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ROADS AND MORE ROADS

IN THE NATIONAL PARKS AND NATIONAL FORESTS

By ROSALIE EDGE



IN THE OLYMPIC NATIONAL FOREST

This picture shows the tropical aspect of the rain-forest of the Olympic Peninsula. The giant firs, pines, spruces and cedars, festooned with pendant moss, tower above a lower story of deciduous trees; beneath, a luxuriant growth of shrubs and tall ferns spreads over a ground-cover of thick mosses jewelled with wild flowers.

INTRODUCTION

“BUILD A ROAD!” Apparently this is the first idea that occurs to those who formulate projects for the unemployed. In consequence, a superfluity of four-width boulevards, with the verdure cut back for many feet on either

side, goes slashing into our countrysides, without regard for the destruction of vegetation, and, too often without consideration of whether the road is needed at all. The motoring public always travels by the new road, and those who dwell along such highways, and have chosen their homes from a preference for seclusion, find themselves parked beside arteries of ceaseless traffic. No provision is made for pedestrians; and a man takes his life in his hands if he ventures on foot to call on his next door neighbor. The city dweller is forced to go far afield if he is to see aught besides asphalt, or to breathe air not polluted with carbon monoxide gas.

The work of relief employment is not based primarily, as it should be, on the usefulness and desirability of a project; such aims are, (of necessity it would seem) too often subordinated to the imperative need to put to work immediately thousands of men registered for relief through one agency or another. Vast sums are appropriated for work relief; and to use this money justly and usefully is a problem indeed. As a nation, we have adjusted our ethics to the pork-barrel; and each state, each county, city and village, loudly and insistently demands a share of the spoils.

A project which is useful, or only mildly harmful, in one county is too often repeated merely to allay jealousy in another county, where the same project may be positively detrimental. Mosquito control may be quoted as one example. The dwellers in the thickly populated suburban districts of Long Island demand that mosquitoes be controlled on the surrounding great areas of salt marsh. Thousands of dollars are appropriated for this work, and armies of C.C.C. men begin to dig ditches in every direction. Then, as soon as it becomes known that Long Island townships have much money to spend on mosquito control, an outcry arises from upland communities, insisting that their mosquitoes also be destroyed. The situation in the uplands is entirely different from that of the seaside; in one the marshes are salt and in the other they are fresh. The various species of mosquitoes are not the same. While the mosquitoes of the salt marsh easily fly twenty-five miles, or more, the fresh marsh mosquito does not travel more than a mile away from its breeding-place. What do county officials or project makers care for such elementary facts? Fresh water marshes, miles distant from any town, are drained without regard to their importance as breeding places of valuable birds and fur-bearers. Thus, in order to grasp at the money which they see passed so easily from hand to hand, do the upland communities destroy sources of recreation and profit on which they might rely year by year.

So it is with roads. Through the medium of road-building, money may be buttered evenly over the whole country. There is a fixed idea in the American mind, inherited from a pioneer ancestry which suffered from having no roads at all, that any additional road must be good and that one cannot have too much of a good thing. Consequently, there have already been built with federal funds more roads than can possibly be kept in repair

by state and local communities†—roads parallel, roads crisscross, roads elevated, roads depressed, roads circular and roads in the shape of four-leaf clovers; a madness of roads, too many of which will be left untended to fall into disrepair and disrepute.

ROADS IN THE NATIONAL PARKS

Turning to government-owned lands, we find that work relief has entered our National Parks and Forests in force. Each one of these has its C.C.C. camps;* and road-building is again the chief employment of the hundreds of men thus introduced into the wilderness. Can anyone suppose that a wilderness and a C.C.C. camp can exist side by side? And can a wilderness contain a highway?

It is conceded that the National Parks must have roads. The Parks are recreational and educational centres for all the people; and admirably do they fulfill these functions. On the other hand, no one who knows the National Parks is so naive as to believe them to be wilderness areas. They have within their borders great hotels and acres of well-equipped camps. The crowds that visit them are splendidly handled; but the management of thousands of visitors makes it necessary to have offices and living quarters for a large personnel, besides stores, parking spaces, boat houses, docks, corrals, and garages; all of which encroach upon the wilderness. Virgin timber has been felled to build hotels, and valuable trees are cut each year for firewood. In the past, grazing has injured both the forests and meadows; and logging operations have been extensive within the Park boundaries. Some primitive areas, however, still exist in almost all the Parks. These should be guarded as the nation's greatest treasure; and no roads should be permitted to deface their beauty.

The Park Service is eager to prevent repetition of the vandalism that has ruined Park areas in the past; but great pressure is brought to bear by commercial interests that press to have new areas opened in order to obtain new concessions. In addition, there is thrust upon the Park Superintendents the necessity to employ C.C.C. men, whether or not their services are needed; and the wilderness goes down before these conquerors. The support of the public at large must be added to the efforts of the Park Service in order to save the most beautiful of the wild places. The situation is well told in an editorial from *GLACIAL DRIFT*, the organ of Glacier National Park, as follows:

“Let those who clamor for the opening of the last primitive valleys of the park . . . remember that the charm of many places rests in their soli-

† During the past two years 27,958 miles of road have been constructed; 6,386 miles are under construction; and 559 miles have been approved for construction. This work has been done with \$400,000,000 provided by the National Recovery Act of June, 1933, and \$200,000,000 provided by the Hayden-Cartwright Act of June, 1934. The funds were direct grants, and did not have to be matched by the states.

* “Legislation extending the Emergency Conservation Work for a 2-year period made possible an allotment of 600 CCC camps to the National Park Service for the period April 1 to September 30, 1935, with 118 camps in the National Parks and 482 in state park areas. This activity has been extended to the Hawaiian Islands and to the Virgin Islands. In all, approximately 150,000 young men have been engaged in this work.” (Extract from a National Park Press Memorandum released December 13, 1935.)

tude and inaccessibility. Let those who consider accessibility and ease alone, weigh carefully which gives more enduring recollection, the dash over Logan Pass or the horseback or foot trip over Indian Pass, and learn that one appreciates in more lasting measure those things which one must gain through the expenditure of effort. Let those who urge more roads bear in mind that the marring of countryside does not end with the construction of a broad, two-lane, highway, absolutely safe when driven at a sane speed commensurate with the full enjoyment of a National Park, but that even the gentlest curves must be eliminated, the width ever increased, each reopening a wound to leave a more gaping scar; with no more turns with delightful surprises beyond, for there are to be no turns; only greater speed and safety, though we may well note the irony of the latter in mountainous regions where improvement always has resulted in more fatalities. Let us recall the hundreds who dash daily over Logan Pass, without so much as a stop, or the great number who, like the camper from the Atlantic seaboard, boasted he had just been in three National Parks on that day and would be in Mt. Ranier on the morrow!"

In the Parks we find hotels and other buildings in a style according, as much as possible, with the surroundings—how shocked we should be to find a skyscraper in a National Park! We need to develop roads that shall be suited to Park purposes and not to bring into their solitudes the great boulevards that are appropriate only where the population is densely crowded. Engineers are not trained in esthetic values; and when producing a triumph of their profession they give small heed to the beauty of the flora, or the interest of the other features of the landscape on which they lay their heavy hands. In the Yellowstone Park a road was last summer, quite needlessly, carried over a thermal spring. What is one less hot spring to a road-engineer? The Yellowstone Park has many hot springs—but now it has one less. A road, suitable for the transport of great loads, is not needed in the Parks; but around the camp fires any evening one may hear the boast: "We drove all the way up without changing gear," or "We never dropped below forty." Our Parks should not be desecrated for the whims of such drivers; obstacles might well be put in the way of fast driving in order to induce the tourists to contemplate the wonders of the forests and mountains spread out before them. Why cut away the crest of each rise, leaving ugly cuts with sides so steep that they cannot support plant life? A continuous easy grade is not essential for driving which is almost entirely recreational; and much primitive beauty is lost through exalting every valley and bringing every mountain low. Even the wilderness not traversed by roads is not safe from the despoiler. High up on Ptarmigan Pass in Glacier Park we met a tractor widening a so-called trail to the width of a wagon road, and watched the C.C.C. men stoop and pick out small stones with their hands. They were making a Rotten Row of a trail across what is still happily a great wilderness of virgin forest.

Last summer we stood at the top of Logan Pass and watched the cars come sweeping to the summit. They might pause for five minutes in the great parking place, decorated with landscaped beds of shrubs bordered with stone copings, which belittle what was once one of the most glorious

points of the Rocky Mountains. Many people did not leave their cars, others stepped down for a few minutes to look, and to wonder that such height could be reached without a heated engine. A ranger invited and even pleaded with the sight-seers to go with him on a short walk to see the secluded wonder of Hidden Lake. "You can have no idea standing here," he said, "what a wonderful thing it is to go there . . . a very little way. . . ." While he spoke, his voice was drowned in the whirr of the self-starters. The little group of nature-lovers who followed him discovered the loveliness of the lake and saw, besides, Rosy Finches and White-tailed Ptarmigan. They did not miss the company of the motorists who were by that time far in the valley below, rushing on in their enjoyment of perpetual motion.

For roads more appropriate to the National Parks, we offer two suggestions which we believe to be practical:

1. **ONE-WAY ROADS.** One-way roads could be narrow and so more easily follow the grade and contour of the land. Roads, roughly paralleled, leading in opposite directions, might be separated by a strip of woodland, as has been done in some of the parkways around great cities, preserving the illusion of wilderness and reducing the great scars that wide roads make on mountain sides. The cost might be increased but the project would have the advantage of providing work for an additional number of men. With no danger from cars coming in the opposite direction, it would not be necessary for a driver to see so far ahead as on a two-way road, and trees and shrubs could be permitted to grow close on either side. At convenient intervals the road should be widened so that a car may draw aside and stop to permit the occupants to enjoy the distant view or the nearby beauty. It is often argued that roads in the National Parks are needed for the aged and for those unable to take the horse and foot trails—but is it, indeed, fair to these people to be forced to drive along roads so wide that the flowers and shrubs and even the trees are too far distant to right and left to be enjoyed, and which are lined on both sides with further bare spaces? What chance has anyone to identify a bird? May not a car sometimes be permitted to saunter, to linger, and even to pause? We believe one-way roads would increase enjoyment, and insure greater safety.

2. **PREVENTIVE LANDSCAPING.** We recommend that the landscape gardeners, who do what they can to patch and cover up the wounds made by the engineers, precede, as well as follow, the road-builders. The ground-cover might often be put aside, and replaced after the road is completed, or used elsewhere. Last September we traversed the road that crosses the Great Smoky Mountains from Cherokee, North Carolina, to Gatlinburg, Tennessee. Two years ago this was a fine road, and adequately graded for all recreational purposes. Now, further smoothed out and straightened by C.C.C. labor, the raw, steeply-cut sides are artificial and ugly to a degree. The summit, like that of Logan Pass, is laid out in the manner of suburbs and cemeteries. This cicatrice across the heart of the loveliest of forests is a sin against Nature. The C.C.C. men were heaping and burning fifteen and twenty-foot high rhododendrons, which had been roughly uprooted, with no regard to their value. The ground cover of small, woody wild things

had been dug under. In some places landscaping had veiled the raw earth but with man-made art. We hope that this amelioration of unsightliness may be continued; but no art can replace Nature's treasures; these must be saved before they are ground beneath the road-makers' ruthless heel. Such destruction of native grasses, plants and shrubs along our roads may be observed in every state.

ROADS IN THE NATIONAL FORESTS

The Forest Service has fallen prey to two commercial groups, the lumbermen and the stockmen. Its policy is controlled by these two interests, each of which maintains a powerful lobby in Washington. By the skillful



"SUSTAINED YIELD" (?) ON THE OLYMPIC PENINSULA

use of misleading terms, the nation is kept in ignorance of the shameful exploitation of the National Forests. The whole problem of the management of the Forests, of which the construction of roads is only a part, is obscured by undue accent on the fact that, while the Parks are for recreation, the Forests are for "use." But the Forest Service reserves to itself

the interpretation of the word *use*, and narrows the usefulness of the Forests to the cutting of timber and the grazing of cattle, forgetting, or wilfully subordinating, other uses of greater importance that are also the function of the National Forests.

Lumbering in the Forests is legitimate when the trees can be cut as a crop, and sufficient seed trees are left standing; when the lumbering is done with economy, and the slash cleaned up; and when the land is left in such a condition that reforestation results. These methods alone can assure the "sustained yield" that will provide timber for future generations. Economical and safe lumbering, however, is expensive and troublesome to the lumberman, and millions of acres, cut over in the most wasteful and unscientific manner, and left as an eyesore and a fire hazard, testify to the greed of the lumberman and the acquiescence of the Forest Service. The Forest Service should refrain from cutting at the headwaters of streams, cutting on steep slopes, and, above all, cutting our few remaining stands of fine virgin timber no matter where situated.



A GIANT OF THE OLYMPIC NATIONAL FOREST

Already a mighty tree when Columbus discovered America, it might have lived on for many centuries. Living, it was an object of priceless beauty: it was cut for "use."

There is no justification for cutting wonderful tracts of virgin forests, the last of their kind, for such "use" as lumber, box shocks or pulp wood. The few remaining stands of Sequoias, and stands of Douglas Fir, Sitka Spruce, Incense Cedar and Sugar Pine, in which the trees reach 200, or even 300 feet in height, are wonders of creation which, living, have an esthetic and educational importance far transcending their commercial value. May we not make outdoor museums of the last remaining treasures of our once

magnificent forests, as we put in museums, without apology, rare and beautiful examples of useful man-made articles? But, day by day, roads are advancing further into valleys which should be as sacred to the nation as the galleries that hold its most valued art treasures. The lumberman walks softly behind the roadmaker, computing the profit to be gained from trees which were already old when Columbus discovered America, and which cannot be replaced in a thousand years.

C.C.C. camps are established in hundreds in the National Forests and the Forests are being honeycombed with roads. Roads in the Forests, if not surfaced with asphalt, are called "truck trails." The word *trail* presents to the mind a picture of a narrow woodland path wending its way beneath the trees. Actually, the so-called trail is a graded swath, usually following a stream up a narrow valley, over which may be transported machinery to cut huge trees, well described as "forest giants." When the railway is reached, one section of such a tree makes a load for a flatcar. Surely *trail* is a misnomer for a road wide enough for the motor truck, or the teams of many horses, that are necessary to draw it from the depth of the forest to the highway.

It is of prime importance to preserve the forests in the narrow valleys where spring the rills and brooks, the headwaters of the great rivers that water the plains over thousands of square miles. The trees growing along the banks of a stream help to preserve and stabilize the flow; and no tree should be cut from the steep sides of the valley, for erosion results immediately and the slopes are denuded, to remain bare probably forever. Only a few large trees grow on the floors of these narrow valleys, and the trees on the steep slopes are usually small and of little commercial value. No "sustained yield" can ever be obtained in such places. The term is, indeed, too often used to wilfully deceive the public. There would be no profit to the lumberman if the roads were not built at the expense of the nation. Until the public restrains the Forest Service from giving to a small group the forests that belong to all, every tax-payer contributes to the profit of the lumberman. The truck trails now being built, rapidly and secretly, up every exquisite valley in the Olympic National Forest in Washington testify to the unholy alliance between the timber interests and the Forest Service.

The roads that are eating into the heart of valleys are often wrongly declared to be for "fire protection." The only real fire protection is eternal vigilance, maintained from fire towers and other points of vantage, and from airplanes. Roads are, in themselves, the greatest of fire hazards, for man follows roads, and fire follows man. Tinder, leaves and dead wood dry out along the roads, and the moist groundcover of moss and small plants dies, and dries back from the open spaces that have admitted the sun and wind. Time is the important element in fighting a fire. Firefighters from concentration camps, who come with cumbersome equipment long distances by road, often do not reach a fire as quickly, nor extinguish it as quickly, as can fewer men, stationed at short intervals, with the simple tools that they can carry along a good but narrow trail.

The stockmen exploit the National Forests and the American people as arrogantly as do the lumbermen. The Forests are for the protection of trees; surely this cannot be denied. But the stockmen demand the right to graze their animals in the Forests without regard to the injury done to trees and wild life. No grazing should be allowed in the National Forests. The fees paid are pitifully small, and the loss to the nation is incalculably great. The high ranges are unsuited to domestic stock; the meat interests profit by their use of the Forests at the expense of the nation; if the stockmen owned the land themselves, they would never attempt to derive an income from it by using it for grazing. The native grasses that hold the soil of the high prairies are exterminated, the wild flowers are destroyed, the shrubs browsed and the trees killed. Sheep pack the soil so hard that the rain and snow run off the surface in torrents, uprooting the herbage, and gouging out deep gulches. When moisture cannot seep through the top soil and clay, the water that saturates the lower strata of soil dries out, and the level of this "watertable" sinks far below the surface of the ground. The trees die, the springs dry up, and the earth becomes solid and hard. Then erosion begins. Recently the nation has awakened to the devastation and terror of erosion and its concomitant, floods. Federal and state Bureaus of Soil Erosion have been established, and methods of restoration studied. But sheep-grazing continues in the National Forests, the country's great natural reservoirs for the storage and equable distribution of rainfall, and one range after another is ruined, and left on the hands of the nation as a liability. In Utah 1,200,000 acres of public land have recently been withdrawn from grazing "to permit," so the news item tells us, "the conservation of land now about ruined." Where nothing remains to be conserved after over-grazing has wrought its devastation, only the slow nursing of Time through many centuries can build up this land—yet the conditions described are to be found in every Rocky Mountain and Pacific Coast State.

At the behest of stockmen, the U. S. Biological Survey, "the most destructive organized agency that has ever menaced so many species of our native fauna"* is spreading poison to destroy the predatory animals, chiefly coyotes, falsely accused of taking, yearly, some 2,000,000 large domestic animals (cattle, horses and sheep), grazed in the Forests. If this accusation is true then, as one scientist points out, "the jungles and forests of equatorial Africa are safe compared to the U. S." The bird and animal predators are valuable guardians of the forest, for they destroy the rodents that not only eat tree seeds, but kill, by girdling, the saplings and larger trees. Yet millions of valuable birds and fur-bearing animals are being cruelly poisoned, at great expense to taxpayers throughout the nation, because of the preposterous tales of destruction spread by the stockmen. When, at last, the nation computes its loss through grazing in the forests, it must not forget to add the cost of these poison operations. When we read how one government employee in an automobile maintained a poison line 700 miles in extent, covering an area of 5000 miles in the Lenki National Forest, Idaho, we get an idea of one use of roads in the National Forests.

* Dr. H. E. Anthony, Curator of Mammals, American Museum of Natural History; President, American Society of Mammalogists.

Game protection in the National Forests needs the attention of the public. English common law makes game the property of the King; and it is to be regretted that our law follows this precedent, giving the control of game to each sovereign state, instead of making it the property of the federal government. State game laws are easily controlled by the sportsmen through local politics, and enforcement is lax. Protection is not uniform, and migratory species may be protected in one state and shot in the states adjoining. Every step giving to the federal government control over wild life is a step forward. In this respect, the Migratory Bird Treaty of the U. S. with Canada marks the greatest advance ever made in the world, for it establishes the principle that the protection of birds is of international importance.

The National Forests are federal domain, and should be subject only to federal law. The Forests should be inviolate sanctuaries, as are the Parks. There is no doubt that, when the Forests were established, the intent was to set apart and preserve the game as well as the trees; but, as the control of game is given to the states, the open season of a state within whose boundary a Forest is situated extends to the Forest, though it be "national." In 1901, Attorney General Knox confirmed the right of the states over the game of the Forests, but expressed regret that he was obliged to uphold this law, and recommended that relief be sought through Congressional action. The right of a state to set aside federal authority in a National Forest during such time as a state may choose to declare an open season, is an obvious abuse. But the Forest Service, whose policy is subservience to powerful interests, makes no move to guard the Forests from this trespass by the states. The Service undoubtedly has the right to exclude men carrying guns, and might, at least, post its lands against hunting, as private citizens are doing all over the country.

During the open season, the Forests are the happy hunting-grounds for all and sundry, and the fire hazard is greatly increased. Again under the plea of "fire protection," airplane landing-fields have been made in Wilderness Areas, territory formally declared by the Forest Service to be forever preserved inviolate. Sportsmen may now fly in a few hours to points which, in the past, it might take weeks to reach by pack-train. The airplanes can, and do, carry out many times the number of large game animals that could be packed on horses. The livelihood of local guides is threatened; and the introduction into the wilderness of men ignorant of forest lore increases the danger of forest fires. The landing fields that may be necessary for the airplanes engaged in fire protection should not be open to the general public. A further menace to the game are the sheep-herders, usually ignorant Basques who do not speak English, and who should be forbidden to carry firearms. They shoot game in season and out of season, in particular the few Antelope which, excluded from their native haunts, may venture to graze near the flocks. In spite of the "rising tide of protest" by scientists from every state, the Biological Survey poisons in the National Forests both birds and mammals. For these purposes of destruction, an ever-increasing number of roads makes accessible the secluded stands of virgin timber and the remote fastnesses of rare species.

Since these are the uses to which the Forest Service has put the country's heritage of rich timberland, it is time that the nation insist on the preservation of the National Forests for other and greater benefits. They should guard the headwaters, equalizing the stream-flow, and preserving the lower lands from floods and erosion. They should be a haven for wild life, and a reservoir from which it may overflow to privately owned lands. They should be laboratories for the study of ecology, that fascinating and important science which deals with the delicate adjustments of organisms with their environment.

Above all, the Forests should be preserved for the recreation of those whose need impels them to withdraw from time to time from conventional life. A mechanized world has crowded its citizens into densely populated cities. The tempo of life is speeded beyond man's capacity for endurance. The vital energy of man, whether of his body, his intellect, or his emotions, is consumed in his unceasing activity, and too close contact with the activity of others. When creative force is exhausted, some mode of re-creation must be found. Recreation is a first necessity for the cure of maladjustments resulting from over-stimulation. Some seek relief through a change in occupation, others in idleness; those who have few resources in themselves find diversion in crowds, others peace in solitude. The Psalmist said: "I will lift up mine eyes unto the hills from whence cometh my help,"—and we are sure that the hills of his vision were forested! Julian Huxley says: "there are many people to whom the sight of wild animals, living in untouched surroundings, is *profoundly stirring*, and indeed one of the most valuable things of life." When the meaning of the peace and solitude of the forests, the meaning of the beauty and sane-living of wild creatures comes to be better understood, the National Forests may yet offer a higher service to the people.

To all such benefits roads are inimical. A minimum of roads may be permitted in the National Forests for the use of travellers, for the taking of timber rightfully cut, and for honest-to-God fire protection. Only trails belong to the deep forests; a road into a wild region is the prelude to its destruction, its forests, its scenery and its wild life. An increase of roads in the National Forests spells the doom of the last of the great timber.

In New York a little wilderness is left in the Adirondacks. From this rises Whiteface, once a challenge to the hardy, offering a reward of wild loveliness to him who should climb its summit. Now a wide motor road binds Whiteface as with a rope, and holds it enslaved to anyone who has an hour in which to drive to its summit. When, in the autumn of 1935, Governor Lehman opened this road, headlines in the newspapers hailed the occasion as one of conservation. Conservation of what? We do not know—certainly not conservation of the forest primeval. A bill is now before the New York State legislature authorizing an elevator and shaft from the end of the highway to the peak of the mountain. This bill provides for a shelter house for the use of the public, for another house at which food and refreshments may be sold, and for devices (a merry-go-round perhaps?) for the entertainment of visitors.

In Maine a highway now reaches to the foot of Katahdin, and the freedom of that mountain is threatened. A skyline road has brought low the

pride of the Blue Ridge in Shenandoah Park, and another skyline road is carving deep along the summit of the Great Smokies. Roads and more roads are dividing, shrinking and destroying the remnants of the wilderness.

Little Vermont has set an example to the nation. She was tempted with millions of relief employment money to build a skyline drive along the crest of her Green Mountains. She refused to sell their beauty, and is preserving them inviolate. May we not hope that this example of courage, wisdom and sound Yankee common sense will be followed by other states, and by the federal departments that act for us as custodians of the National Parks and the National Forests?

New York,
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This leaflet is published and distributed by the
EMERGENCY CONSERVATION COMMITTEE

MRS. C. N. EDGE, *Chairman,*

734 Lexington Avenue, New York, N. Y.

Please write to your Senators and Congressmen, urging them to support:

Bill H.R. 7086 for the creation of the proposed Mount Olympus National Park. (Send to the Emergency Conservation Committee for the free pamphlet entitled: *The Wallgren Mount Olympus National Park Bill.*)

Bill S. 615 for the restoration to Yosemite Park of the grove of great sugar pines immediately adjacent to the Tuolumne Sequoia Grove, and once included in Yosemite Park. (Send to the Emergency Conservation Committee for the free pamphlet entitled: *Save the Yosemite Sugar Pines!*)

Bill S. 2289 for the creation of the proposed King's Canon National Park. (Send to the Emergency Conservation Committee for the free pamphlet entitled: *Twelve Immediately Important Problems of the National Parks.*)