

The background of the cover is a photograph of a stone archway in a forest. The archway is constructed from large, dark grey stones and is partially obscured by green and yellowing foliage. The forest floor is covered in fallen leaves and small plants. The overall scene is a natural, wooded setting.

National parks

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The Magazine of
The National Parks
and Conservation
Association

SEPTEMBER/OCTOBER 1997

Road Block Ahead?
Barrier-island Horses
Taming the View
Where the Birds Are
Overflights

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National parks

Vol. 71, No. 9-10
September/October 1997

The Magazine of the National Parks
and Conservation Association

FEATURES

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Congress is wrangling over a massive, yet little-known, transportation bill that could have far-reaching effects on national parks. Hailed as a breakthrough when it was first enacted six years ago, it is slated for reauthorization this fall.
By Todd Wilkinson

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The enormous public appeal of feral horses has stalled plans to remove them from three national seashores. But through trampling and overgrazing, they threaten these delicate ecosystems.
By Leslie Happ

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Cultural landscapes—those shaped by humans—demand a different mind set from park managers. They must be willing to manipulate nature to maintain a site's historic significance.
By Yvette La Pierre



COVER: Acadia National Park is both a natural and cultural park. The carriage roads—designed by Olmsted—are one of its most distinctive features. Photograph by Willard Clay.



DOMINIQUE BRAUD/TOM STACK & ASSOC.

DEPARTMENTS

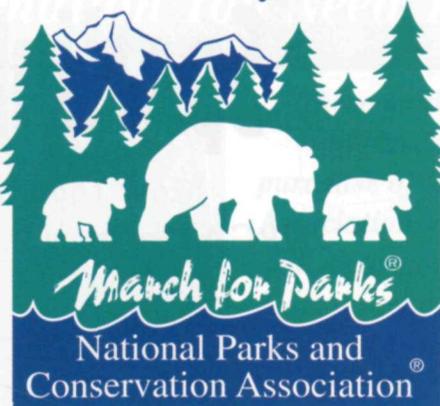
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NPCA encourages everyone interested in preserving America's national, state, and local parklands to organize a march on Earth Day, April 22, or between April 18-25, 1998.

Teacher Cindy Claybar's March for Parks project earns school federal grant

The March for Parks project of Bridge City (Texas) Intermediate School students and teachers will restore wildlife habitats and the ecosystem destroyed by construction of their school.

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—Students and teachers,
Bridge City [Texas] Intermediate School



Cindy Claybar

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

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Spotlight on You

More than any other force,
NPCA's supporters make the difference.

WHAT IS THE key ingredient in NPCA's success? I would have to say it is our members. As NPCA's vice president for development, I experience their generosity and commitment first hand: 200,000 of our nearly 500,000 members give to us above and beyond their membership contribution.

I have gotten to know many of these people—through one-on-one meetings, through special events, through our new travel program—and I always return revitalized from each encounter. The passion they demonstrate for national parks reaffirms my own sense of purpose and inspires me to follow their example by being a donor myself.

Our donors are people like Bill Lane, the widely respected publisher and conservationist who, as a young man, worked at Yosemite National Park calling the famous "firefalls" that used to cascade off Glacier Point nightly. Each evening, shortly after dusk, a barrowload of burning embers would be hurled off the point shortly after someone called: "let the fire fall." This month, an outdoor amphitheater on the very site of those nightly spectacles is being dedicated in Bill's honor.

...Or Biss Nitschke of Oklahoma City. When NPCA held a special gathering last fall at Tallgrass Prairie National Preserve in Kansas, Biss grabbed a couple of hours of sleep after her night nursing shift, then drove six hours to reach the preserve in time for the morning activities.



LARRY RUGGERI

They are people like Cindy and Tom Secunda, of New York State, who asked guests at their wedding to contribute to NPCA in lieu of traditional gifts. And Robin Winks, a Yale professor and a member of NPCA's Board of Trustees, who has visited virtually every national park in the

system...and who became a member when he was 16.

I think of John Diversey, a Chicago stock trader who was first inspired to support NPCA while recovering from altitude sickness in a hospital near Yellowstone National Park. It was there that he read about the problems confronting America's oldest national park—and decided, on behalf of his wife and three children, to become one of our Trustees for the Parks.

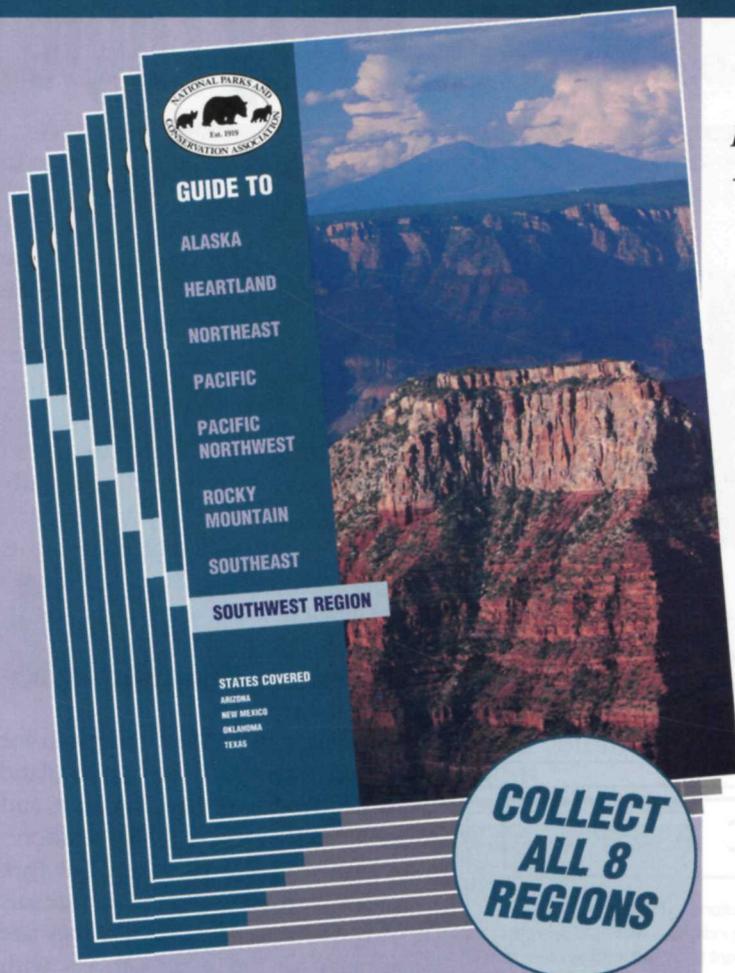
And I think, too, of the wonderful partners I have met in the corporate community, people like Georgia-Pacific's Jim Bostic, Curly Dossman, and Gail Smith, who are working with NPCA to help park friends groups around the country complete essential park-improvement projects.

NPCA supporters do not fit into a single mold. The only thing they share is their knowledge and love of parks and the high priority they place on taking up the park-protection banner. They know that NPCA is about people coming together—joining forces to safeguard parks for generations to come.

Jessie A. Brinkley
Vice President, Development

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Fuzzy Logic



VICKI PARIS

THE PARK Service in recent years has cultivated a new appreciation for the historic and cultural elements under its care—even in what are primarily “natural” parks. Acadia’s

storied carriage roads (on our cover) are a good example—built in the early years of this century, they are as much a signature of that splendid park as is its rugged coastline. “Cultural landscape” is the agency’s term to describe the almost seamless melding of man’s work with nature’s, and the public has internalized the concept.

So perhaps folks can be forgiven for their avid embrace of the barrier-island horses at Assateague, Cape Lookout, and Cumberland Island national seashores (see “Horse Power,” page 26). The Park Service’s argument that the animals need to be removed because they are not native to the islands meets with puzzlement. Unless NPS can field a compelling explication of what distinguishes the horses from true cultural or historic resources, the public is unlikely to countenance their removal.

Accommodation, therefore, is the name of the game. And fortunately, at places such as Acadia, the Park Service has shown that it can manage and interpret diverse resources effectively.

Of course, 800-pound ungulates present a different set of challenges than does a road or a historic structure. That’s why it’s so important that scientific research drive the decisions on how to manage the horses and in what number. The very notion that the island ecosystems’ delicate balance could be effectively legislated by politicians smacks of that familiar and intractable Washington hubris.

Leslie Happ, Editor-in-Chief

National Parks

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ABOUT NPCA

WHO WE ARE: Established in 1919, the National Parks and Conservation Association is America’s only private, nonprofit citizen organization dedicated solely to protecting, preserving, and enhancing the U.S. National Park System.

WHAT WE DO: NPCA protects national parks by identifying problems and generating support necessary to resolve them. Through its efforts, NPCA has developed a base of grassroots support that has increased effectiveness at local and national levels.

WHAT WE STAND FOR: NPCA’s mission is to protect and improve the quality of our National Park System and to promote an understanding of, appreciation for, and sense of personal commitment to parklands.

HOW TO JOIN: NPCA depends almost entirely on contributions from our members for the resources essential for an effective program. You can become a member by calling our Member Services Department. The bimonthly *National Parks* magazine is among the benefits you will receive. Of the \$25 membership dues, \$3 covers a one-year subscription to the magazine.

EDITORIAL MISSION: The magazine is the only national publication focusing solely on national parks. The most important communication vehicle with our members, the magazine creates an awareness of the need to protect and properly manage the resources found within and adjacent to the national parks. The magazine underscores the uniqueness of the national parks and encourages an appreciation for the scenery

and the natural and historic treasures found in them, informing and inspiring individuals who have concerns about the parks and want to know how they can help bring about improvements to these irreplaceable resources.

MAKE A DIFFERENCE: A critical component in NPCA’s park protection programs are members who take the lead in defense of America’s natural and cultural heritage. Park activists alert Congress and the administration to park threats; comment on park planning and adjacent land-use decisions; assist NPCA in developing partnerships; and educate the public and the media about park issues. The Park Activist Network is composed of three groups: Park Watchers, park activists, and park support groups. For more information on the activist network, contact our Grassroots Department, extension 221. NPCA’s success also depends on the financial support of our members. For more information on special giving opportunities, such as Partners for the Parks (a monthly giving program), Trustees for the Parks (\$1,000 and above), bequests, planned gifts, and matching gifts, call our Development Department, extension 146.



HOW TO REACH US: By mail: National Parks and Conservation Association, 1776 Massachusetts Avenue, N.W., Washington, DC 20036; by phone: (800) NAT-PARK; by e-mail: natparks@aol.com or npc@npc.org; on America Online: keyword PARKS; and <http://www.npca.org/> on the World Wide Web.

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Enough is Enough

I'm happy to see the discussion of overflights in your magazine ["Army Wants Lands Next to Death Valley," *Park News*, May/June 1997]; I am also concerned about military overflights. I live in Death Valley, CA, and unfortunately, some military "fly boys" do not respect the rules, the fauna, or the solitude and safety of the park visitors.

A cursory glance of the military reservation in the California-Nevada desert refutes any argument that they lack space. How can they justify the dogfights I've seen over Stovepipe Wells, the fighters that rattle my house windows, the C-130 doing a wing-wave over the village, or the scare I am given as fighters scream down nearby canyons?! I hope with education and cooperation at the management levels, the "fly boys" can learn to respect the parks as representations of America and the ideals they have sworn to protect.

Kit Osterling
Death Valley, CA

Expansion of military bases near national parks and preserves is totally unacceptable. It is also contrary to our president's mandate to downsize and streamline the federal government. I have visited Death Valley National Park, the Mojave Desert, and Joshua Tree National Park; all are unique natural wonders and must be preserved for generations to come. Not one acre of our national lands should be threatened or ruined under the guise of national defense.

Howard A. Sayes
Brooklyn, NY

I support the current proposal regarding the expansion of the U.S. Army National Training Center near Death Valley National Park. The land in question is miniscule compared with the vastness of this area. Currently the United States and our allies are at risk of a war or intervention from certain

Mid-east countries. The geographical make-up of our desert land is similar to Mid-east deserts. It will be increasingly necessary for U.S. troops to experience living in these desert conditions and practice military maneuvers. So what if the army takes over the area and cuts off public access to some of the parklands in the area around Death Valley? Do we want our warfare tested in Silicon or San Fernando Valley amidst huge populations, or do we want testing and maneuvers in remote and unpopulated wilderness areas?

Joanne Anderson
Aptos, CA

Variety, Please

You would think that all the national parks are in the West. Your magazine devotes about 75 percent of its content to Western and Southwestern parks. Great Smoky Mountains National Park is one of the most visited of all U.S. parks, but by your articles, readers would think it was either Yosemite or Grand Canyon national parks. Your staff should visit the Eastern parks too.

Larry Smothers
via e-mail

Pay as You Go

The tragedy of Otis' and Ryan's deaths is real ["After the Fall," *Park News*, March/April 1997], and they will not be the last, so long as the National Park Service tries to skimp on lifesaving resources. The money for trained rangers should come from those who are likely to require their services. This includes hikers, backpackers, kayakers, and anybody else who treks off trails. User fees for these people will fund the rangers and is a purchase of an insurance policy. Parks should require users to sign a statement that they are responsible for their own safety, which includes knowing weather and terrain conditions, bringing maps and emergency supplies, and dressing appropriately. Should they fail to do so, they should

face an additional charge to pay for their rescue.

Randy Silvers
via e-mail

This Land is Our Land

The problem with people like David English ["Undermining Parks," *Letters*, May/June 1997], a promoter of mining on public lands, is that he forgets that public lands belong to all of us, not just people in the West. They are my public lands even though I live in Maine, just as the Cape Cod public lands in Massachusetts are his. I don't want any mining on my public lands. I don't care where they are or who lives next to them.

Silas B. Weeks
Eliot, ME

Not Another Word

In my humble opinion, personal watercraft are out of place anywhere on this planet ["Making Waves," *July/August 1997*]. The same is true for snowmobiles and four-wheelers. These should be allowed only for maintenance and rescue work. Case closed.

Pete Wilberding
Peshtigo, WI

CORRECTION

"NPS May Oversee Freedom Network," [*Park News*, July/August 1997] incorrectly stated the location of Congaree Swamp National Monument. The monument is located in South Carolina.

Write: *Letters*, NPCA, 1776 Massachusetts Ave., N.W., Washington, DC 20036. Letters may be sent via e-mail to editornp@aol.com. Letters may be edited for length and clarity.

ANSWER TO "YOU ARE HERE"

Pictured Rocks National Lakeshore

Park News

LEGISLATION

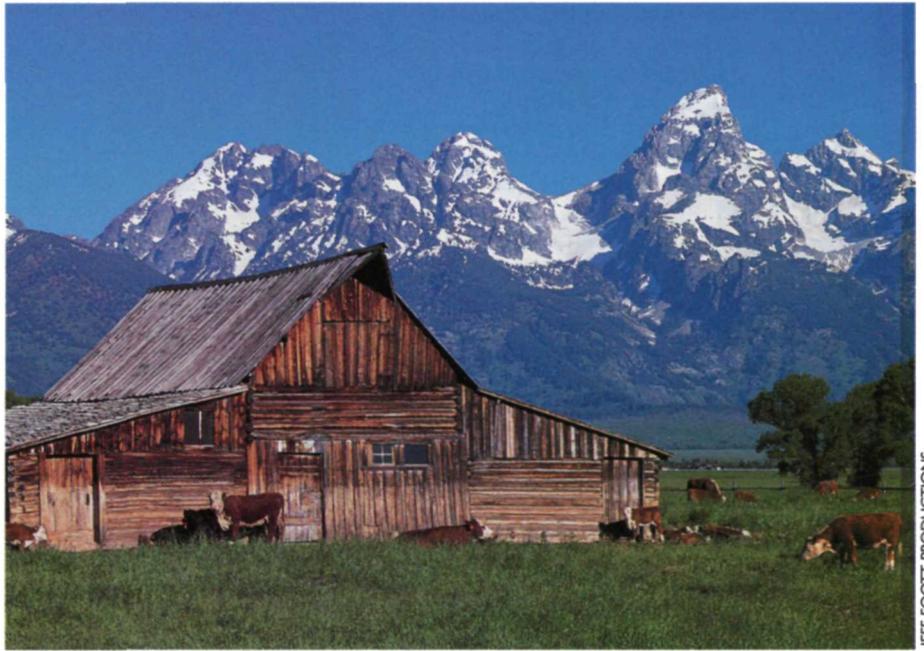
Bill To Extend Grazing Permits

Legislation would allow grazing to continue at Grand Teton.

JACKSON HOLE, WYO.—Legislation has been introduced in the Senate and House that could extend two grazing permits within Grand Teton National Park for several years and would direct the National Park Service (NPS) to study ways to preserve a tract of land south of the park as open space.

Seven permittees currently graze as many as 1,100 cattle in the park, even though two of those permits expired three years ago when the principal leaseholders died. The bill, introduced by Sen. Craig Thomas (R-Wyo.) and by Rep. Barbara Cubin (R-Wyo.), would extend the grazing permits to these families while a committee—made up of representatives from the park, other federal, state, and local agencies, property owners, and conservation groups—studies ways to preserve the ranchers' adjacent privately owned land.

"The issue is the preservation of open space," says Mark Peterson, NPCA's Rocky Mountain regional director. Prevented from grazing their animals within the park, ranchers may be forced to cease their operation. "If a ranch cannot support itself, the concern is that the rancher will choose to subdivide the land. Once a viable ranching operation ends in Jackson, the real estate taxes go through the roof, even if there is no development on the land. That's the way the structure is set up



Grazing may continue at Grand Teton as part of a plan to preserve open space.

now and one of the things the study may look at changing."

The privately held land next to the park is an important part of the viewshed for Grand Teton as well as critical winter habitat for elk. When the park was expanded in the 1950s and ranching was a more viable economic option in Jackson Hole, as many as 40 people held grazing permits to the land.

In recent years, Jackson Hole has become one of the fastest growing places in the West. Both the national park and a winter ski resort have drawn increasing numbers of tourists to the town. Developers have been buying up any open space that becomes available and then subdividing it for sale for single homes or condominiums.

"Ranchers are primarily land rich," says Kit T. Mullen, special assistant to the superintendent at Grand Teton. "Their

wealth is in the property they own. They will eventually cash that out. But do they do it by selling to a developer, or do they do it by selling conservation easements for enough money so they are not tempted to develop the land? That's what we hope to be looking at."

While NPCA sees the need to work with ranchers to preserve open space, Peterson says the legislation should specify a time limit for the permits and should stipulate that wildlife management takes precedence over cattle management. Last summer, a grizzly bear was killed in the park to protect cattle.

"One of our concerns was that the Park Service shot a grizzly bear preying on cattle that were in the park on extended permits," says Peterson. "They should be protecting wildlife; not protecting cattle at the expense of wildlife."

—Linda M. Rancourt

APPOINTMENT

Stanton Named to Head NPS

Senate confirms first African American for agency's top job.

WASHINGTON, D.C.—For the first time in nearly two decades, a career National Park Service (NPS) employee has been chosen to serve in the agency's top slot. Robert G. Stanton, a



CHAD EVANS/WYATT

31-year Park Service veteran, replaces the outgoing director, Roger Kennedy.

For the first time in history, the appointment required confirmation by the Senate, which came July 31, just two days before an annual month-long recess. The Senate's action makes Stanton the first African American to head NPS, recently identified as having the fewest employees of color of all federal agencies.

"The Park Service has been waiting for a leader since Roger Kennedy left in March," says William J. Chandler, NPCA's vice president for conservation policy. "Bob has the depth of first-hand knowledge of park issues that can come only from a long career with the Park Service. We are glad to see that the president chose an NPS leader from among the service's ranks. We are glad to see that the political gamesmanship that can paralyze Washington did not get in the way of a swift confirmation."

Stanton, 56, of Fairfax, Virginia, served for more than three decades with the National Park Service before retiring last January after eight years as director of the National Capital region in Washington, D.C. Stanton began his career with the Park Service in 1962 as a part-time ranger at Grand Teton National Park in Wyoming. He held a variety of posts including superintendent of Virgin Islands National Park and deputy regional director of the South-

east region in Atlanta, Georgia.

"Bob understands the vital role the national parks play in preserving our heritage, and how much they mean to the millions of Americans who visit them each year," says Interior Secretary Bruce Babbitt. "His outstanding record of achievement demonstrates that he has the energy, commitment, and leadership ability we need at this time in this very important agency of government."

As director of the agency, Stanton will supervise more than 20,000 permanent and seasonal employees and oversee 375 park-system units, as well as a budget of \$1.6 billion.

The last career employee to be named director of the National Park Service was Russell Dickenson in 1980. From 1916, when the agency was founded, until 1972, the Park Service was run exclusively by career employees or directors with strong conservation backgrounds. In 1972, President Nixon changed that when he fired George Hartzog and replaced him with Ronald Walker, a political appointee described as a White House advance man. With the Senate's confirmation, Stanton becomes the 15th Park Service director.

Two Colorado senators had tried to hold up Stanton's confirmation in an effort to close Colorado National Monument for a local marathon. (See Regional Reports, page 20.)

—Linda M. Rancourt

ADJACENT LANDS

Proposed Jetty Spells Trouble for Cape Hatteras

A second jetty at Oregon Inlet endangers delicate barrier islands.

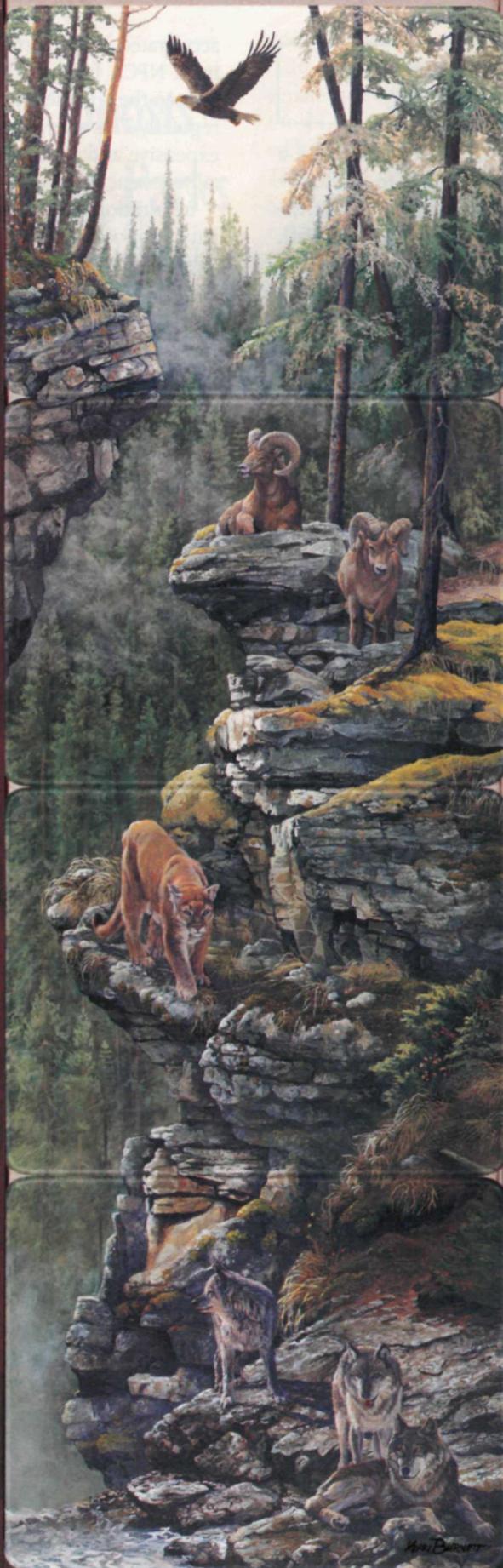
OUTER BANKS, N.C.—North Carolina legislators have proposed building a second jetty at Oregon Inlet, one of the few breaches in the hun-

dred-mile-long series of barrier islands called the Outer Banks that make Cape Hatteras National Seashore so distinctive. Recreational and commercial boaters use the inlet to pass from Pamlico Sound to the Atlantic Ocean. The inlet is spanned by a bridge on State Highway 12.

Several years ago, a first jetty was built on the southern side of Oregon Inlet. To build this proposed counterpart on the north side, the state would have to condemn part of Cape Hatteras National Seashore. State legislators from the region want the jetty because they believe it would help keep the inlet from being closed by the shifting sands of the Outer Banks. However, nine scientists from a variety of disciplines at prominent North Carolina universities dismiss the imminent closing of the inlet as a "physical impossibility."

In a letter to the North Carolina General Assembly, the scientists also contend that an additional jetty will exacerbate beach erosion and potentially reduce the number of fish that breed in Albemarle and Pamlico sounds. NPCA and other conservation groups have joined the fray, pointing out that a similar project farther north in the barrier-island chain actually





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NEWS UPDATE

► **FREEDOM TRAIN:** NPCA testified in July before the House Resources Committee on the historic and cultural importance of preserving and interpreting the Underground Railroad. The Park Service has identified nearly 400 sites that were instrumental in ushering slaves to freedom; many of these sites are already part of the National Park System. The bill would link the historic locations with community organizations, educational institutions, and museums to create an interpretive network for this era in American history.

► **CHECK-OFF SYSTEM:** NPCA supports a federal income-tax check-off bill that would allow people to designate any amount of their overpayment to benefit the National Park System. Sponsored by Rep. John Duncan (R-Tenn.), the legislation

would allow taxpayers to allocate a portion of their refunds to an escrow account. The funds would be distributed quarterly by the IRS to the Park Service. Contributions would help offset parks' estimated \$8 billion backlog of park construction, maintenance, and resource protection.

► **HORSE SENSE:** Research on the number of feral horses needed to sustain a healthy population at Cape Lookout National Seashore, and their impact on park ecosystems, is incomplete. (See "Horse Power," page 26.) More facts must be ascertained before forging ahead with specific legislation. Contact North Carolina Republican senators Jesse Helms and Lauch Faircloth asking them not to pre-empt scientific research. Contact your senators as well. Address: U.S. Senate, Washington, DC 20510.

accelerated the closure of a similar inlet. NPCA believes that the best way to keep the channel open is to dredge it regularly. This alternative would be less expensive and much less environmentally destructive.

In addition to its scientific flaws, the jetty proposal would force state agencies to issue the necessary permits and would prevent citizens from challenging the action in state courts. Many legal scholars believe this circumvents the state constitution.

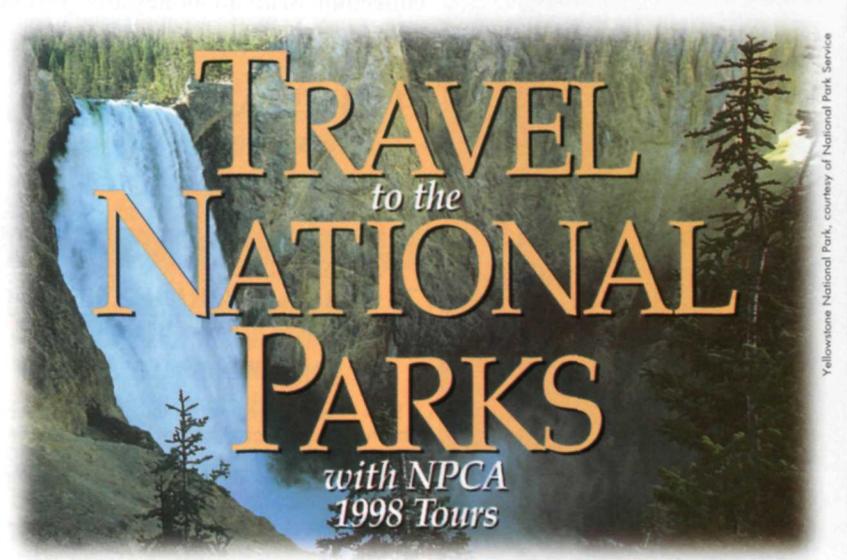
North Carolina has been trying for more than 20 years to build two enormous jetties at Oregon Inlet on Cape Hatteras and Pea Island National Wildlife Refuge, which frame the narrow inlet to the north and the south. Congress actually authorized the project in 1970, but the Department of the Interior has never issued the necessary permits, maintaining that constructing two 8,000-foot-long jetties would severely erode the federal lands there by blocking the natural sand movement that replenishes the shoreline of the Outer Banks.

"The state has been trying to build this jetty for 25 years, but it hasn't been able to because of cost and the threat of environmental damage," says NPCA's Southeast regional director Don Barger. "This is just a back-door way to try and tame the inevitable course of nature. It won't work, it's not necessary, and it might cause a lot of harm."

The legislature's proposal includes only enough money to study the situation and draw up plans for the jetty. The federal government would have to supply the bulk of the funds for building it. Sen. Jesse Helms (R-N.C.) has proposed funding the project in the past, but prospects for final approval by Congress are uncertain.

—Andy Schultheiss

TAKE ACTION: You can help. Write to your senators and representatives and ask them not to support a second jetty at Oregon Inlet. You can also write to North Carolina senators Jesse Helms and Lauch Faircloth and Rep. Walter Jones and ask them to oppose the plan. Addresses: U.S. Senate, Washington, DC 20510; U.S. House of Representatives, Washington, DC 20515.



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Yellowstone National Park, courtesy of National Park Service

Congress Boosts Funding to Parks

Increases do not include full funding for Vanishing Treasures Initiative.

WASHINGTON, D.C. — The next year's budget for the National Park Service (NPS) will include more money for basic operations, maintenance, and land acquisition as a result of actions taken in Congress this summer. The Park Service's budget is part of the Interior Department's \$13 billion funding package.

In the House of Representatives, the parks' 1998 fiscal year operating budget received a \$78 million increase over this year, to a total of \$1.2 billion. The bill provides an additional \$8 million for an across-the-board increase for every park unit, as well as an additional \$24.8 million for special-needs parks. These are units, including both new and established sites, that have an immediate need for operational increases for high-priority resource protection, visitor services, serious health and safety maintenance needs, and staff for newly created units.

In the Senate, the national parks fared even better, receiving \$94.7 million more than they did last year and \$17 million above what the House legislation would provide. The different House and Senate versions of the NPS budget must be reconciled before the bill can be sent to President Clinton for his signature.

The increases to the Park Service's base funding are welcome; however, in some areas the parks came up short. For example, the House approved no money to continue the acquisition of privately owned land in the center of Cumberland Island National Seashore in Georgia. The Nature Conservancy holds an option on the tract, but Congress must appropriate \$6.4 million needed to buy the land from the non-profit group. If the money is not made available, the property will almost cer-

tainly be developed by the owner.

In addition, both the House and the Senate approve only about one-third of the \$3.5 million the president requested for the Vanishing Treasures Initiative. This effort among 41 parks in the Southwest would address long-standing maintenance needs of archaeological resources, such as ancient Indian dwellings, 17th-century Spanish missions, and frontier forts. The program received only partial funding despite the commitment of Rep. Ralph Regula (R-Ohio), chairman of the House subcommittee that drafted the parks' bill, to make eliminating maintenance backlogs one of its highest priorities.

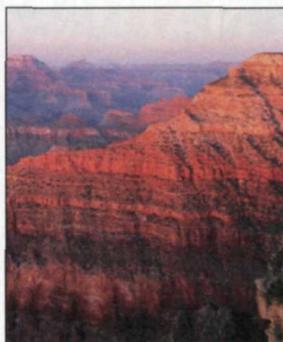
Dave Simon, NPCA's Southwest regional director, says, "Vanishing Treasures is just a new way of looking at old problems. It is a ten-year plan to restore these sites to a point where regular maintenance will be enough to preserve them in good condition. Nothing could be more in line with Regula's desire to reduce the maintenance backlog in the national parks."

In another action that could dramat-

ically affect parks, the House did not include \$700 million that the Land and Water Conservation Fund was expected to receive as part of the balanced budget agreement reached between President Clinton and congressional leaders. A large portion of this money would go toward purchasing the New World Mine outside of Yellowstone National Park and redwood groves in California. More than \$100 million would be available for other high-priority land-acquisition projects at national parks.

Although this money was not approved by the House, it is expected to be approved by the Senate, setting the stage for a battle when the Interior bill goes to conference in September.

TAKE ACTION: Contact Regula, Rep. Sid Yates (D-Ill.), Sen. Slade Gorton (R-Wash.), and Sen. Robert Byrd (D-W.V.). Ask them to include the \$700 million for land acquisition in the balanced budget agreement. Addresses: U.S. House of Representatives, Washington, DC 20515; U.S. Senate, Washington, DC 20510.



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Growth Plan Examined for Gateway

More development proposed for Tusayan, gateway to Grand Canyon.

TUSAYAN, ARIZ.—Nearly all of the 5 million people who visit Grand Canyon National Park every year pass through Tusayan, the 144-acre area surrounded by Kaibab National Forest and about one mile from the park entrance.

In June, the Forest Service released a draft environmental impact statement (DEIS) concerning growth in Tusayan. The outcome of this process could have a dramatic effect on the park.

The DEIS considers alternatives for development in Tusayan. One of these,

the Canyon Forest Village proposal, triggered the environmental impact statement process several years ago.

Canyon Village developers have proposed trading 12 parcels of private land scattered in Kaibab National Forest—about 2,200 acres—for 650 acres of national forest land adjacent to Tusayan. The 650 acres would become a mixed-use development, that would be built to sustainable-design standards to serve park and forest visitors as well as residents. Hotels, restaurants, and shops in the village would generate funds to subsidize services such as transportation, housing, and education.

Other alternatives in the DEIS include one to take no action; a proposal from Tusayan business interests, which also want to develop national forest land; and an option to construct just a shuttle staging area and housing for the park and forest services on Forest Service land. The Forest Service did not indicate a “preferred alternative,” but plans to put one forward for additional review in December after analyzing the

first round of public comments.

Grand Canyon’s general management plan, adopted in 1995, projected that visitation would increase to 8 million by 2015. To accommodate the increase, the park needs better facilities for visitors and employees, preferably outside of the park, as well as a shuttle system to relieve automobile congestion and to connect the South Rim to staging areas outside the park.

Although limiting development inside the park, installing a new shuttle system, and upgrading park housing have merit, they require new development outside the park—and that concerns NPCA and other conservationists. Increased groundwater pumping may affect sensitive springs in the park that provide water for wildlife and visitors. Dark night skies over Grand Canyon may suffer from light pollution. Thousands of new hotel rooms in Tusayan will put more people in and around the park for longer periods of time.

“This choice is about managed growth under high-quality, sustainable development guidelines, vs. unmanaged, haphazard growth,” says Dave Simon, NPCA’s Southwest regional director, “Some growth is inevitable.”

More than 4,000 hotel rooms have been built in northern Arizona during the past decade, and more than 700 rooms are either under construction or proposed in Tusayan on private land. “Given these realities,” says Simon, “some form of Canyon Forest Village may be the best available alternative.”

Simon says steps must be taken before development goes forward, including implementation of a surface and groundwater supply plan that limits pumping and meaningful caps on development along highways 64 and 180 to preserve the scenic integrity of park approach routes.

TAKE ACTION: Write to: Tusayan Growth EIS, Kaibab National Forest, 800 S. Sixth Street, Williams, AZ 86046, and make the points listed. Also, urge tough controls on groundwater pumping near Grand Canyon. Write to: Rita Pearson, Director, Arizona Department of Water Resources, 500 N. 3rd Street, Phoenix, AZ 85004.

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"WISE USE" TARGETS RIVERS

NEARLY 300 anti-environmentalists gathered in the nation's capital this summer for the annual "Fly-In for Freedom." Hosted by the Alliance for America, a "Wise Use" umbrella group, the event targeted the Clinton Administration's American Heritage Rivers Initiative, which recognizes waterways that have been significant in the development of commerce and culture. Among other issues, Wise Users protested the act as a surrendering of national lands to the United Nations. At the group's behest, Rep. Helen Chenoweth (R-Idaho) requested more time to consider the rivers initiative in an attempt to drum up opposition.

In addition, an amendment, sponsored by Rep. Tom Coburn (R-Okla.), was added to the Interior Appropriations bill to end funding for the World Heritage Convention and Man and the Biosphere programs. Both programs promote international cooperation in the protection of important natural resources.

Although both actions were considered victories for "Wise Use," there are signs that the movement may be losing momentum. Dan Barry, of the Clearinghouse for Environmental Advocacy and Research (CLEAR), which tracks the "Wise Use" movement, says the group does not have a strong message that will advance its agenda.

A CLEAR staff member who attended a Fly-In workshop reported low tolerance for a speaker who was booed off the stage because he claimed that "Wise Use" groups are floundering because of strife within the Republican party.

Rallies were also held in front of the White House and on the Capitol grounds, but attendance was low at both events.

—Katurah Mackay

Isle Royale Looks to Protect Wild Character

Park Service reviews alternatives for future of remote island park.

HOUGHTON, MICH.—With a six-hour ferry ride across Lake Superior to get from park headquarters to Isle Royale National Park, the rugged wilderness will never become a spur-of-the-moment stop along the way to anywhere.

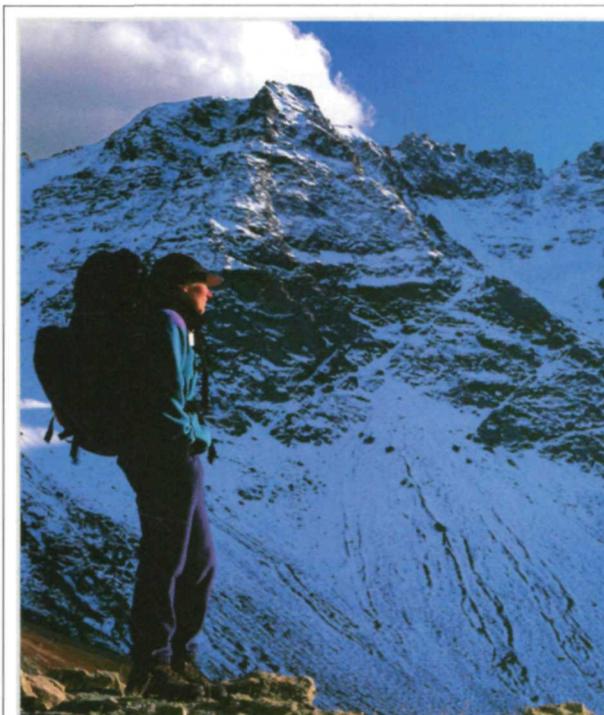
But National Park Service (NPS) planners are reassessing Isle Royale's future to determine management priorities for the next ten to 15 years, and the outcome may reshape the park visitor's experience.

"Isle Royale is a wilderness park and

an International Biosphere Reserve known for ongoing research on wolves and moose. We hope that the planning process will help transform its developed areas, ensuring a more appropriate, rustic atmosphere," says NPCA Heartland Regional Director Lori Nelson.

Although more than 99 percent of Isle Royale's lands are designated wilderness, the park's nonwilderness areas have become pockets of development. Rock Harbor, site of the National Park Service ferry landing, also features concessions including a lodge, water taxis, charter fishing, a sit-down restaurant, a grocery store, and fuel service for motorboats.

The National Park Service operates utility services on the island, and the concessions operation consumes about 97 percent of that capacity, according to Isle Royale's chief ranger, Pete Armington. Until this year, the Park Service subsidized the concessioners' utility fees, at a cost of \$60,000 or more per year—money that could otherwise have been spent on preserving



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REGIONAL REPORT

News Briefs from NPCA's Regional Offices

ALASKA Chip Dennerlein, Regional Director

► Draft regulations issued by the National Park Service could resolve a long-standing controversy regarding commercial fishing within Glacier Bay National Park and Preserve. The proposed rule would establish a process to phase out all commercial fishing in the bay over a 15-year period, with immediate closures for certain sensitive species. Glacier Bay is the largest protected marine environment in the park system. **TAKE ACTION:** The comment period on the proposed rule expires mid-October. Write to: James M. Brady, Superintendent, Glacier Bay National Park and Preserve, P.O. Box 140, Gustavus, AK 99826, expressing your support for a fair process to end commercial fishing inside the bay.

HEARTLAND Lori Nelson, Regional Director

► Tallgrass Prairie National Preserve is in the process of developing a general management plan. The preserve protects a portion of the nation's remaining 1 percent of the tallgrass prairie ecosystem and also interprets the ranching history that helped build America's cattle industry. **TAKE ACTION:** Register your ideas and comments on how Tallgrass Prairie National Preserve could best be interpreted to visitors by writing to: Bill Schenk, National Park Service Midwest Regional Director, 1709 Jackson St., Omaha, NE 68102.

NORTHEAST Eileen Woodford, Regional Director

► Cape Cod National Seashore has released a proposal to expand areas open to off-road vehicles (ORVs) and extend their operating season. The plan proposes a cap on the number of permits issued, but the cap is higher than the number of permits given out in any previous year. The expanded areas allow for more motorized use through delicate shoreline and dunes, and endanger beach formations. The plan does not adequately consider the impact on shoreline areas or the impact of ORVs on the visitor experience. **TAKE ACTION:** Help NPCA push for a revised ORV plan by writing to: Superintendent Maria Burks, Cape Cod National Seashore, 99 Marcony Site Rd., Wellfleet, MA 02667.

PACIFIC Brian Huse, Regional Director

► During a hearing before the Riverside County, California, Board of Supervisors, Huse testified against the Eagle Mountain landfill, which would be located next to Joshua Tree National Park. Roughly the size of 1,500 football fields and accepting up to 20,000 tons of waste daily, the landfill would be surrounded on three sides by the national park, home to several endangered species and one of the last remaining unaltered ecosystems on the planet. If the county board approves Mine Reclamation Corporation's plans, the proposal must be resubmitted to the court that initially rejected the idea.

continued

or maintaining park resources.

Although the Park Service has moved to bring its charges to the concessioners in line with costs, engineering studies have found that Isle Royale's utilities need \$3.5 million worth of repairs to comply with health and safety codes.

At the same time, park planners and the public are questioning whether a full-service lodge and restaurant are sustainable and appropriate on Isle Royale.

This spring, the Park Service released a range of draft alternatives for the park's management. The options include reducing or eliminating lodging and food service at Rock Harbor to restore the island to a more primitive state.

Another scenario calls for campgrounds for motorboat users separate from those for hikers or paddlers seeking a quiet wilderness experience.

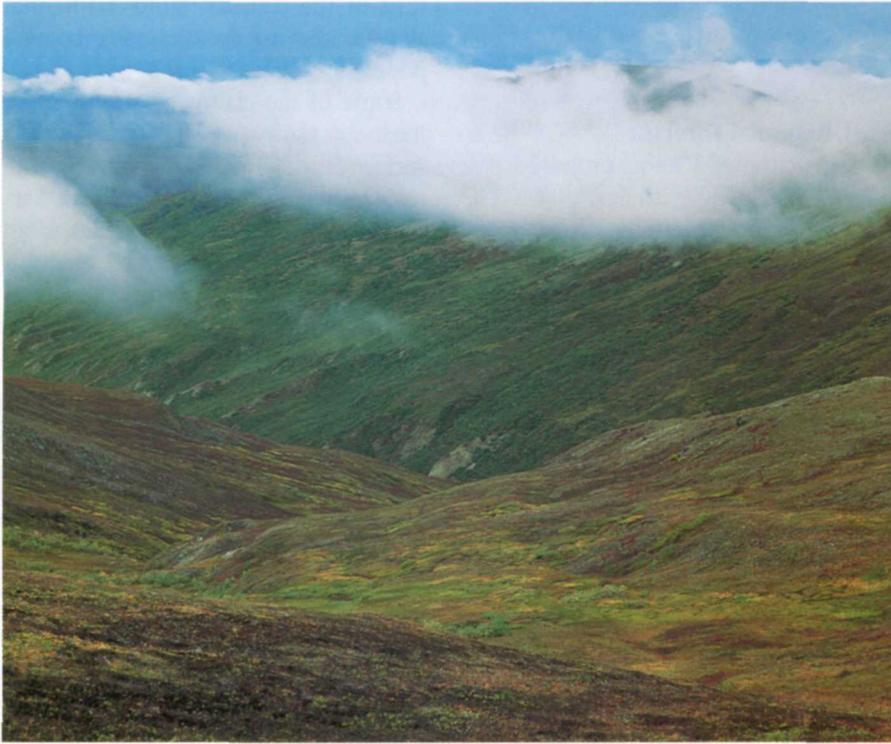
Additional options propose nonmotorized and no-wake zones in a few of Isle Royale's inlets and coves to create a more peaceful atmosphere and to protect sensitive areas.

NPCA advocates components of these alternatives and supports a permitting system to protect the wilderness character of the park's backcountry. Such a system would allow park staff to track the number of visitors to Isle Royale's more remote areas. This data could be incorporated into the park's "visitor experience and resource protection" program, which surveys visitors on their experiences and expectations in order to address concerns including overcrowding.

The National Park Service was scheduled to issue a provisional draft preferred alternative this summer, allowing time for public comment before the management alternatives are officially released—along with the required environmental analysis—some time this fall.

—Katherine Heinrich

TAKE ACTION: Write to Superintendent Douglas A. Barnard and ask to be placed on the mailing list for the planning process, which includes opportunities for public comment. Address: Isle Royale National Park, 800 Lakeshore Dr., Houghton, MI 49931-1895.



FRED HIRSCHMAN

The Park Service lost the bid on a piece of property in Denali National Park that now may go to a developer, who plans to build a resort on the parcel.

LAND ACQUISITION

Development Threatens the Heart of Denali

As NPS moves to buy claims, lodge and road proposal looms

DENALI, ALASKA—With support from NPCA, the National Park Service (NPS) has worked in recent years to acquire key parcels of private land—including old mining claims in the Kantishna area of Denali National Park and Preserve. Kantishna is in the heart of the park near Wonder Lake.

This summer, NPS concluded the acquisition of about 70 acres of land—all of which were patented mining claims. But in early June, NPS lost the bid on a critical 20-acre parcel to a private developer, who plans to build a resort and cabin facilities on the land.

Because of the property's location, any development could have a signifi-

cant negative impact on the park. It is nearly ten miles east of the developed portion of Kantishna, in an area of a 90-year-old mining district that NPS has been attempting to restore.

The parcel also sits astride a critical movement corridor for wildlife and a denning site for wolves. To gain access to the property, the new owner will have to reconstruct an abandoned road that crosses and recrosses Moose Creek. Moreover, should development go forward, NPS may be forced to allow the new owner passage over parkland, including designated wilderness.

The Park Service is required to provide access under a provision in the Alaska National Interest Lands Conservation Act (ANILCA). However, this provision has never been used to cross core park wilderness areas. If it moves ahead, the proposed development could set dangerous precedents.

Since 1980, when Congress included Kantishna within the boundaries of a greatly expanded park and preserve, NPS has sought to acquire the remaining mining claims in the area. Those mining claims are the remnants of a

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REGIONAL REPORT *continued***PACIFIC NORTHWEST** Phil Pearl, Regional Director

► NPCA continues to oppose the construction of a resort proposed outside Mount Rainier National Park's Nisqually entrance. NPCA and developers initially tried to negotiate a reduction in the project's scale. However, it became evident that impacts on the park would be much greater than originally suggested. In its current design, the resort would be the largest in the Pacific Northwest and would serve an estimated 225,000 overnight guests annually and an undisclosed number of day visitors. Nearly 800,000 visitors now pass through the park's Nisqually entrance, a number that already overwhelms parking and trailhead facilities at Longmire and Paradise.

ROCKY MOUNTAIN Mark Peterson, Regional Director

► At the urging of Republican senators Wayne Allard and Ben Nighthorse Campbell, both of Colorado, a portion of Colorado National Monument will be closed in November for nearly 350 runners. Both Allard and Campbell pressured Robert Stanton, the new Park Service director, for a permanent annual closure permit for the run, which would shut down Rim Rock Drive, the only visitor road through the monument. Stanton was calling for more discussion for future alternative routes. Peterson says a dangerous precedent would be set by closing a national monument for a local event; no such closure permits exist for any other national park units.

SOUTHEAST Don Barger, Regional Director

► Cumberland Island National Seashore is at a crossroads concerning two actions. The first is the initiation of a management plan, which will govern how wilderness areas will be protected. The other is the chance to acquire two-thirds of the remaining private land through a deal brokered by The Nature Conservancy. Congress must appropriate \$20 million from the Land and Water Conservation Fund (LWCF) to acquire all of the seashore's remaining inholdings.

TAKE ACTION: Contact your senators. Ask them to support the LWCF appropriation. Address: U.S. Senate, Washington, DC 20510. For wilderness-management information, write to: Superintendent Denis Davis, Cumberland Island National Seashore, P.O. Box 806, St. Marys, GA 31558.

SOUTHWEST David Simon, Regional Director

► The U.S. Customs Service plans to close the Heath Canyon/La Linda Bridge, an important link between Big Bend National Park, Texas, and the Maderas del Carmen Reserve in Mexico. Loss of the bridge would be a blow to international ecosystem-management and eco-tourism. The closure also contradicts the bi-national accord signed in May, pledging cooperation on conservation. Instead of closing the bridge, a formal crossing should be established and the bridge staffed with law enforcement officials.

TAKE ACTION: To keep the bridge open, write to: Robert E. Rubin, Secretary, Department of the Treasury, 15th St. & Pennsylvania Ave., N.W., Washington, DC 20220; Rep. Henry Bonilla (R-Tex.), and senators Phil Gramm and Kay Bailey Hutchinson (R-Tex.). Addresses: U.S. House of Representatives, Washington, DC 20515; U.S. Senate, Washington, DC 20510.

turn-of-the-century gold rush that allowed the region to briefly boast a population of up to 3,000 miners.

Some of the claims are unpatented, meaning claimants lack clear title to surface land. These claims have been a major sticking point in the Park Service's acquisition efforts. Sen. Ted Stevens (R-Alaska) recently made it easier for NPS to resolve disputed claims, by attaching a rider to the Senate Appropriations bill. If this provision becomes law, a jury will make a final determination on a price that NPS will then pay for claims.

Though periodically a staging area for mountaineers attempting to reach the summit of Mt. McKinley, Kantishna had clung to its mining heritage until recently, when resort developers began to realize the potential profitability of visitor facilities in the premiere wildlife park in Alaska.

Since that time, park plans have recommended against any new development in the Kantishna area. Additional commercial development would conflict with recommendations of all major studies and plans adopted for Denali since the park expanded in 1980.

"NPS must adhere to the policy decision that this parcel should be acquired as part of the park and not be developed," says Chip Dennerlein, NPCA's Alaska regional director. "As a first step, we want to see NPS make every attempt to buy the property from the new owner. Commercial development and access roads up the Moose Creek drainage would set in motion changes that would impact the park today and inevitably compromise Denali's future as a wilderness park-refuge."

—Jay Chamberlin

TAKE ACTION: Write to Interior Secretary Bruce Babbitt and Denali Superintendent Steve Martin to urge NPS to acquire the 20-acre parcel. Any additional development in the area will compromise the wilderness character of Denali and could set an objectionable precedent. Addresses: Secretary Babbitt, 1849 C Street, N.W., Washington, DC 20240; Superintendent Martin, P.O. Box 9, McKinley Park, AK 99755.

Tougher Air-tour Rules Sought

Noise from tourist overflights affects at least 55 parks.

WASHINGTON, D. C. —Unless Congress passes legislation to more stringently regulate aircraft tours, tranquility may become a rare commodity throughout the National Park System.

In recent testimony before a Senate committee, NPCA adamantly supported and made suggestions for strengthening the National Parks Overflights Act of 1997, introduced by Sen. John McCain (R-Ariz.). (See Forum, page 41.) Phil Pearl, NPCA's Pacific Northwest regional director and a pilot, urged that the legislation cover all 375 units of the park system.

He also advocated including language to authorize the National Park Service (NPS) to determine where flight restrictions should be applied to preserve natural quiet. The Federal Aviation Administration (FAA) would retain its authority to implement the controls consistent with air safety needs.

NPCA's testimony recommended a minimum ceiling of 3,000 feet above ground level for overflights, with the threshold measured from the highest elevation within each park unit. More importantly, Pearl urged that no tourist flights occur in a park unless FAA could devise a route that met both NPS management criteria and safety standards.

McCain's bill responds to the essence of the Park Service's mandate: natural quiet is an intrinsic element of the park environment and should therefore be preserved. Unfortunately, solitude has been violated by tour aircraft in 55 park units, as reported in a 1996 NPCA superintendents' survey. The survey cites air-noise complaints from every park unit in the Colorado Plateau and the state of Hawaii as well as a variety of park units elsewhere.

At Grand Canyon, where tour overflights were first established in 1920, the number of annual tourist flights has

doubled since 1988. Natural quiet could be found by the FAA in only 31 percent of the park by 1995.

In all park units, however, what makes tourist overflights especially disturbing is the nature of their route: the aircraft tend to hover over scenic vistas and historic sites where the majority of ground visitors gather. Furthermore, backcountry hikers often reach their destination only to hear the whining of aircraft engines overhead.

"While an air tour may provide a

rewarding (if expensive) experience for a small collection of passengers, it comes at the sacrifice of the experience of millions of visitors on the ground," says Pearl. "Bit by bit, the parks are becoming more like every place the visitor seeks to escape."

—Katurah Mackay

TAKE ACTION: Write to your senators urging them to co-sponsor S. 628 to preserve natural quiet in national parks: U.S. Senate, Washington, DC 20510.



The Nation behaves well if it treats the natural resources as assets which it must turn over to the next generation increased, and not impaired, in value.

— Theodore Roosevelt

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The National Parks and Conservation Association's mission to ensure the protection of our National Park System is a struggle that requires constant watchfulness and rapid responses to protect the sanctity of our parks — as soon as each new threat appears!

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A modest monthly gift of \$5, \$8, \$12, \$20, or more, means that over the course of a year, we will be able to plan our educational, legislative, and conservation budgets knowing that you, and the other *Partners for the Parks*, will be there with your much-needed support just when it is most critical!

If you are interested in NPCA's *Partners for the Parks* program, please send in this coupon, or phone 1-800-628-7275, ext. 219.

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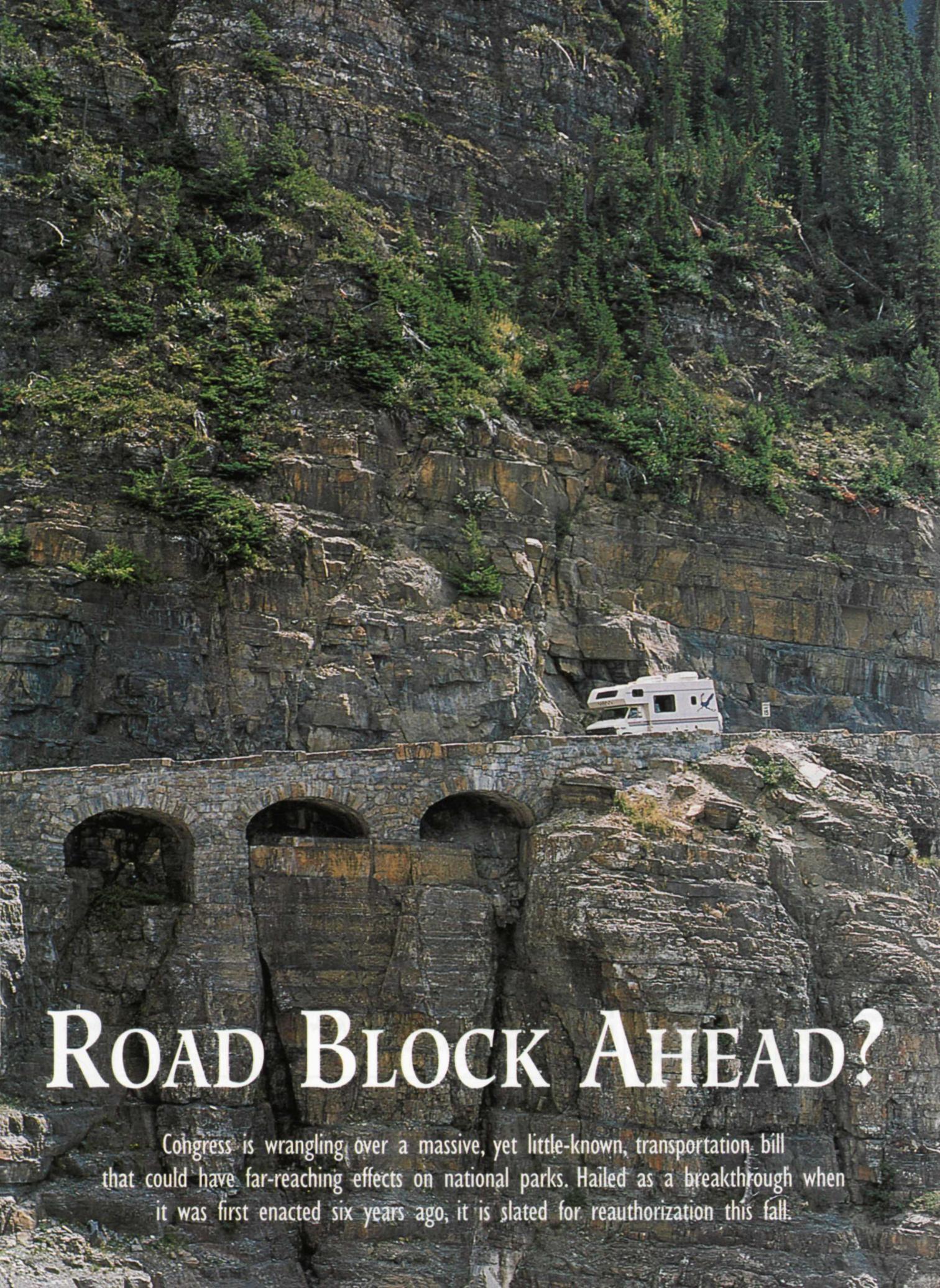
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Telephone _____ Member ID# _____

Contact: Jacqueline Kennedy, Renewal Program Manager, Partners for the Parks
National Parks and Conservation Association

1776 Massachusetts Avenue, N.W., Washington, DC 20036 • 1-800-628-7275, ext. 219



ROAD BLOCK AHEAD?

Congress is wrangling over a massive, yet little-known, transportation bill that could have far-reaching effects on national parks. Hailed as a breakthrough when it was first enacted six years ago, it is slated for reauthorization this fall.

BY TODD WILKINSON

TRY THIS experiment. Stop a few Americans on the street and ask them to identify the top three threats to our National Park System. Poaching? Global warming? Overcrowding? Rarely, if ever, will those surveyed point to the automobile as one of the answers.

While issues surrounding transportation are certainly less provocative than those concerning endangered species or sea-level rise, the way a majority of Americans choose to visit the national parks is having a profound effect on them.

This fall, a donnybrook is taking shape on Capitol Hill concerning a little-known transportation program tagged with an acronym that sounds more like a cool summer drink than a revolutionary idea. Yet, the battle over reauthorization of ISTEA—the Intermodal Surface Transportation Efficiency Act—could have far-reaching implications for the National Park System.

Revolutionizing Roads

Although ISTEA might seem like just another federal boondoggle, it is anything but. It plays a vital role in shaping how people get to parks and in the kind of experience that ultimately awaits them. Since it was first enacted in 1991 and hailed as a breakthrough law, ISTEA has helped to curb traffic congestion at Yosemite and repair disintegrating highways at Yellowstone. It has the potential to help halt the defoliation of roadside forests at Great Smoky Mountains and eliminate ozone at Acadia. And it has helped to fulfill the desperate need for bike paths at dozens of other parks.

“One of the things ISTEA did, that many traditional highway engineers are not fully appreciative of, is change the way policy makers think about transportation issues,” says Al Eisen-

berg, NPCA’s deputy director of conservation policy. “ISTEA provided an incentive to look into the future and anticipate tomorrow’s problems today. The intent was to encourage citizens and policy makers to view transportation in a broader context than their own cars.”

ISTEA affects all surface transportation, except railroads and shipping. The Park Service receives \$84 million from



MICHAEL H. FRANCIS

LEFT: ISTEA money is used to maintain scenic roads, such as Going to the Sun Road in Glacier. ABOVE: But most funds go to fix roads in poor repair, such as this one at Yellowstone.

the Highway Trust Fund under ISTEA’s Federal Lands Highway Program (FLHP), which is managed by the Federal Highway Administration. While the funds it receives under FLHP can be used for a variety of transportation modes, the Park Service devotes most of the money to repair, maintain, and rehabilitate its roads.

Even so, the legislation has the potential to do much more. The Clinton Administration has proposed that \$161 million be made available to the Park Service through ISTEA with a small portion earmarked for enhancements such as new biking paths and roadway beautification projects. Some of that would be dedicated to parkways, and a small amount would go to visitor transport systems, which would provide alternatives to private automobiles and reduce the need to repair roads or build new ones.

Other programs within ISTEA, such as the Transportation Enhancement Pro-

gram, could help the Park Service to build new bike trails outside both Bryce Canyon and Zion national parks in Utah that would connect with trails inside the parks. Unfortunately, the Park Service currently has no practical access to this program or others that offer flexible funding for transportation-related projects.

According to the ISTEA funding formula, states must set aside at least 10

percent of the highway monies they receive from the federal government for ten types of “enhancements,” including establishing new biking paths on abandoned rail lines and remodeling historic transportation buildings such as old depots. Even with this criterion, the current act fails to authorize the Park Service to use its FLHP money or its direct appropriations to match state or metropolitan ISTEA funds for projects that lie outside but would directly benefit the parks.

In a further complication, although the National Park Service (NPS) is eli-

gible to apply for state awards of enhancement funds, most states are reluctant to provide money to federal agencies for projects on federal land.

Enhancement or Extravagance?

Park advocates view the enhancement portion of ISTEA as the one that holds the greatest potential for solving some of the parks’ most severe transportation problems, yet it is under attack from Congress and traditional road-building interests.

Before ISTEA became law, just a fraction of the federal highway budget went to enhance areas blighted by road-building projects. Over the last six years, more than \$1 billion worth of federal gasoline tax revenues has been channeled from the Highway Trust Fund through ISTEA’s enhancement program into environmentally friendly forms of travel. To put the impact of ISTEA in perspective for recreationists and park visitors, the \$1 billion spent

ISTEA Continued

on such things as bicycle and walking paths, scenic byways, and historic roadside turnouts—representing about 1 percent of total U.S. highway tax revenues—compares with \$40 million allocated for these programs in the previous 18 years combined.

ISTEA sent the important message that planners who develop alternatives to highways would be rewarded, says Robert Patten, a senior associate for transportation policy with the Rails To Trails Conservancy in Washington, D.C. Since 1991, three times as many abandoned railways have been converted to hiking and bicycling trails as in the previous decade.

ISTEA also earmarks money to highlight existing roads that possess outstanding scenic, recreational, historic, and cultural value, many of which cross parks. Among some of the corridors that depend on present or future ISTEA allocations are the Blue Ridge Parkway in Virginia and North Carolina, Trail Ridge Road in Rocky Mountain National Park in Colorado, Going to the Sun Road in Glacier National Park, Montana, and the Bear-tooth Scenic Byway in Montana and Wyoming (dubbed the most scenic drive in America by the late Charles Kuralt), which leads to Yellowstone National Park.

Derrick Crandall, president of the American Recreation Coalition, says that \$80 million has flowed into the National Scenic Byway Program, and the inaugural 20 projects are “just the tip of the iceberg.” Should Congress vote to fully fund the next manifestation of ISTEA, called NEXTEA (National Economic Crossroads Transportation Efficiency Act), the number will grow to 50 byways and eventually span 40,000 miles.

But some politicians consider ISTEA

enhancements a luxury, given other pressing needs. “Funding national parks is not perceived as a life-and-death issue like AIDS research, and it’s not emotional like funding schools or vital to the national defense like B-2

states against those in the South; they involve a clash of urban interests vs. rural ones; they pit densely populated “donor” states, which contribute more in highway taxes than they get back, against huge, mostly Western states that receive a windfall.

And, on top of that, the Clinton Administration is coming up against Congress, which is controlled by Republicans. “We are dealing with a complex, three-dimensional chess game being played out among some of the most powerful politicians in Washington,” Eisenberg says. “One of the pieces on the board represents the interests of national parks.”

Rep. Bud Shuster (R-Pa.), chairman of the House Transportation and Infrastructure Committee, has backed a plan that pundits jokingly call “HOTEA,” or Highway Only Transportation Efficiency Act. On the other side of the ideological fence is powerful Sen. John Chafee (R-R.I.), who presides over the Senate Committee on Environment and Public Works. Chafee has been an outspoken defender of ISTEA enhancements and has introduced legislation to allow the Park Service to work with states and localities on projects that would directly benefit parks, such as shuttle service, bike trails, and pollution mitigation.

Backers of ISTEA, who represent a coalition of environmental, recreational, and tourism groups, along with sporting goods manufacturers, say that the nation’s highway crisis will not be resolved until alternatives are supported. Bike and walking paths, carpools, and mass transit, they say, take pressure off highway systems, yield cleaner air, and cut down on gridlock in heavily traveled corridors.

Parks or Parking Lots

In 1994, the Park Service published a study that was mandated by ISTEA on



MICHAEL H. FRANCIS



MICHAEL H. FRANCIS

Most people tour the national parks in their own automobiles. With the help of ISTEA, Grand Canyon offers two alternatives, an electric-powered shuttle bus and a train.

bombers,” Crandall adds. “We are competing head to head for the discretionary dollars Congress has to allocate, and it’s up to us to let them know that national parks are important to America’s interest.”

Prey to Politics

Congressional disputes over ISTEA funding are multi-tiered as lawmakers scramble to bring home as much federal highway money to their constituents as possible. The divisions cut across regional lines, pitting Northern

the feasibility of alternative transportation modes. Unfortunately, the study showed that most parks in tight budgetary times have used their ISTEA money to cover the cost of patching roads and performing rudimentary highway maintenance—not to fund innovative strategies.

Federal transportation officials say that of the 8,000 miles of public roads encompassed by national parks, 40 percent are rated in poor or failed condition. Some are impassable, others have been wrenched by frost heaves, and still others harbor deadly depressions.

Adding to the wear and tear, many parks will again be inundated by record numbers of visitors. “Most of the crowds arrive in cars—and often don’t stray from them,” observed the editors of *Consumer Reports*, who completed a 40,000-reader rating of national parks in 1997. “At least 30 percent of readers who visited Yosemite and Yellowstone thought there was too much traffic; at least 20 percent felt that way about Glacier and Great Smoky Mountains national parks. Many sites are afflicted by what has been called ... ‘an accumulation of rot.’”

Perhaps Yellowstone provides one of the best examples of this. More than half of the park’s 300 miles of paved roads—constructed across old stage-coach routes—are laden with axle-breaking potholes, and the cost to repair them is \$1 million per mile.

At current funding levels under the Federal Lands Highway “parks and parkways” program, which in 1997 were just \$84 million system-wide, park roads will continue to deteriorate into poor or failed condition at the rate of 1 percent a year. In addition, more than a third of the Park Service’s 1,250 bridges—many of them vital to resource protection—are seriously deteriorated. As a result of ongoing fiscal neglect, the maintenance backlog for roads and bridges now exceeds \$2 billion—far greater than the Park Service’s entire annual budget.

Alternatives to Automobiles

One answer may be shuttles or some other alternative means of getting visitors out of their cars in the parks.

Zion National Park in Utah provides

a case in point. On a typical summer day, four to five cars compete for each available parking space. “Instead of enjoying the scenery, the experience for a lot of visitors is simply trying to avoid hitting other vehicles,” says Zion Superintendent Don Falvey.

Before ISTEA, Falvey said that Zion’s only option would have been to build bigger parking lots inside the park. But the federal program has helped to underwrite a shuttle system that begins in the gateway community of Springdale and soon will extend through half of the park.

Over the last couple of years, more than \$1 million has been made available through ISTEA grants to the Utah Department of Transportation and to the gateway community of Springdale. The community has used the money to implement a visitor shuttle bus system.

“Imagine coming into this park and not having to fool with a vehicle, maybe take in a hike along the Virgin River, soak in that experience, then hop a shuttle to the canyon and enjoy the red rock backdrop,” Falvey says. “Thanks to ISTEA, this can happen. It is changing the whole visitor experience and making it extremely rewarding.”

Under Chafee’s legislation, NPS would be allowed to expand the type of philosophy pioneered at Zion to other parks that could benefit from partnerships with states and cities. Among the potential joint projects:

- ▲ Developing transportation staging areas outside of parks in surrounding gateway communities
- ▲ Building pedestrian walkways and bike paths
- ▲ Channeling highway-related pollution, such as oil-coated rainwater, away from rivers
- ▲ Landscaping to mask the imprint of asphalt.

“It’s a win, win, win, win situation,” says NPCA’s Eisenberg. “The parks win because they have a greater say in the transportation solutions that affect them; the resources win because the use of the automobile is reduced; the gateway communities win because of greater commercial opportunity; and the visitors win because they don’t have to spend a lot of their time looking for parking.”

Wheels Are Turning

Earlier this year, the prognosis for ISTEA surviving in its current form was bleak. But as conservationists and others rallied in favor of reauthorization, survival seemed more likely.

Like many pieces of contentious legislation before Congress, however, the fate of ISTEA probably will be decided in the 11th hour. Funding for the program expires with the end of the current fiscal year on September 30.

“There is probably no other issue that so drives the quality of the visitor experience and resource protection in parks as transportation,” says Mark Peterson, NPCA’s Rocky Mountain regional director. He notes that it is not just the big parks in the West that reap rewards from ISTEA, but all 375 units.

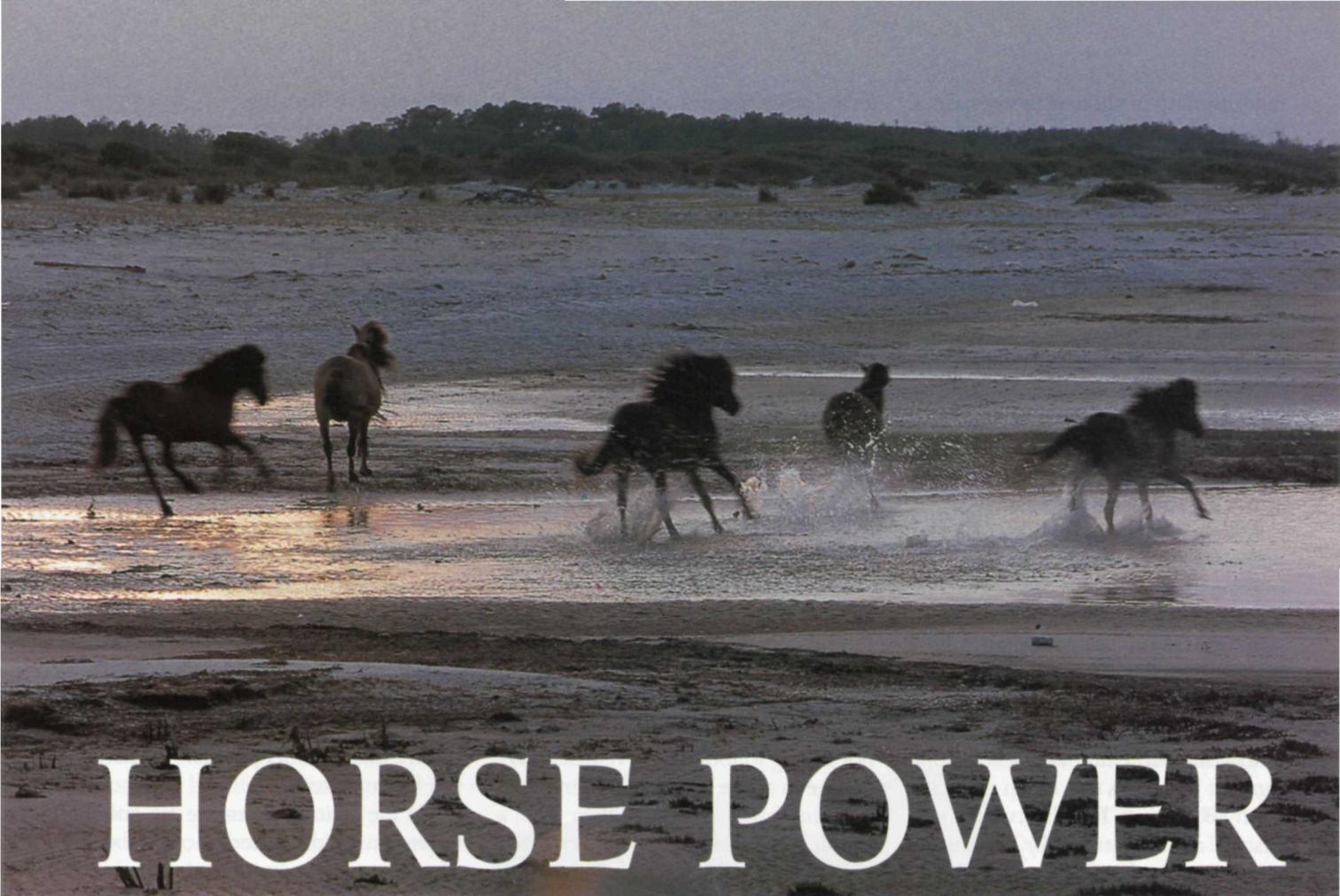
Contrary to public perception, he says that surveys of park visitors show a willingness to part with their cars if it means that their enjoyment of parks can be improved.

“In the next 20 years, we are going to see some radical innovations in how people are transported around parks,” says Peterson. “Interior Secretary Bruce Babbitt has recognized this in his initiatives at Grand Canyon, where there is serious consideration of using light rail as a replacement to cars. The automobile is a luxury we can no longer afford. ISTEA is a program we cannot live without.”

TODD WILKINSON lives in Bozeman, Montana, and is a regular contributor to National Parks.

HELP END THE GRIDLOCK

Write to your senators and representatives. Ask them to support full appropriation for ISTEA in the federal highway bill. Ask that Congress preserve the transportation enhancement program, increase funding available to parks through the Federal Lands Highway Program, and grant the National Park Service greater authority to gain ISTEA money for programs that focus on transportation alternatives and solutions beyond park borders.



HORSE POWER

The enormous public appeal of feral horses has stalled plans to remove them from three national seashores. But through trampling and overgrazing, they threaten these delicate ecosystems.

BY LESLIE HAPP

GALLOPING AND bucking for sheer joy amidst the stark tranquility of sand dunes and sea oats, America's barrier-island ponies thrill visitors from Assateague Island National Seashore in Maryland to Cumberland Island National Seashore in Georgia. The embodiment of careless freedom, they represent, ironically, a colossal headache for the National Park Service.

For the wild ponies, according to the Park Service, are in fact neither: not wild, not ponies. It is telling that even their basic description is a matter of dispute; virtually every other issue surrounding the animals is mired in controversy as well.

So darned cute that they have been protagonists of award-winning children's books, these scruffy creatures have managed to whip up a remarkable frenzy that is pitting neighbor against neighbor and turning members of Congress into self-styled biologists.

Interlopers and Nuisances

In the arcane annals where science and policy meet, dispassionate preciseness rules the day. Words are chosen carefully. Barrier-island horses (going by genes, not stature) are not truly wild, but feral: free-roaming domesticated stock that are no longer cared for. Since they were introduced to the islands by humans, they are classified as non-native, or "exotic." And Park Service

policy directs the removal of such species from parklands—especially if the species threatens native biota. It is black and white.

But the simple, overwhelming complication is that the public loves the ponies. Popular legend has them the progeny of sturdy Spanish stock that swam ashore from foundering 16th-century galleons—never mind the Park Service's prosaic description of them as abandoned farm animals.

The Park Service is a grudging steward of its equine islanders. Cowed by swift and terrible public fury at the slightest mention of eliminating feral horses from the islands, the agency has acceded—on a case-by-case basis—to maintaining "representative" herds.

But for the most part, enthusiasm is absent. At Cumberland Island, a Park Service brochure addresses visitor questions about the horses: "What are the impacts or consequences of horses on a barrier island?" it asks, and then rejoins: "All of the consequences...are negative."

And indeed, their considerable public appeal notwithstanding, feral horses do damage the fragile parks. "You can see dramatic impacts," says Cumberland Island Superintendent Denis Davis. "They've just mowed down the marsh grass on the sound side, and the sea oats on the Atlantic side. The sea oats, which hold the dunes in place, are thinner than on any other barrier island that is nongrazed."

It is much the same story at Cape Lookout National Seashore in North Carolina and at Assateague. Trampling is another sin, endangering ground-nesting birds, and, at Cape Lookout and Cumberland Island, sea turtles.

Majestic Charmers

Visitors, however, see not ravenous clodhoppers, but captivating, inquisitive specimens—shaggy and friendly enough when trying to score a snack.

Each island supports several bands; one stallion usually controls a "harem" of several mares and their offspring. Once male offspring reach about two years of age, the dominant stallion drives them away. These bachelors will often congregate for company.

While marsh grasses are their preferred diet, the horses will move to dunes or forest depending on the weather, available food, insect density, and season. They will eat beach grasses, and even greenbrier, seaweed, poison ivy, and Spanish moss. When insects—mosquitoes and biting flies—become unbearable, horses will take to the beach, standing up to their withers in the surf for relief.

Mares typically foal in the spring and

summer; gestation lasts 11 months. Once a foal survives its critical first year or two, it can expect to live to as many as 15 to 20. With no predators on the islands, the horses succumb to injury, disease, or—at Assateague—car accidents. The National Park Service maintains that as the herds swell toward unsustainable numbers, starvation may soon join the list.

Trouble Brewing

For island horse populations are, indeed, increasing—although this is where the fur starts to fly. At Assateague, the Park Service herd has climbed steadily from 21 animals in 1965 to



Horses are non-native to East Coast barrier islands. Without any natural predators, their numbers are burgeoning.

174 today. (A second herd on the southern part of the island is managed by the U.S. Fish and Wildlife Service and the Chincoteague, Virginia, fire department. It is this herd that is rounded up every year for the world-famous Chincoteague channel swim, pony penning, and auction.) At Cumberland Island, the population increased by around 50 percent in 15 years to more than 200 animals; at Cape Lookout, it roughly doubled in 20 years to a similar number.

Since the Park Service for now has abandoned any notion of eliminating the feral horses entirely, the flash point pivots on one seemingly innocuous term: "representative herd." The agency is intent on supporting just as few

animals as will assuage the public, thereby curbing the damage inflicted on native flora and fauna. Its options for doing so are limited: shoot excess animals, remove them for adoption, and/or prevent their birth in the first place through contraception.

A vocal portion of the public, meanwhile, wants to ensure that the horses remain a prominent feature on the islands, in numbers sufficient to ensure their vitality, and that any means of "managing" them are humane.

At Cape Lookout, the trouble started in early 1996 when the Park Service released its environmental assessment of alternatives for managing its horses

on Shackleford Banks. In calling for a one-time herd reduction and subsequent ongoing contraception, it documented the harm the animals were causing, and arrived at a target of 50 to 60 horses as its representative herd. The park's assessment was attacked on both fronts.

Cape Lookout Superintendent Bill Harris acknowledges that at the time of the assessment, he had no hard data to back up the suggested herd size. "Originally we were going to reduce the herd to 50 to 60 because a number of people had told us that's the number" that

would be workable, he says, referring to experts from the North Carolina state agriculture department's veterinary division and North Carolina State University's veterinary school who were working with horse populations on nearby Carrot Island and at Cape Hatteras.

That did not satisfy everyone. "The problem in our mind was that they were managing for numbers before they had answers," says Margaret Willis, a board member of the non-profit Foundation for Shackleford Horses, Inc., the most outspoken opponents of the Park Service's plan. "The genetics had not been studied on the horses, and with such a severe management approach after no management for decades, we were frightened that

HORSES Continued

they were reducing the herd without knowing what they were removing—or even if 50 to 60 horses were enough.”

The ecological damage detailed in the assessment also raised some eyebrows. “Most of the material...was drawn from the time when other animals were there—they had cows, sheep, and goats on the island,” says Allen Rutberg, senior scientist for wildlife and habitat protection at the Humane Society of the United States (HSUS). “The Park Service did not document the horse impact convincingly.”

The Skirmish Escalates

Charges and countercharges flew, experts were produced to shore up opposing arguments, and the divide yawned wider. The animals’ origins, health and nutrition, number of horses on the island when the Park Service took control of it—the number of horses living on the island at that very



MICHAEL H. FRANCIS

A feral horse tries to cadge a snack from a park visitor. Feeding any animal in a park is forbidden.

moment—all were hotly debated. The Foundation for Shackleford Horses approached Rep. Walter Jones (R-N.C.), in whose district Cape Lookout falls, and pleaded for intervention. The Park Service’s offer to raise its herd numbers to a 75-to-100-animal range was accepted and then rejected.

Summer turned to fall, and NPS began moving forward. Its first step was the round-up of all feral horses for blood-testing. A portion of the healthy

animals would be removed from the island and put up for adoption, the rest would be managed through contraception. The November round-up yielded 184 horses. Tragically, 76 of them were found to have a transmissible and incurable disease, equine infectious anemia (EIA). State regulations require that all EIA-positive horses be destroyed or permanently quarantined.

The Park Service held the horses for six days while the Foundation for Shackleford Horses searched desperately for a quarantine site. In the end, the state of North Carolina had to destroy the animals, and that, Harris acknowledges, “created quite a stink” with the public.

Cape Lookout had reduced its horse herd, all right, just not in the manner anyone had intended. (A second round-up, last March, yielded five more EIA-positive animals, for which the Shackleford foundation now had a state-approved, quarantined home. State veterinarians are confident that EIA has been eradicated from the herd;



BRUCE CLENDENNING

Marsh grasses are a preferred food, but horses will eat beach grasses, seaweed, greenbrier, and poison ivy.

a follow-up test later this year will tell for certain.)

Legislating Nature

By coincidence, as the Cape Lookout imbroglio was unfolding, Cumberland Island was struggling with its own, similar pony population problems. The park's preferred course, similar to that at Cape Lookout, called for a one-time reduction through adoption, followed by a contraception program.

"I was surprised that a really large group responded in favor of our preferred alternative," says Cumberland Island's Resource Management Specialist Jennifer Bjork. "Normally people don't respond to something like this unless they don't agree with it."

So it came as something of a shock to park personnel last fall when Rep. Jack Kingston (R-Ga.), a member of the House Appropriations Committee, inserted a rider in the appropriations bill prohibiting any spending on horse management at Cumberland Island.

Kingston says his staff has done its own research that shows that the population is not, in fact, increasing on the island, and that he is not convinced the horses are causing significant damage. "It's a huge island," he says. "It's probably true that there are areas that are overutilized, but there are other areas that they never step foot in."

Kingston sees other hands at work, with other agendas. He contends that "outside groups" are "agitating on this issue, pushing the Park Service" to eliminate the feral horses.

And so, horse management on Cumberland Island is stopped in its tracks. "Frankly," says Superintendent Davis, "we won't move forward till we have a chance to sit down and have a discussion with Congressman Kingston."

Back at Cape Lookout, Superintendent Harris last January formed a council comprising the interested parties in hopes of reaching a mutually agreeable horse-management plan and has undertaken new ecological studies. While progress is being made, it may be too late. Jones has proposed a bill that would turn management of the horses over to the Foundation for Shackleford Horses. Furthermore, it directs that the horse population on

Reining in the Herd

While the ongoing street fight between the National Park Service and pony partisans casts doubt on whether contraception will ever be introduced into herds at Cape Lookout and Cumberland Island national seashores, such a program continues quietly apace at Assateague Island National Seashore.

Deftly sidestepping the furor that has consumed its sister seashores—primarily through meticulous research and extensive public education—Assateague has been testing pony contraception for 11 years. After an initial two-year experiment with steroid contraceptives ended in failure, the research team turned to immunocontraception, whereby a vaccine triggers the production of antibodies to prevent fertilization.

ZooMontana reproductive physiologist Jay F. Kirkpatrick and his team have

made several major breakthroughs at Assateague: demonstrating the effectiveness, safety, and reversibility of immunocontraception; achieving the remote delivery of the vaccine via self-injecting darts; and testing for pregnancy and ovarian function through fecal and urine samples, thereby eliminating the need to capture the horses.

Since research was inconclusive about the treatment's reversibility after four or more consecutive years, the management plan calls for allowing all mares to produce one or two offspring before they are considered for long-term treatment, and potentially episodes of treatment withdrawal.

One drawback is efficiency; park officials estimate it will take as long as ten years to reduce the herd to its target number.

—LH

Shackleford Banks remain at between 100 and 110 animals—this despite the fact that even the foundation is softening on the 50-to-60-animal range.

As part of last November's round-up, the Park Service contracted with Gus Cothran, director of the Equine Blood Typing Research Laboratory at the University of Kentucky, to conduct genetic testing on the Cape Lookout herd. The results, which were expected in August, should determine just how many horses are necessary to maintain a genetically healthy herd.

"It appears that 50 to 60 may be enough," Willis concedes.

Nonetheless, Jones is pushing his bill through Congress.

"It sets a bad precedent," says Harris. "If it goes forward, we're going to ask the president to veto it, unless they modify it to take out the numbers and give us some flexibility."

Don Barger, NPCA's Southeast regional director, shares his concerns. "There's both an immediate and long-term problem with Congress legislating resource management," he says. "First, there's the potential negative impact on the resource itself. Second, it

constitutes an erosion of the National Park Service's stewardship role over these public lands. Imagine if all resource decisions in the national parks were being made by Congress."

While Rutberg of the HSUS believes the National Park Service should have a unified policy dealing with East Coast barrier-island horses, and that some legislative clarification on how to manage them in general might be in order, he states flatly: "I don't think Congress ought to be telling the Park Service how many horses there ought to be on each property."

Whether the Park Service, the legislators, and the public can reach a mutually agreeable solution is highly uncertain. Meanwhile, oblivious to the acrimony and uproar that swirls about them, the horses of the barrier islands continue to graze on marsh grass, swish flies, cavort in the surf, snooze, and reproduce....

LESLIE HAPP is editor-in-chief of National Parks magazine.

TAKE ACTION: Help defeat legislation to regulate horses. See page 14 for details.

The Taming of the View

Cultural landscapes—those shaped by humans—demand a different mind set from park managers. They must be willing to manipulate nature to maintain a site's historic significance.

BY YVETTE LA PIERRE

WHEN Frederick Law Olmsted, father of landscape architecture in the United States, bought a farm in 1883, he carefully used natural features, such as rock forms or trees, to illustrate his principals of design.

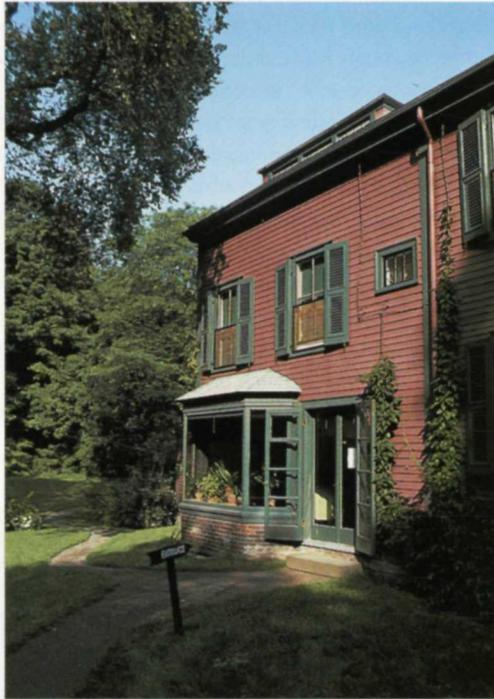
When the National Park Service (NPS) acquired Frederick Law Olmsted National Historic Site in Brookline, Massachusetts, in 1980, a swimming pool had been added and the vegetation—an important historic characteristic—had changed dramatically. Park officials struggled with which period in Olmsted's career the site—including the 36-room house and office complex—should reflect. After many discussions and historic research, the Park Service decided that the landscape should be restored to its 1930s appearance—the peak period of the Olmsted Brothers Firm, begun by the elder Olmsted and in business for more than 100 years.

To restore the two-acre site, park officials removed the swimming pool and more than 100 trees and dozens of shrubs and bushes. Olmsted would have approved. He understood the importance of protecting a landscape, describing it as “a work of art... a heritage to be sedulously preserved.”

A New Perspective

The Park Service is beginning to recognize that landscapes shaped by humans—cultural landscapes—are as much a part of our country's rich heritage as natural ones.

“We no longer just take you into the home and talk about the furnishings;



Olmsted first practiced landscape design at his farm in Brookline, Massachusetts.

we take you into the landscape and talk about the use of the land,” says Bob Page, program manager of the Cultural Landscape Program. “We’re telling a richer story.”

To aid in these efforts, NPS established the Cultural Landscape Program in 1990. Two years later, the Olmsted Center for Landscape Preservation, based at the Olmsted site, was created to provide technical assistance to parks. Now the landscape program is embarking on perhaps its most ambitious project yet—a system-wide inventory of all cultural landscapes.

The biggest challenge, Page says, has been developing a database that is flexible enough to handle the many cultural landscapes found within the system.

Gardens and parks, scenic highways, living communities, cemeteries, farms and ranches, and battlefields provide just a sampling.

“We have inventoried more than 700 landscapes as part of the testing [of the new database],” Page says. “We wanted to see if it worked as well in a battlefield as at Vanderbilt Mansion.”

The Park Service was scheduled to begin training people on the database in August. When completed, it will include the size, character, and management information of every cultural landscape in the National Park System and will help park staff identify and protect the resource.

“As we’ve developed the program, there’s been a realization that we don’t really know what we have,” he says. “The biggest threat right now is the lack of knowledge.”

As more and more park managers learn about their historic landscapes and seek to manage the resources, they face a number of challenges and difficult choices. One of the challenges is determining at what point in history to restore or maintain a landscape.

Telling the Story

At Longfellow National Historic Site, the focus of the park is the large, elegant house on Brattle Street in Cambridge, Massachusetts. The house, built in 1759, is famous for two former occupants—George Washington, who used the house as his headquarters during the siege of Boston, and the poet Henry Wadsworth Longfellow. The site also contains about two acres of the original 97-acre estate of pasture, meadow, orchards, and formal

ELIOT COHEN

DUSTY PERIN



Views from Longfellow's home in Massachusetts, which includes remnants of his formal gardens, have become obstructed. The Park Service must decide whether to restore the land to its appearance during the poet's time there.

gardens. In 1844, Longfellow described the grounds in a letter to his father: "I have also planted some acorns, and the oaks grow for a thousand years, you may well imagine a whole line of little Longfellows, like the shadowy monarchs of Macbeth, walking under their branches for countless generations..."

Although visitors now walk under those same branches, the landscape that inspired the poet had already undergone many changes—some of them made after Longfellow's death by his daughter, Alice—by the time the Park Service acquired the property in 1972. Even the one constant through generations of owners—an unobstructed view of the Charles River—is now partly blocked by trees.

Although the management plan for the site clearly states that the principal significance of the property is its association with Longfellow, should the Park Service return the landscape to its appearance during Longfellow's time or treat changes made before, during,

and after the poet's tenure as part of the story?

"We're in the midst of asking that question," says Nora Mitchell, director of the Olmsted Center for Landscape Preservation. Decisions such as whether to remove trees to restore historic views are difficult ones, and long-term maintenance must be considered. Mitchell admits that in some past cases, the Park Service has cleared vegetation to restore a landscape, but then did not have the resources to maintain the clearing.

The key to these decisions, she says, is working with what you have inherited. "I like to think we start by understanding history, then look at what's on the ground, then decide what we want to do."

On the surface, restoration of battlefield landscapes seems more straightforward. The most obvious goal is to make the landscape appear as it did during the war with which the park site is associated. But this could involve the removal of features from other time periods.



DUSTY PERIN

For example, Wick Farm, part of the Jockey Hollow Unit of Morristown National Historical Park in New Jersey, is most significant for its role as the encampment of the Continental Army during the winter of 1779-80. Accordingly, the farm house has been restored to its 18th century appearance.

The site, however, is also significant for its association with early battlefield memorialization efforts in the 1930s. Choosing to reconstruct the landscape exclusively to the Revolutionary War period would mean that several buildings and gardens established by the Park Service in the 1930s would have to be sacrificed, eliminating the opportunity to present that aspect of the site's history. On the flip side, trying to present too many periods of history may only confuse visitors.

As managers at Morristown consider

CULTURAL LANDS *Continued*

the role of the landscape in telling the site's story, they also have natural resource issues to consider. Historically, Wick Farm had views extending across orchards, fields, and areas cleared for timber. Today, forest grows on what was an encampment in the 18th century. Cutting down trees to restore the historic character so that it helps to tell the story of Wick Farm would significantly affect the wildlife that now depend on those regenerated forests for habitat.

"It's a matter of balancing values," Page says. "Generally, there is a balance that can be achieved with the proper information."

Roads with a View

The balancing act between preserving natural and cultural resources also is an issue at parks better known for their natural landscapes.

"The interface of history and nature is so pervasive in many places that we

assume to be so-called natural landscapes, it's very hard to separate the two," says Rolf Diamant, superintendent of Longfellow, John Fitzgerald Kennedy, and Frederick Law Olmsted national historic sites.

A prime example is Acadia National Park in Maine, one of the park system's most popular natural landscapes. For decades, visitors have enjoyed the views of ocean, forest, and mountain while driving the roads of Mount Desert Island. Now the road system itself has been recognized as a significant part of the landscape. What visitors may not realize is that John D. Rockefeller, Frederick Law Olmsted, Jr., and others deliberately manipulated nature to achieve those views.

In preparation for a highway construction project in Acadia, the park enlisted the help of the Olmsted Center to examine the roads from a historic perspective. What the center discovered was the lost story of how Rockefeller, Olmsted, and others designed and constructed the motor and carriage road

systems to blend with the land and enhance visitor enjoyment of the scenery.

Now, the Federal Highway Administration is using the Olmsted Center's report to guide its final construction documents in order to preserve the historic character of the Motor Road System.

"They had a design in mind when they put the carriage roads in," says Eileen Woodford, NPCA's Northeast regional director. "The roads look as though they grow out of the hillside, and it is hard to tell what is God's and what is human made. You can't imagine that the place did not have these roads before, they have such a naturalistic quality."

Conversely, at Cumberland Gap National Historical Park in Kentucky, the Park Service may soon get the chance to remove a road that detracts from the cultural landscape.

"Nowhere in the Southeast is there a place more clearly a cultural landscape," says Don Barger, NPCA's Southeast regional director. "It preserves a flow of history over time."

Cumberland Gap has been traveled by American Indians, pioneers including Daniel Boone, and Civil War soldiers. It was the major artery used by settlers moving into what was then called the "Old West" from the East. Recently a tunnel was built through the mountain allowing NPS to investigate removing the paved road and restoring the historic trail through the gap. The plan is to have visitors park on one side of the mountain, then walk through the pass, guided by interpretive signs. Once visitors reach the other side, a shuttle bus will return them via the tunnel to their cars.

According to Barger, the city of Middlesboro, Kentucky, supports the removal of the road, even though it is a main access route to



TOM TILL

Cumberland Gap in Kentucky is a natural landscape with cultural significance. American Indians, pioneers, and Civil War soldiers all traveled along this pathway. A recent plan suggests removing a paved road to restore the historic trail through the gap.

the community. He credits the community's support in part to NPCA's role in protecting the city's water supply from strip mining.

Forging an Understanding

The support of visitors, private organizations, and neighboring communities is essential to the protection of cultural landscapes, especially when rehabilitation involves altering the site. From the start of the landscape restoration work at Olmsted, park officials actively inform-

ed the community and park visitors about the project.

"There was a lot of support when people learned what was going on," Mitchell says. "Olmsted [national historic site] used the project for interpretation as a work in progress."

Bob Page recognizes the importance of visitor education in reaching management goals. "I think people are fascinated about why we make the decisions we do," he says. "If the public has a greater understanding of the challenges and the difficulties we face, that can only help the agency."

In addition to public awareness, cultural landscape managers are looking to professional partnerships to help them achieve their goals. In light of diminishing resources and budget cuts, Mitchell admits that "it's a challenging atmosphere" to ask park superintendents to take on cultural landscape preservation. This is where partnerships with private organizations that can share restoration and maintenance costs can play a role.

"We see partnerships as a growing part of our future," Mitchell says, "but we have to get good at it."

Historic Land Use

In preserving cultural landscapes, a partnership has emerged between the



Wick Farm, most noted as an encampment site for the Continental Army, is also associated with early battlefield memorialization.

Park Service and agriculture. Fort Hill, which became part of Cape Cod National Seashore in Massachusetts in 1963, had been cleared of trees since prehistoric times. The Park Service continued to maintain the open appearance, achieved for centuries through agriculture, by mowing.

A recent report by the Olmsted Center recommended that the park consider reinstating a historic use of the area—hay cultivation—by an independent lessee to reduce the amount of routine maintenance performed by park staff. Because the area is close to one of the most important marine estuaries on the cape, the cultivation will have to be carefully planned. The report also recommends that some grassland be left fallow to provide habitat for ground-nesting birds such as bobolinks.

According to Page, the traditional approach of the Park Service when it acquired land was to phase out existing uses. But some parks have kept traditional use constant. Ebey's Landing National Historical Reserve in Washington State preserves an unbroken history of Puget Sound exploration and cultivation dating from the early 19th century, and Point Reyes National Seashore near San Francisco continues dairy and beef ranching that began in the 1850s.

"Often we assume that a human use is bad," Mitchell says. "I'm beginning to see in a lot of the work that we're doing that if the continuity is there, the use deserves to be considered in the mix."

For instance, at Marsh-Billings National Historical Park in Vermont, a relatively new park site with a mission to interpret the American conservation movement, a working dairy farm and managed forest operation have continued for 120 years.

Marsh-Billings historical park was the birthplace of George Perkins Marsh, author

of the seminal conservation work *Man and Nature: Physical Geography as Modified by Human Action*. Railroad magnate Frederick Billings bought the Marsh property and created a model farm and forest—a human-made landscape that complemented the natural one. Laurance Rockefeller, a leader in the post-World War II conservation movement, and his wife, Mary French Billings Rockefeller, Billings' granddaughter, donated the mansion and the woodlands to the National Park Service. Today, NPS and the Billings Farm and Museum operate the site.

Diamant, acting superintendent of Marsh-Billings, says the challenge for this and all parks is to respect the historic landscape while managing for today's scenic, recreation, and economic needs. The solution is not to freeze landscapes in time but to understand the history of change and keep stewardship relevant today.

"As we begin to understand the forces that have shaped the landscape," he says, "it calls upon us to manage a different way. We're beginning to change the way we manage."

YVETTE LA PIERRE lives in Madison, Wisconsin, and last wrote for National Parks about touring the parks via the Internet.



Where the Birds Are

The national parks offer some of the best places in the country to watch birds, a growing pursuit.

BY CONNIE TOOPS

A GREAT EGRET, frilly breeding plumes cascading down its back like a bride's train, glides down to an alligator hole at Everglades National Park in Florida. The egret's presence lures a dozen curious white ibises, wading birds with bright red bills and faces. A great blue heron takes advantage of its three-foot stature to wade into the water. Not a feather quivers as it stands silently, immersed to the knees, waiting for a fish to swim within striking distance.

Several feet away, a little blue heron paces at the water's edge. Its head weaves from side to side as if responding to a snake charmer. The heron jabs. A mosquito fish flips between the black tips of its beak, then disappears in a greedy gulp. In active contrast, a snowy egret tiptoes along the water's edge, a ballerina in golden slippers, plucking minnows as it dances.

Watching birds converge around an alligator hole during the dry season is one of the most extraordinary experiences at Everglades National Park. For a few weeks each year, these drying pools teem with aquatic and bird life. Egrets and herons depart their rookeries at

sunrise, winging over the sawgrass prairies in search of shallow ponds excavated by gators.

Since John James Audubon explored what is now part of Everglades National Park in 1832, south Florida has become a mecca for birders. About 300 avian species are seen regularly.

The winter months, when mosquito levels are most tolerable, are a good time to visit. Shark Valley, located off U.S. Route 41 about 30 miles west of Miami, offers a 15-mile paved loop trail. Visitors may hike, ride bicycles, or tour by tram.

Along this trail early in the morning,



Snowy egrets return to an evening roost at Everglades National Park in Florida. More than 300 species of birds are seen here regularly.

RICK POLEY

CONNIE TOOPS is an avid birder and author of numerous books about birds including *Everglades*, *Bluebirds Forever*, *Hummingbirds: Jewels in Flight*, and *The Enchanting Owl* (all Voyageur Press.)



RICK POLEY

birders may see limpkins—large wading birds with a tail-flicking gait and a mournful, wailing call. Yellow-crowned night herons roost in the willows near the parking lot. Snail kites, rare hawk-size birds that feed exclusively on aquatic apple snails, sometimes hover over the sawgrass marshes.

The Anhinga Trail, a half-mile boardwalk named for its resident fish-eating birds, hosts a full complement of water birds, turtles, and alligators. It is near the park entrance, 12 miles southwest of Homestead on State Route 9336.

Driving 38 miles through the park, visitors reach Flamingo, a former fishing village named for the flocks of birds seen here a century ago. Today, the mangrove-lined estuaries provide a rich food source for pelicans, cormorants, ospreys, bald eagles, and shorebirds. Check Eco Pond for roseate spoonbills, wide-beaked wading birds with bright pink feathers. Tropical white-crowned pigeons and mangrove cuckoos inhabit the wooded areas. Do not forget to bring along insect repellent, light-



DOMINIQUE BRAUD/TOM STACK & ASSOC.

ABOVE: Roseate spoonbills congregate at a pond teeming with fish. **LEFT:** These ponds also draw birds such as the white ibis. Visitors may also see other wading birds hunting for fish, including herons and egrets.

weight slacks, and long-sleeved shirts; Flamingo is the mosquito capital of the lower 48 states.

Along with the Everglades, a number of other national parks are considered must-visit places by beginning and experienced birders alike. Pack insect repellent, comfortable shoes, a good pair of binoculars, and a thorough field guide, and venture out into some of the best birding spots in the country. For more information on the Everglades, call (305) 242-7700.

Big Bend

Big Bend National Park boasts a Texas-size bird list of 434 species. Located on the Rio Grande in southwestern Texas, the park includes riparian flood plains,



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SALVATORE VASAPOLLI

The spectacular red, blue, and chartreuse feathers distinguish the male painted bunting, which can be seen at Big Bend National Park in Texas.

shrub desert, foothills grasslands, and mountain woodlands. These diverse habitats attract great numbers of birds, several of which are rare elsewhere in the United States.

Serious birders who wish to add to their "life list"—a collection of species seen during a lifetime—watch for fork-tailed Lucifer hummingbirds at the red flowers of ocotillo shrubs. To find Colima warblers, birds that normally reside in Mexico, dedicated birders make a strenuous nine-mile hike to Boot Canyon in the Chisos Mountains. Hikers should carry ample water and basic survival gear when venturing into the backcountry.

The easiest place to watch birds is Rio Grande Village campground. Roadrunners dash between the cacti. Male painted buntings, with their distinctive red, blue, and chartreuse feath-

ers, nibble on grass seeds near brushy cover. Cottonwoods along the river attract migrating gray hawks and vermilion flycatchers.

In late April and early May, when weary neotropical migrants pass through, you can observe them carefully with binoculars and guidebook in hand at Sam Nail Ranch, Dugout Wells, or Government Springs.

Rio Grande Village offers a full-service campground, and basic camping is available at Chisos Basin and Castillon. For more information on Big Bend National Park, call (915) 477-2251. Chisos Mountain Lodge offers cottages, rooms, and a restaurant at a mile-high elevation. Reservations may be made by calling (915) 477-2291. The nearest town with lodging, restaurants, and stores is Alpine, located 110 miles north of park headquarters.



Birders who travel to Chiricahua National Monument in Arizona may be rewarded with a look at a male Anna's hummingbird.

Chiricahua

Chiricahua National Monument lies in the heart of Arizona's "sky islands." These scattered peaks south and east of Tucson form a transition zone between the Rocky Mountains and Mexico's Sierra Madre Occidental. The Chiricahua Mountains are also a wildlife travel corridor connecting the Sonoran and Chihuahuan deserts.

Scan the cliffs along Bonita Canyon Drive, which winds from park headquarters to Massai Point, for prairie falcons that nest here. Resident birds of higher elevations include gray-breasted jays, Mexican chickadees, and bridled titmice. In the summer, painted redstarts flit about in the juniper trees, displaying their boldly patterned black, white, and red plumage.

A two-mile walking trail connects the visitor center with Faraway Ranch and Bonita Creek picnic area. Birders

strolling through the woodlands and meadows here are likely to see black-headed grosbeaks, Scott's orioles, and Anna's hummingbirds. Tail-bobbing Say's phoebes search for insects in grassy areas around the ranch. Golden eagles and several species of hawks hunt over the meadows near the park entrance.

The park has a small campground, and a bed and breakfast is nearby. Otherwise, motels, restaurants, and services are available 37 miles away in Willcox. On the third weekend of January each year, the Chamber of Commerce sponsors Wings Over Willcox, a festival to celebrate the hawks, sandhill cranes, and other birds that winter in the area. Weekend activities include seminars, field trips, and "hawk stalks." For more information, call (800) 200-2272. To obtain park information, call (520) 824-3560. ➔

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Lava Beds

From a distance, the rugged volcanic outcrops of Lava Beds National Monument appear barren and forbidding. But this 46,500-acre park in northeastern California offers exciting birding opportunities. Cascade Mountain and Great Basin ecosystems merge here, providing juniper and pine forests for high-elevation species such as Cassin's finches, Townsend's solitaires, and mountain bluebirds. These birds can be seen from trails around the campground or from Cave Loop, a two-mile drive that begins at the visitor center. Lower grasslands are great for spotting northern harriers, shrikes, and short-eared owls. Petroglyph Point, a rocky outcrop near the entrance, hosts nesting barn owls, red-tailed hawks, and prairie falcons.

The park adjoins Tulelake National Wildlife Refuge, an area the late birding guru Roger Tory Peterson listed among his dozen favorite "hot spots" in the United States. Each fall and spring, more than a million snow, white-fronted, Ross', and Canada geese, as well as pintails, American widgeons, and mallard ducks rest and refuel on Tule Lake.

The largest concentration of wintering bald eagles in the Lower 48 visits the surrounding Klamath Basin. Some of the eagles fly into the monument each evening and roost in tall Ponderosa pines. Five hundred or more bald eagles frequent the basin from November through February. They are joined by rough-legged hawks and a few golden eagles, all of which can be seen from pullouts along the park road and from the refuge tour route. The community of Klamath Falls, Oregon, hosts an annual Bald Eagle Conference the third weekend in February. For information, call (541) 883-5732.

Lava Beds National Monument has a 40-site campground. For more information, call (916) 667-2282. Lodging and services are available in Tulelake, California, which is 30 miles from the park's headquarters. Klamath Falls, Oregon, 60 miles from the park, offers a wide array of accommodations and services. 

Birdwatching Basics



GEORGE WUERTHNER

Birdwatching, which often becomes a life-long hobby, requires nothing more than a thorough field guide and a good pair of binoculars.

IMAGINE WALKING in the woods when the flute-like call of an unseen songster piques your curiosity. How do you identify the brightly colored bird that perches at your campsite, or in your backyard?

Binoculars are an aspiring birder's most important investment. There are many brands, and prices range from \$50 to more than \$1,000. If you have not used binoculars before, visit a camera shop or birding specialty store to compare several models. Each will have a rating, such as 7x35 or 8x25. The first number is magnification. A 7x binocular makes a bird that is 70 feet away appear as though it were 10 feet away. The higher the magnification, however, the more difficult it is to hold a binocular steady.

The second number is lens size. The larger the lens, the more light it will gather, a factor appreciated at dawn or dusk. An ideal ratio for magnification to light-gathering power is 1:5, thus the popularity of 7x35 and 8x40 binoculars. Other considerations include sharpness, ease of focusing, size, weight, and water resistance.

Beginning birders are often frustrated by their inability to locate a bird

quickly with binoculars. Practice by selecting objects in the yard. While staring at each, raise the binoculars to your eyes and focus. Skip from target to target until you can do so with ease. Then rehearse for flying birds by training your binoculars on a child riding a bicycle or a passing car.

You will also need a good field guide. The top three include: *Birds of North America* (Robbins et al. Golden Press), *Field Guide to the Birds of North America* (National Geographic Society), and *A Field Guide to the Birds* (Peterson, Houghton Mifflin). The latter includes volumes for Eastern and Western species.

Some birders enjoy solitude, but others thrive on companionship. To find fellow birdwatchers, contact the nearest National Audubon Society chapter. A number of natural history museums and community colleges also offer introductory birdwatching classes and field trips.

Interest in birds is not limited by age, occupation, or formal education. Birding often becomes a life-long hobby, allowing participants to enjoy feathered visitors in their own yards as well as on adventures afield. Perhaps the greatest reward is simply spending time outdoors, enjoying nature's beauty.

—CT

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Hanging in the Balance

Since 1983, the Indiana bat population has dropped by half. Protection efforts have yet to halt the decline.

BY KATURAH MACKAY

LONG ASSOCIATED with the murky recesses of haunted houses and the alter ego of vampires, bats have suffered as a result of human fear. Several types, including the Indiana bat, are listed as endangered, and unless populations stabilize, this creature could disappear from the planet.

Contrary to the reputation of their species, Indiana bats (*Myotis sodalis*) are harmless to humans and extremely social.

As temperatures drop, bats seek caves and abandoned mines to sleep through the winter, sometimes congregating in groups as large as 500 bats per square foot. True hibernators, bats lower their temperatures and sleep with a heart rate just above death. When spring arrives and bats leave their roosts, females have been known to fly hundreds of miles to a summer feeding ground and nursery colony. The mammals, which can live to be as old as 14, feed on swarms of insects at night, including mosquitoes, moths, mayflies, and stone flies.

The Indiana bat was listed as endangered in 1967 as a result of a drastic population decline in its major areas of hibernation, including Indiana, Missouri, and Kentucky. More than 85 percent of the population hibernates at only nine sites, and more than 50 percent spend the winter in only two known caves. Indiana bats have been found in Cumberland Gap National Historical



MERLIN D. TUTTLE, BAT CONSERVATION INTERNATIONAL

A young Indiana bat hides beneath tree bark for protection.

Park and Mammoth Cave National Park in Kentucky, and along Ozark National Scenic Riverways in Missouri.

Human disturbance of the few remaining hibernation sites continues to threaten the bat's survival. The slightest disruption can be harmful: bats enter hibernation with only enough fat reserves to last until spring. Any agitation causes them to take early flight, use these stores, and consequently accelerate starvation. Since 1983, the number of Indiana bats has declined from 550,000 to fewer than 250,000.

Numbers continue to drop alarmingly even as research continues and protection efforts have been established. The bats produce one young in late June or early July, and the low birth rate leaves scientists unsure whether the population will ever fully recover, says

Gene Gardner, a biological specialist with Missouri's Department of Transportation. "Major hibernacula have been protected, but their numbers keep going down. All we can do is continue our research and protection," Gardner says.

In addition to human interference, deforestation threatens the Indiana bat and its summer habitat. Dead and dying trees are critical to maternity colonies because of the shelter they provide newborn Indiana bats, but many of these trees are felled when forests are cleared for development.

Several steps have been taken to carefully monitor Indiana bat hibernation sites. In a combined effort with the National Biological Service, agencies responsible for closing abandoned mines are working on a database to map out areas where hibernation sites and mines overlap. Special gates would allow Indiana bats to enter and use the empty shafts for winter roosts while keeping out curious humans. Studying the bats' use of these mines also provides scientists with information on how to construct artificial roosting sites elsewhere.

"We need to maintain a level of protection of caves and mines that is critical for hibernation, while shifting our emphasis to determine the causes of decline in summertime habitat," Gardner says. Equally important is the recognition that all bats are fundamental aspects of our environment and should no longer suffer as victims of fear and carelessness.

KATURAH MACKAY is news editor of National Parks magazine.

Overflight Oversight

Although they are a popular way to experience the national parks, air tours must be regulated to ensure resource protection and public safety.

BY SEN. JOHN MCCAIN

THE UNIQUE, soul-touching experience enjoyed by so many visitors to Grand Canyon National Park derives not only from the park's majestic tranquillity and visual splendor, but also from the natural sounds within and around the canyon.

The ambient sound in a park, or "natural quiet," is precisely what most Americans want to experience when they visit these treasured places. It is as crucial an element of the beauty of certain parks as those resources that we can see and appreciate.

One of the biggest threats to natural quiet comes from the buzz of air tours—or overflights. The number of air tours over Grand Canyon alone nearly doubled between 1987 and 1994. In addition to the fact that noise generated by the planes may detract from a natural resource and visitor enjoyment, overflights raise important safety issues that regulators must address first and foremost.

The safety and noise issues presented by Grand Canyon overflights were addressed as early as ten years ago, when Congress passed a law designed to protect and preserve the quiet at the canyon. The act, which I helped to author, banned flights below the canyon's rim and required the designation of flight-free zones. It also required the Federal Aviation Administration (FAA) to prepare and issue

SEN. JOHN MCCAIN (R-Ariz.) serves on the Senate Armed Services and Indian Affairs committees and chairs the Commerce, Science, and Transportation Committee.

a final plan for the air space above Grand Canyon. The FAA administrator was required to develop a final plan by implementing the Department of the Interior's recommendations unless they affected aviation safety.

It was not until last year that FAA issued a final rule that modified and expanded flight-free zones, placed a temporary cap on the number of air-



ANDREW TOOS/LEE CARLSON

tour flights, set curfews for commercial sightseeing operations, and altered air-tour routes in the canyon.

The rule was scheduled to be implemented by the end of this year, but FAA delayed until January 1998 implementation of the modified flight-free zones and new routes to provide additional training time for air-tour operators.

One major disappointment with the final rule is that it did not contain incentives for quiet aircraft technology. Using quiet aircraft offers the most

promising approach to meeting our ultimate goal—substantial restoration of quiet in the Grand Canyon. So while we have made progress toward reducing noise at the canyon, we have fallen short of our ultimate goal.

Meanwhile, the same overflight problems afflicting Grand Canyon are evident in other parks. In 1995, the National Park Service (NPS) submitted a report to Congress stating that 70 percent of the managers whose parks were affected by overflights identified aircraft as a potential sound problem. At more than a dozen of the 91 parks surveyed, managers indicated that they were either "very concerned" or "extremely concerned" about overflights. Managers at 16 parks said that overflights represented a serious or very serious safety problem.

Our experience regulating flights at Grand Canyon has taught us some valuable lessons. We cannot wait until natural quiet has been lost before we take steps to prevent the impairment of natural resources. It also reminds us that safety in the air is a paramount concern, and that we can improve safety through regulations.

To begin addressing these concerns, I introduced the National Parks Overflights Act of 1997. This bill seeks to promote safety and quiet by providing a fair and balanced process for developing flight management.

Under this legislation, as under the 1987 act, the secretary of the Interior would develop recommendations that may include flight-free zones, curfews, and other restrictions for aircraft oper-



ating over certain national parks. The FAA administrator would then develop a plan, based upon these recommendations, to promote quiet and safety in our parks. The entire process would be completed within months after enactment of this legislation and after an opportunity for public comment.

This bill would also require the Interior secretary to recommend prioritization on implementing appropriate

flight restrictions at parks with the most serious problems. The bill would further require the secretary and the administrator to propose methods to encourage the use of quiet aircraft in our parks, unless such proposals are not needed to meet the goals of protecting quiet and promoting safety.

The 1997 act would promote safety by allowing the FAA administrator, in consultation with the secretary, to set

minimum altitudes for overflights in certain parks. Under the bill, as with the 1987 act, the administrator could revise the secretary of the Interior's recommendations to ensure that public-safety goals are met.

While I am committed to protecting natural quiet in our parks, I also appreciate that air tourism provides a legitimate way for disabled and elderly visitors to see our national parks. NPS is charged with both protecting park resources and providing for visitor enjoyment. We must be committed to restoring and preserving natural quiet in parks without preventing or limiting the enjoyment of those who wish to visit and appreciate those resources.

I believe that, at a minimum, a fair process for developing air-space restrictions would require: public involvement; provisions that promote cooperation between FAA and NPS and recognize their distinct and important missions; and the involvement of local park superintendents.

This bill seeks to promote safety, protect vital park resources, and provide for the continued enjoyment of our parks by visitors. If any leg of this stool is missing, I believe a plan to restore quiet in our parks will fall apart.

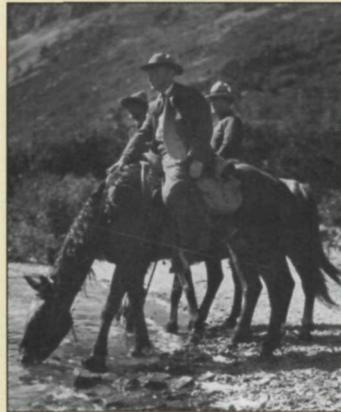
First and foremost, we must promote and preserve safety. As air-tour operations in many parks continue to grow, we must address the issue before tragic accidents occur. Second, natural quiet must be protected with the same serious purpose with which we set forth to protect any other natural resource within our national parks. And finally, providing for visitor enjoyment is crucial since we seek to protect and preserve park resources and provide safety with the understanding that park visitors are intended to be the beneficiaries of our efforts.

I know that when we have accomplished these goals, we will have gone a long way toward becoming, in the words of T.S. Eliot, one of those "happiest" of lands, "...those in which a long struggle of adaptation between man and his environment has brought out the best qualities of both."

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Stephen Mather,
First National Park Service director
(1917-1929)
and a NPCA founder



Stephen Mather (foreground) pictured with Yellowstone Superintendent Horace Albright (right), c. 1920

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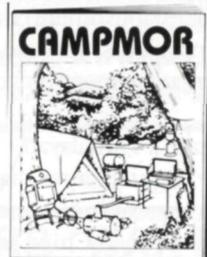
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BY KATURAH MACKAY

Parks As Paragon

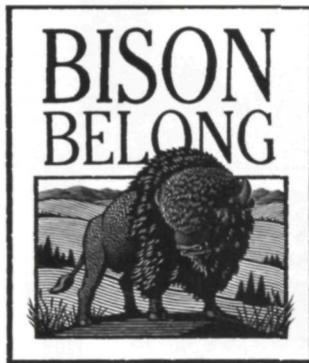
► In an 18-week internship arranged by NPCA, Karma Tshering, a member of the Ministry of Agriculture for the Kingdom of Bhutan, is visiting several national parks to learn about American park establishment, inherent problems, and successful management in parks.

Bhutan, a Himalayan country slightly larger than half the state of Indiana and situated between China and India, has set aside 29 percent of its land as protected parks; 60 percent of the country will remain forested. The majority of Bhutan's 1.7 million people live in small villages, many of which are located within new park boundaries.

Tshering is visiting U.S. park superintendents, natural resource specialists, and administration officials to learn as much as possible about the park system here.

Until recently, the Kingdom of Bhutan was closed to visitors from the West, but Bhutan officials now desire an ecotourism-based industry that allows a controlled number of Western visitors into the country at a time. According to Phil Pearl, NPCA's Pacific Northwest regional director,

Bhutan's goal is to "preserve not only its natural re-sources, but its cultural heritage as well."



Businesses Support Bison

► NPCA kicked off its "Bison Belong" campaign in July, reminding visitors to Montana to support businesses that have joined the organization in protesting the slaughter of the Yellowstone bison herd.

NPCA and merchants around Yellowstone National Park are trying to encourage tourists to patronize those businesses that support alternatives to slaughtering the bison herd. While Montana ranchers claim that the bison, infected with a disease called brucellosis, pose a threat to their cattle, the killing of these noble creatures could send Montana's tourism industry into an economic tailspin.

Join NPCA in pushing for an alternative solution to bison slaughter by supporting Montana businesses where the "Bison Belong" logo is displayed.

Recognition for Citizen Action

► NPCA recently honored Jim and Heidi Barrett with the Marjory Stoneman Douglas Citizen Conservationist of the Year award.

The Barretts have worked tirelessly to defeat the opening of the New World Mine, located outside of Yellowstone National Park. The mine would threaten Clarks Fork and other feeder streams to the Yellowstone River. The park's pristine waters and the wildlife that depends on it would be gravely affected were the mine allowed to operate. The Barretts' efforts were instrumental in gaining local opposition from Montanans to the mine.

"I'm overwhelmed," said Jim Barrett on learning of NPCA's recognition.

The award was created by NPCA in 1985 to honor Marjory Stoneman Douglas' determination to protect the Florida Everglades; it is given annually to a citizen leader whose exceptional efforts have helped save one of our national parks.

Donation Will Fund Z-Bar

► Proceeds from NPCA's annual dinner in April were donated to the partnership project that is financing the mortgage on the historic Z-Bar ranch. The ranch is part of the Tallgrass Prairie National Preserve, one of the most recent additions to the National Park System.

During the dedication event, NPCA's interim Executive Officer Bill Watson presented a check for nearly \$100,000 to National Park Trust Executive Director Bruce Craig.

About \$10,000 of that sum has been earmarked for the support of the On Prairie Interpretive Program, which will allow the ranch, its outbuildings, and the surrounding property to be open to visitors on a daily basis throughout the fall months.

The preserve is currently staffed by volunteers who conduct both private and open-house tours and assist with administration. A 1.75-mile nature trail, offering a map of the property and accompanying bird guides, is also open daily from sunrise to sunset.

For more information, contact the director of the preserve, Barbara Zurhellen, at (316) 273-8494.

Giving Drive Aims at Parks

▶ NPCA is participating in the annual fall Combined Federal Campaign (CFC) through Earth Share, which raised more than \$340,000 for the association last year. In 1988, NPCA became a founding member of Earth Share, a federation comprising 44 national and local environmental and conservation charities.

Through the CFC, federal employees can donate a portion of their paycheck to Earth Share or to one of its member charities. State, county, city, university, and corporate employees participate in workplace-giving campaigns, many with

which Earth Share is a partner. This year for the first time, employees can visit NPCA's Web site at:

<http://www.npca.org> and link up to Earth Share's Web page. There they can make donations to NPCA via an online pledge form.

Contact Jennifer Bonnette at (800) NAT-PARK, ext. 243, for a complete listing of Earth Share workplace donation drives or for information on including Earth Share in your employer's giving drive.

NPCA Sponsors Summit

▶ This fall NPCA will be teaming up with the Na-

tional Park Service (NPS) and several African-American cultural organizations to sponsor the Historic Places and National Parks Summit. The summit will provide a forum for group discussions and information sharing about preservation, national parks, and educational opportunities for the next generation of African-American park professionals and preservationists.

Open to all individuals, the summit will be held on October 1 as a pre-conference event for the 82nd annual meeting of the Association for the Study of Afro-American Life and History. Contact Iantha Gantt-Wright at (800) NAT-PARK, ext. 223 for more information.

NPCA Online

◆ Join expert Roland Wauer for these upcoming birding chats: Point Reyes National Seashore on Sept. 17; Blue Ridge Parkway on Oct. 21. Participate by visiting the America Online site at keyword: PARKS.

◆ Search NPCA's web site for our easy-to-follow park legislation database. Learn about the laws and executive orders pertaining to the National Park System.

◆ We invite your suggestions on the contents of our Web and AOL sites.

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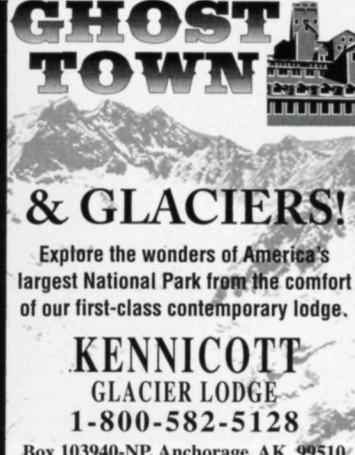
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Last month, I inquired about cellular phone service. I was surprised to find out how expensive it was, even for the most basic calling plans! I just couldn't justify spending that much for something I may never need. Then a good friend told about a product she thought would solve my problem. It's the SOS Phone—a cellular phone service designed exclusively for emergency use!

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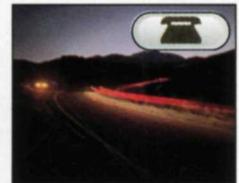
Not just for emergencies. If I just want to call home to tell

my husband that the kids and I are running late, I can! By pressing the "call" button, I'll reach an operator. When I ask the operator to call home, I'll be connected automatically. And because the Call Center has my list of 10 most-used phone numbers, I don't even have to recite the number!

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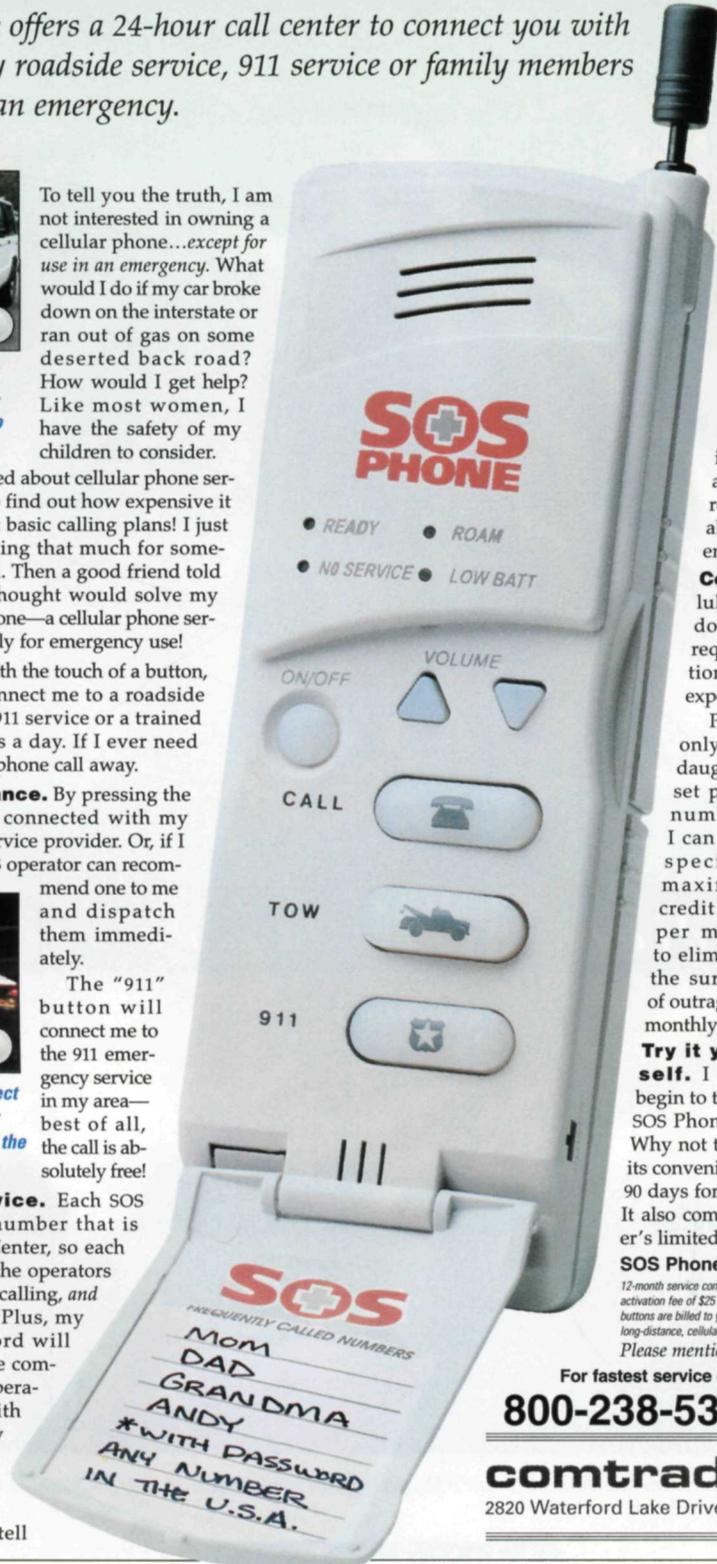
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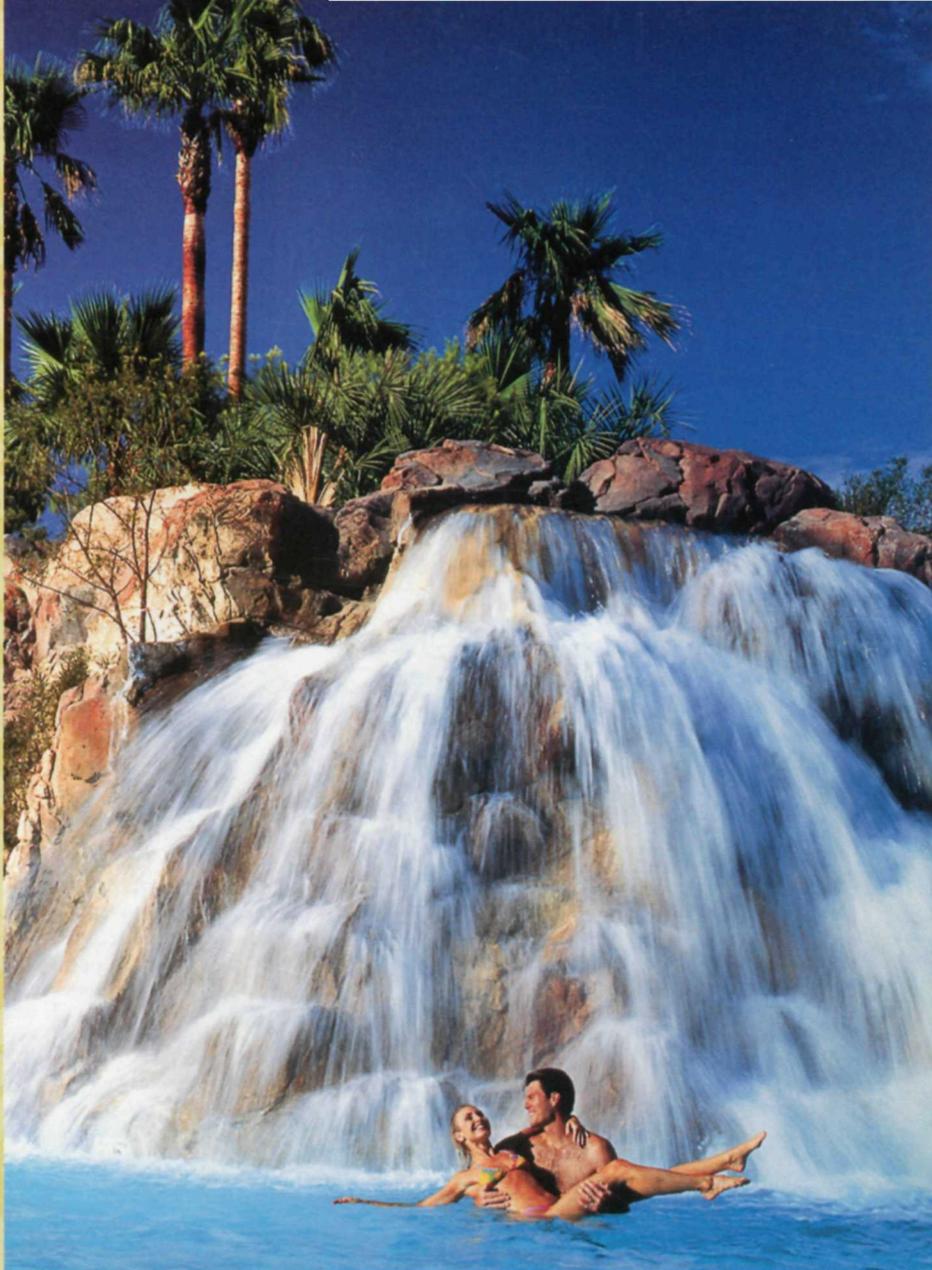
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