autumn hues enliven McKittrick Canyon in Guadalupe Mountains National Park, rock wrens are seen prowling beneath time-worn boulders while the occasional golden eagle circles above. And as winter winds sweep the wide beaches of Padre Island National Seashore, ruffling the feathers of Wilson's plovers pattering along the dunes, watchers can shift their eyes from the plovers to brown pelicans skimming the breakers to reddish egrets fishing in backwater lagoons.

Throughout the seasons, Texas is nothing less than a paradise for birders, and National Park Service areas across the state provide great places for observation, hiking, and camping. With habitats ranging from cypress swamps and subtropical scrub to barrier islands, whitewater rivers, and arid mountains, diligent birders can find more than 500 species annually. So gather your binoculars, bird book, and maps, and prepare to expand your personal checklist!



Birders on the Window Trail at Big Bend.

Big Thicket National Preserve

Big Thicket, in the eastern part of the state, typifies an "ecological crossroads" where eastern hardwood forests, gulf coastal plains, and Midwestern prairies meet. Two migratory flyways, the Central and Mississippi, cross this 97,000-acre preserve. Upland and floodplain forests provide homes for birds as diverse as swallow-tailed kites, hairy woodpeckers, and Bachman's sparrows. The United Nations Educational, Scientific, and Cultural Organization has designated Big Thicket an International Biosphere Reserve, and the American Bird Conservancy recently included the park (as well as Padre Island

and Big Bend) in its worldwide listing of Globally Important Bird Areas.

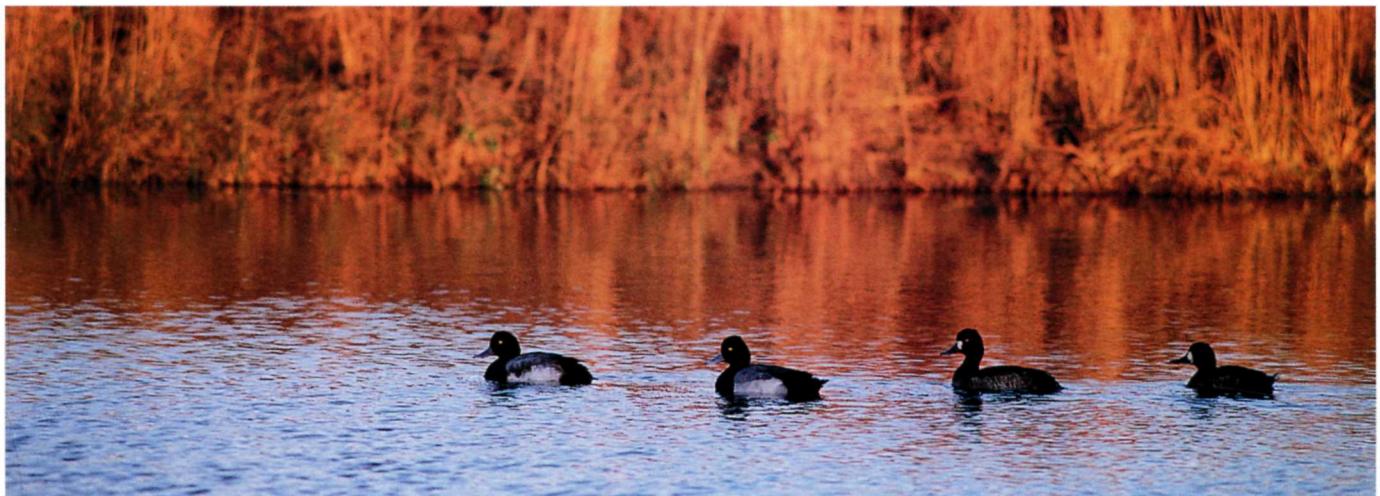
Eight hiking trails in the preserve lead to a variety of habitats. Birdwatcher's Trail affords panoramic views of the east bank of the Trinity River where shorebirds, raptors, and migrant songbirds frequent the sandbars. Collin's Pond and Kirby nature trails feature wetlands where herons, egrets, thrushes, and vireos are common. Pitcher Plant and Sundew trails traverse wet savannahs frequented by woodpeckers, warblers, and nuthatches.

The preserve's visitor center is located north of Kountze. Backcountry camping is available; food and lodging may also be found in the nearby communities of Woodville, Kountze, Silsbee, and Beaumont.

Spring and fall are the most pleasant seasons for outdoor activities, especially for birders hoping to take advantage of the spring migrations, from late March through early May, and the fall migrations, in October and November. In addition to binoculars and bird guides, take drinking water, sun protection, and insect repellent on hikes. For more information, call park headquarters at 409-246-2337 or go to www.nps.gov/bith.

Padre Island National Seashore

The 113-mile Padre Island National Seashore is the longest barrier island in the world. Padre Island National Seashore preserves 65.5 miles of that vast beach expanse in its original, undeveloped condition. Habitats include surf-washed beaches, windswept dunes, coastal prairie grasslands, freshwater ponds, and the shore of Laguna Madre,



Lesser scaup at Padre Island National Seashore.

a shallow saltwater lagoon. More than 350 species of birds have been seen at the seashore, which lies along one of the main migration routes between North and Central America.

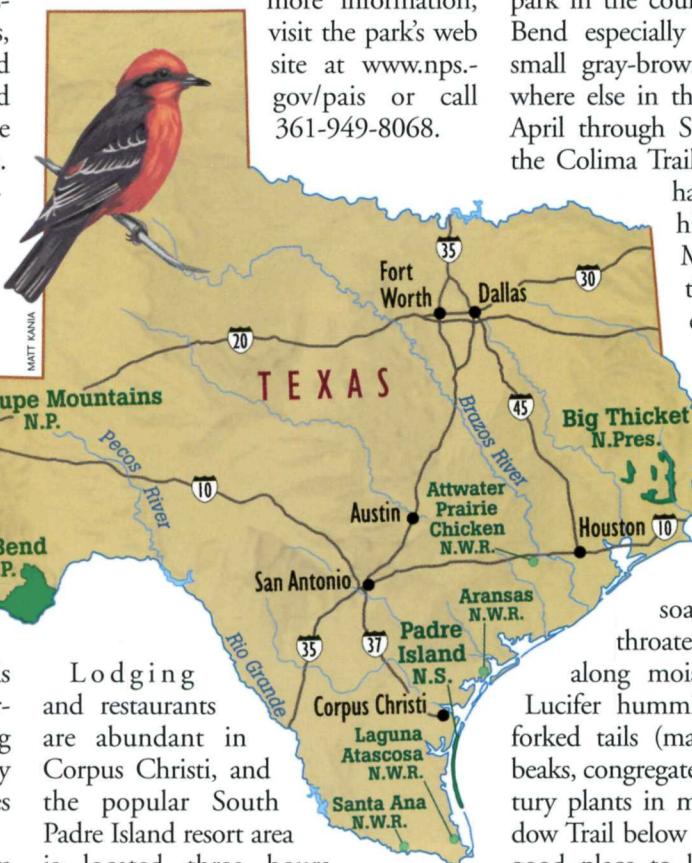
Birdwatchers can explore the Grasslands Trail, where eastern meadowlarks, horned larks, grasshopper sparrows, and Sprague's pipits seek refuge. White-tailed hawks perch atop scattered mesquite trees to scan the dunes for rodents. Loggerhead shrikes and northern harriers frequent the area, and during the winter, sandhill cranes stalk insects. Bird Island Basin on Laguna Madre is accessible via a paved road near the park entrance.

Check roadside ponds for mottled ducks, least bitterns, tricolored herons, and killdeer. Small flocks of white pelicans and wintering ducks gather near the boat ramp, while rare least terns and piping and snowy plovers feed along North and South beaches. Shorebirds including long-billed curlews, sandpipers, and willets join resident laughing gulls on the beaches. Ocean-going sooty terns and masked boobies are sometimes seen after storms.

Malaquite Beach Visitor Center offers occasional ranger-led bird walks and lists

recent sightings. Summers are hot and humid, but winters remain mild. Bring a hat, sunscreen, and plenty of drinking water. Camping sites as well as snacks are available near the visitor center. For

more information, visit the park's web site at www.nps.gov/pais or call 361-949-8068.



Lodging and restaurants are abundant in Corpus Christi, and the popular South Padre Island resort area is located three hours south via Highway 77.

Big Bend National Park

Big Bend National Park, where the Rio Grande makes a sweeping turn along the Mexican border, has recorded 446 bird species, more than any other national park in the country. Birders know Big Bend especially for Colima warblers, small gray-brown birds that nest nowhere else in the United States. From April through September, birders hike the Colima Trail or explore oak-maple

habitats in Boot Canyon, high into the Chisos Mountains, listening for the rapid trill of these elusive creatures.

Boot and other Chisos canyons are also home to band-tailed pigeons, acorn woodpeckers, and Mexican (or gray-breasted) jays. Zone-tailed hawks soar overhead. Blue-throated hummingbirds nest along moist mountain canyons.

Lucifer hummingbirds, identified by forked tails (males) and down-curved beaks, congregate around blooming century plants in mid-summer. The Window Trail below Basin campground is a good place to look for ladder-backed woodpeckers, gray vireos, and varied



CARY C. GREEN (2)

Green jays at Santa Ana wildlife refuge.



Killdeer at Santa Ana wildlife refuge.



GEORGE H.H. HUEY

Willett in freshwater pond at Padre Island.

buntings. Campers may hear elf or great-horned owls at night. The Rio Grande Wild and Scenic River encompasses nearly 200 miles of riparian habitat in and downstream from the park. Birders find access at Rio Grande Village and Mariscal Canyon to observe vermillion flycatchers, yellow-breasted chats, blue grosbeaks, and painted buntings.

Summers are hot along the river, but cooler in the mountains. Winters are

mild, with light snow possible. In this arid environment, hikers should consume a gallon of water per day. Park campgrounds are open year-round, and Chisos Mountains Lodge offers rooms and dining. There are four camper stores; Rio Grande Village includes a service station. For lodge reservations, call 915-477-2291. To learn more about park facilities, call 915-477-2251 or visit www.nps.gov/bibe or www.nps.gov/rigr.

Guadalupe Mountains National Park

The Guadalupe Mountains, which include the highest point in Texas, entice visitors with fascinating geology and desert wildlife. Cactus, yucca, and agave dapple the surrounding Chihuahuan desert where scaled quail, Say's phoebes, and black-throated sparrows reside. McKittrick Canyon, where wildflowers cling to rock-lined seeps and canyon wrens fill the air with their lilting songs,



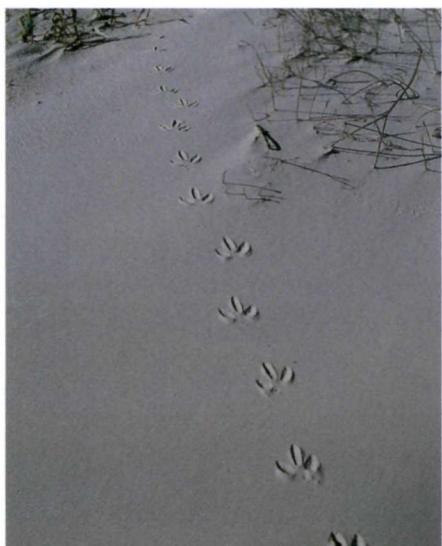
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Tracks in the sand at Padre Island.

CONNIE TOOPS

is a popular hiking destination. Canyon towhees and black-headed grosbeaks drink regularly at thirst-quenching pools. Mountain chickadees and pygmy and white-breasted nuthatches dwell in pine-fir-aspen forests of the highest slopes.

Nights are cool, and sudden weather changes are common. Expect high winds in winter and spring. A rainy period in August typically produces "second summer" flowering and bird nesting cycles. The park is open year-round, although access to McKittrick Canyon is day-use only. Indian Meadow Trail at Dog Canyon Campground and Pinery Trail at Pine Springs Campground are good for birding forays. Cafes are located at Salt Flat and Nickel Creek. Otherwise, food and lodging are found in White City, New Mexico. For more information, call 915-828-3251 or visit www.nps.gov/gumo.

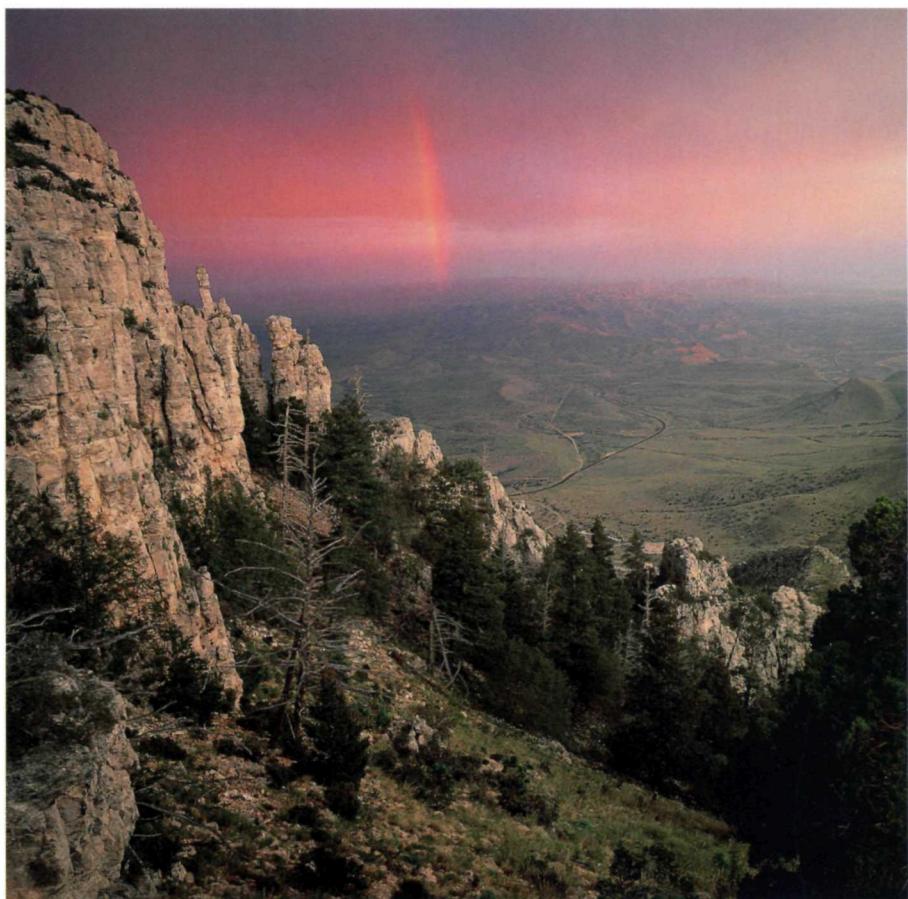


Black skimmer at Padre Island.



Greater roadrunner at Big Bend.

The Great Texas Coastal Birding Trail—the first in the nation to protect habitat for birds—highlights 308 federal, state, and local birding sites from Beaumont to Brownsville. Among the best stops are Big Thicket, Padre Island, and four national wildlife refuges. Visit www.tpwd.state.tx.us/birdingtrails for trip-planning information or watch for distinctive "bird in flight" road signs en route. View an online bird checklist at www.tpwd.state.tx.us/nature/wild/birds/txchecklist/intro. For more information about the refuges, visit www.southwest.fws.gov/refuges.



Hunter Peak, Guadalupe Mountains National Park.

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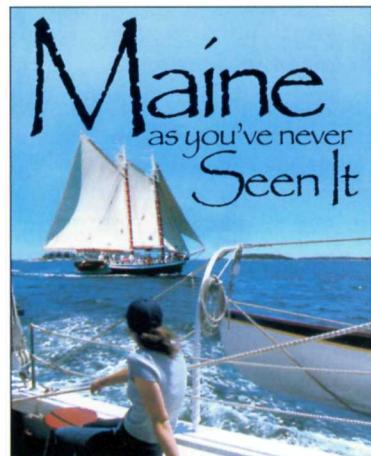


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First Lady of the World

The Eleanor Roosevelt National Historic Site in Hyde Park, New York, tells the story of an extraordinary woman who dedicated her life to helping others.

BY RYAN DOUGHERTY

Reflecting once on her life, Eleanor Roosevelt wrote: "About the only value the story of my life may have is to show that one can, even without any particular gifts, overcome obstacles that seem insurmountable if one is willing to face the fact that they must be overcome."

That statement, while eloquent, is too modest. Roosevelt possessed enough gifts—chief among them a vigorous compassion for others—to be remembered as a great American, one who fought for humanitarian causes while redefining what it meant to be First Lady.

Roosevelt was born to wealthy New Yorkers in 1884, but her early memories were not all pleasant. She was a self-described shy, solemn child. Her parents died by the time she was ten. She spent long, solitary hours reading but did not blossom academically until she studied abroad at age 15. While in England, Roosevelt developed the passion for helping the oppressed that would later become her trademark.

She returned to New York in 1902 and worked to aid the city's poor immigrants. She began seeing her distant cousin, Franklin Delano Roosevelt, and the two married in 1905. The couple raised five children whom Eleanor cared for as Franklin began his political career.

RYAN DOUGHERTY is news editor.



Roosevelt envisioned a quiet retirement at her Val-Kill Cottage in New York, to spend time with her family.

Their lives changed dramatically in 1921, when Franklin contracted a near-fatal case of polio that severely limited his physical capacities. Franklin's political advisor urged Eleanor, who was painfully shy in public, to become vocal in the Democratic party to keep the Roosevelt name alive. After completing a series of speeches and appearances, Eleanor found that she enjoyed and had a knack for politics.

By the mid-1920s, Eleanor fought for women's rights and other progressive causes. She was already a savvy politician when Franklin became president in 1932. The life of a First Lady centered on social activities then, but Eleanor had broader ambitions. She toured the country, seeing poverty-stricken areas and crumbling social institutions. Franklin depended on her to gather the first-hand information that he could not; she was

his eyes and ears. She vividly described the country's ills and urged Franklin to affect change.

Days after Franklin died in 1945, a reporter asked Eleanor for a statement. Her response: "The story is over." Indeed, Eleanor's tenure as an influential First Lady had ended, but her own story continued for nearly 20 years.

Eleanor envisioned a quiet retirement at her home, Val-Kill Cottage, spending time with her large family. That plan changed dramatically in 1946, when President Harry Truman called her back into public life as a delegate to the United Nations General Assembly. Eleanor later traveled the world as a goodwill ambassador. Her humanitarian efforts led Truman to call her "First Lady of the world."

She worked on the 1956 and 1960 presidential campaigns, wrote a syndicated newspaper column, lectured at Brandeis University, hosted a television talk show, and wrote books. Eleanor did not slow down until she developed a bone marrow disease. She died in 1962. Private developers bought her home in 1970, but concerned citizens organized efforts to preserve the site.

President Jimmy Carter signed a bill in 1977 creating the Eleanor Roosevelt National Historic Site, "in order to commemorate for the education, inspiration, and benefit of present and future generations the life and work of an outstanding woman in American history."



A Tortoise's Tentative Future

Habitat degradation, vandalism, and predation are contributing to desert tortoises' low numbers in Mojave National Preserve.

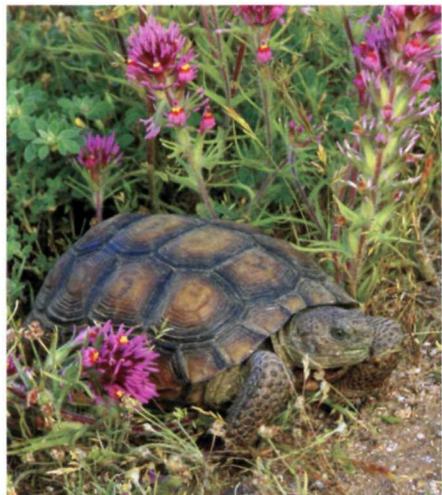
BY JENELL TALLEY

Catching a glimpse of the Mojave desert tortoise is like finding a needle in a haystack. People have always seemed intrigued by the charismatic creatures, collecting and trading them for years. Hundreds of thousands are suspected to be in captivity. Unfortunately for the tortoises, however, their popularity has contributed to waning numbers.

A multitude of activities, including commercial, residential, and agricultural development, livestock grazing, and off-highway vehicle use has reduced the population significantly. The species has all but vanished in western parts of the Mojave Desert, despite their ability to subsist in scorching desert terrain.

Today, upper respiratory tract disease and predation on hatchlings by ravens are two of the creatures' biggest threats. Badgers, kit foxes, and coyotes also prey on the tortoises' eggs. Limited soil suitable for digging burrows, where the animals spend roughly 95 percent of their lives, and a shell disease characterized by lesions also affect their distribution. Deterioration and loss of habitat remain threats, as do vandalism, mining, and the illegal collection of the species.

Desert tortoises are one of four North American species known collectively as gopher tortoises, characterized by their eight- to 15-inch brown shells. The Mojave population is the only desert tortoise species listed as threatened. These animals are the largest reptiles in the Mojave Desert.



BARBARA GERLACH/DELMINSKY PHOTO ASSOC.

Mojave desert tortoises eat a variety of plants, including cactus pads.

The Mojave tortoises have columnar hind limbs, lending to the species' primal appearance. When walking, the butterball-shaped tortoises, that often live to be as old as 80, extend their elephant-like legs, lifting their shell off the ground. Their top shell, the carapace, is domed; the bottom, the plastron, is flat on females and inverted on males. They use the inner edge of their forefeet to walk, sometimes traveling up to seven miles per day. The tortoises have flattened, muscular forelegs and clawed toes that they use for digging underground burrows. They have no teeth, forcing them to use their sharp-edged jaws to bite.

The *Gopherus agassizii* is an herbivore that lives on sand or gravel desert between 1,000 and more than 4,000 feet in elevation. They are generally found in creosote bush habitat but are known to

occupy a broad range of plant communities in the Mojave. Their eating habits vary by range, but herbs, annual forbs, grasses, shrubs, cactus pads, and fruit make up the bulk of their diet. Tortoises are terrestrial creatures, seeking water only to drink or bathe. Adults can survive more than a year without any water.

Tortoises have long been fixtures in desert ecosystems, dating back some 280 million years. Early on, desert tortoises thrived. During the 1920s, there were 1,000 desert tortoises per square mile in the Mojave Desert. By 1990, the U.S. Fish and Wildlife Service listed the Mojave population as threatened.

The U.S. Fish and Wildlife Service has developed a recovery plan for the Mojave population. Its de-listing criteria include: creating management actions, protecting and efficiently managing the species' current habitat, and developing a scientifically credible monitoring plan that will effectively monitor trends in the species' population density.

Despite all the threats the tortoise faces, Kitti Jensen, the wildlife biologist at Mojave National Preserve, holds out hope. She says the Mojave population can be removed from the federal list if the recovery plan is followed.

Jensen believes that a better understanding of the natural world could lead to people caring more about endangered and threatened species, such as the Mojave desert tortoise. "When people understand the natural world, then they develop a passion about it," she says, adding, "Plus, [the tortoises] are so darn cute."

JENELL TALLEY is publications coordinator.



Fantastic Voyage

This site celebrates a heroic American expedition that chartered unknown territory for the sake of its fellow countrymen.



JOHN ELK III

In the early 1800s, a cluster of men set out on a journey that led them across the midwestern and western United States. Their adventure began in Illinois, and they traveled as far as the Pacific Ocean, braving inclement weather and rough terrain, recording their findings along the way. They settled on uninhabited lands, traded with local Indians, and built forts to shield themselves from harsh winters. The excursion ended two years, thousands of miles, and hundreds of journal entries after it began. Have you visited this park? Do you know which one it is? [Answer on page 10.]



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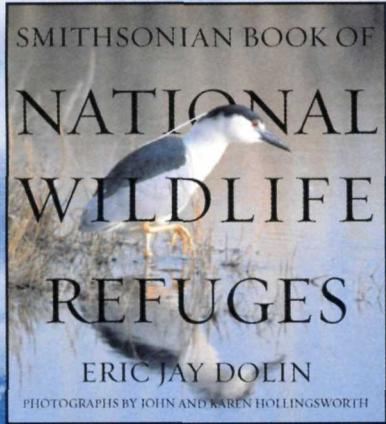
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