

The Environmental Bi-Weekly

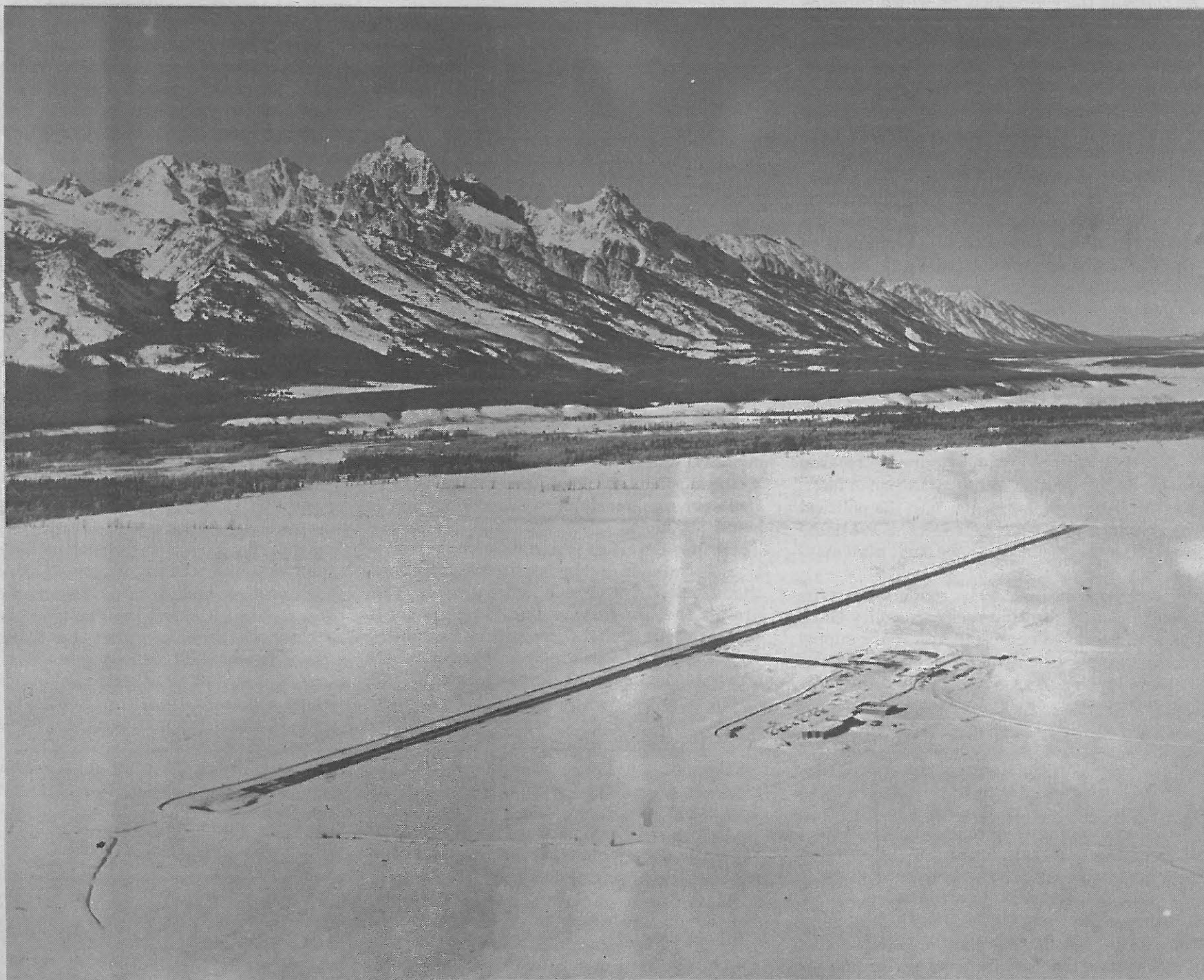
High Country News



5, No. 19 35¢

Lander, Wyoming

Friday, September 28, 1973



Should the Jackson Airport runways be extended further into Grand Teton National Park (to right) or not? The question is far more complex than a matter of a few more jet passengers coming into Jackson Hole. It involves national energy and

Photo by Bob Belous

transportation policies, a regional transportation plan, the need for any airports in national parks, and the nurturing of a national ethic towards all of our natural resources.

Disaster waits in the wings - but . . .

Our Wastefulness Continues

Little known or understood by the average American is his prodigious use — and waste — of all forms of energy. So wasteful have Americans been, that we now find ourselves on the brink of energy disaster. And yet our wastefulness continues.

A good case in point involves the raging controversy over expansion of the Jackson Hole airport. Cogent as the case may be for retaining the airport as is, without pre-empting any more

national park land, there may be a more overriding consideration. How about the most efficient, economical and energy-saving means of moving people into this beautiful area?

Among the most concerned people considering the airport question, the comment is made that what both Grand Teton and Yellowstone National Parks need is a comprehensive transportation plan. Given the circumstances of the energy crisis and the burgeoning problems of

too many autos in the parks, and the related problem of growing air pollution, isn't it time to take a closer look at a coordinated transportation plan? Maybe we would find that any airport in Grand Teton National Park is a luxury we can ill afford.

Ironically, while we argue about making airports bigger, to accommodate jets and supposedly bring in more people faster, we are

(Continued on page 4)

HIGH COUNTRY

By Tom Bell

We are a country of contradictions. And those contradictions may end our country.

Long used to plucking whatever resources were needed or desired from our own soils or forests or waters, or from anywhere else in the world, we have now 'come a cropper.' The average Joe Blow sits in front of his television set almost blithely unaware that there is any problem but high prices. Few can attribute the high prices to a commonly accepted law of supply and demand. And few of those realize that the supply of many things is running out.

And so we condone the contradictions which threaten not only a simple life style but the foundations of our republic. In this small burg in central Wyoming, there may be as many as 50 or 100 of the latest model Detroit gas burners sitting around the local high school on any given school day. Multiply this by many hundreds of schools and campuses across the country and you have a sizeable drain on the balance of payments we make to the Arab nations every day.

In Idaho and in Iowa, there is a very real threat that food will not be harvested because the farmers can't get enough gasoline or diesel fuel. But huge amounts of American foodstuffs are being exported in an effort to help redress the balance of payments on our oil imports.

A Joint Economic Committee of Congress has studied the fuel situation and forecast the possibility of a shortage approaching 30 percent. The staff study concluded that "shortages of more than 10 to 15 percent would bring life to a halt in the affected regions." A shortage as large as 30 percent could result in "an economic crisis for the United States unparalleled since the Great Depression."

Senators Hubert H. Humphrey and Henry M. Jackson look at the facts and call for mandatory allocation of fuels. This immediately throws the situation into the political arena for the senators are Democrats and the President is a Republican. Nixon says nonsense, we don't need mandatory allocations.

His energy czar doesn't seem to be reading from the same text. John Love, White House energy policy chief, told the American Mining Congress that, "If our supply (of energy) doesn't increase its availability, it (the energy crisis) may last as long as five years," and said the issue was of "major proportions caused by our insatiable demand for energy and our very limited capacity to supply it."

Speaking at the same Mining Congress, the chairman of the board of American Smelting and Refining Co. blasted a report of the National Materials Policy Commission. Charles Barber called the Commission report "a parade of the assertions of the environmental alarmists."

The report recommended that transportation rates which favor virgin ores over recyclable metals be wiped out. And it also recommended that percentage depletion allowances, expensing privileges, and some capital gains provisions on virgin ores also be eliminated. Generally, the recycling of metals can save tremendous amounts of energy in the extraction, transportation, and smelting processes.

Our affluent American life-style is full of contradictions. It hits us in so simple a matter as keeping our food cold. The Council on Environmental Quality points out that a frost-free refrigerator uses 60 percent more electricity than the "old-fashioned" kind. Yet, a quick check of any appliance store or catalog shows you can't buy a new refrigerator which is not a frost-free type. By using such appliances, we increase demand on electric utilities and thereby force more coal-burning or nuclear power plants to be built, and more Powder River coal and uranium to be strip-mined.

If we continue our contradictions without sane policies on energy, transportation, land use, mineral production, and all the rest, our way of life may soon be doomed. Our situation can be summed up in the words of Rep. Morris Udall in his address to the American Mining Congress: "The joyride is over. Events are in motion that will bring a halt to the ways of the past. . . we must recognize there are limits to what we can do and limit the resources we have on this planet."

Letters

Dear Mr. Bell:

A copy of the March 30, 1973, issue of **High Country News** has just come to my attention. Having spent all or most of each of five summers in Lander, I can understand the interest of a Lander resident in maintaining the environment, especially in that vicinity.

One aspect of the environmental movement strikes me as anomalous. Everything that is being attempted is for the benefit of people. The protection of fish and wildlife, the preservation of wetlands and badlands and shorelines, the prevention of erosion and pollution — all are for the benefit of people. Streams are to be kept clean so that there will be fish for the fisherman. Wilderness is set aside so that there will be big game for the hunter — and thriving business for the packer. What thought is there for nature except as it contributes to man's pleasure and enjoyment?

The column by Marge Higley overlooks the fact that each new household set up by the children of one family draws one member from the children of another family, so the figures should be only half what she cites, but one more generation will make up the deficiency. It is an excellent treatment, nevertheless, and clearly indicates the basic cause of our numerous problems.

I must admit a minor part is the defacement of your local scenery. My geologic mapping of part of the Atlantic City iron deposit during the summer of 1949 resulted in commercial development there. Unfortunately, minerals cannot be mined wherever we might prefer to mine them; they must be mined where nature put them. Consider, however, the fact that the development enabled many additional families to live in and near Lander and to enjoy that salubrious environment instead of living in overcrowded cities back east. Is their improved environment worth less or more than the disturbance of the land near Atlantic City? You see, I have caught the attitude of thinking in terms of people, but I hope the point is clear. That is, issues are not as one sided as extremists (on all sides) would have us believe.

Sincerely,
Ralph H. King, Chief
Information Service
Montana Bureau of Mines and Geology
Butte, Montana

Dear Mr. Bell:

Thanks for the copies of **High Country News**. They are very depressing but I think I will subscribe so I won't be surprised again by nasty projects. I want to live in Wyoming again someday and would like to have some of it left.

I enclose a letter opposing the Teton jetport. I got a lot of signatures to go with mine from people right around where I live here. I think maybe they know more about pollution, etc., than westerners. A lot of people have been to Jackson Hole and love it and a lot want to go and see it, if it hasn't been altogether ruined. Jackson was never very pretty but it didn't look like a two-bit Las Vegas when I was young.

Yours hopefully,
Julia Burt Atteberry
Princeton, N.J.

P.S. People here also want to keep airports out of all National Parks.



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Guest Editorials



Maine Times Editor John Cole appeared fleetingly in the NBC "Energy Special." After he saw the program, he reflected upon the format and theme. His thoughts were recorded in his column (Maine Times, Sept. 14, 1973). Shortly thereafter, President Nixon announced new energy measures, and Cole reflected on these in an editorial. Both are reprinted here in the interest of our western readers particularly. Cole is acknowledged to be one of the country's most eloquent environmental editors and spokesmen. His comments readily indicate why.

JOHN'S COLUMN

The only other three-hour television program I ever watched was the Super-Bowl record-breaker on Christmas afternoon a year ago; and I might not have watched all of last Tuesday's (9-4) NBC "Energy Special" if I hadn't gotten word that I would be among those whose faces would be flashed on the tube at some point during the 120 minutes. Of that time, the Pittston-Eastport story got a bit less than 14 minutes, and I was there for about 40 seconds. But even without the ego jolt of my visage in peacock color, I think I would have watched the entire show. Fred Freed and his people (in spite of my appearance) managed to put together a long essay of surprisingly dramatic visual impact — quite a feat with a topic as complex as the energy crisis.

One of the non-visual techniques used to sustain interest for three hours (a long spell for any event) was the emphasis on the conflict between the energy producers — coal men, oil men, industrialists — and the so-called environmentalists. The theme recurred throughout, and was perhaps most succinctly put by Rogers Morton, Secretary of the Interior, who told NBC: "If you carry the environmentalist point of view to their ideal, you would turn off all the switches."

It was NBC's constant restatement of this "conflict theme" which I found to be the most negative aspect of a generally positive and informative program. I can understand the reason for the technique. Driven to produce a visual rendering of a complex issue that consumed a full three hours, I think I too would have decided a conflict situation would be essential to maintain interest.

Nevertheless, in the case of the energy crisis, the conflict is misleading; it becomes a diversion which obscures a basic truth that NBC did not illuminate. That basic truth goes far beyond the environmentalist concern for the earth, air and water as it is presently affected by coal mining oil spills and the internal combustion engine. Yes, the environmentalists are saying that if mining must happen, then those who profit from it must use some of those profits to restore the wounded earth. But no, they are not saying that mining should be stopped and the lights allowed to go out all over the world.

Most environmentalists make a much more thoughtful and positive argument. They suggest in principle that energy be derived from renewable (rather than non-renewable) resources — like the sun, the wind and the tides. This is far different from proposing that all oil tankers be banned, regardless of the home-heating and highway consequences.

I would argue, for example, that if the \$20 billion this nation spent over and above its war budget every year for six years in Southeast Asia had been spent on solar energy research instead, then we would not now be on the brink of a genuine energy crisis. Through the use of satellites, solar energy can be harvested 24 hours a day, and no clouds will ever interfere. Laser technology would allow that energy to be transmitted to any earthly sub-station, and

none of the energy thus obtained would lessen the sun's effectiveness or hasten its demise by one iota.

Where would we be now if \$120 billion had been spent on developing the knowledge for such a system? No one knows, but we would almost certainly be beyond a crisis. The reason that crisis exists is because the energy cartel — now the largest single international influence on the globe — does not want to get into the renewable resource business. It is too busy making whopping profits from a non-renewable system that has taken generations to bring to its present point of maximum exploitation.

The maintenance of the environmentalist-industrialist conflict helps perpetuate this energy rip-off. It diverts most of the attention from the need for renewable resource research; it allows the oil men to talk of a fuel crisis, and to raise their prices and blame the environmentalists at the same time. Such is the nature of our system, and it is unfortunate that NBC helped reinforce the cartel strategy.

It would have been better to explain that there is no shortage of energy, but merely an absence of energy collection systems. Little or nothing is being done to develop those systems because the oil and coal monopolies don't want competition from renewables until they have totally exhausted their stocks of non-renewables. The great danger is that the last drop of oil will be brought from beneath the sea and the last lump of coal pried from the Rockies before the energy kings look toward the sun. By then they may have so depleted earth's energy savings that there will not be enough non-renewable resources left to develop and start up a solar energy collector.

Then indeed we shall have a crisis — one which could be avoided if the leaders of our time would only exert the presence and authority to compel the "renewables research" to begin now instead of waiting until Armand Hammer drains his last Libyan oil well. Unfortunately, President Nixon seems unable to muster the gumption; and programs like the NBC special — with its emphasis on a diversionary conflict — do little to help the situation.

I was about to tell all this to Fred Freed, but he only gave me 40 seconds.



Reprinted from The BILLINGS GAZETTE, Sept. 17, 1973.

Everything Hunky Dory

Gov. Stan Hathaway of Wyoming is a man of much foresight and vision.

He can see things that aren't even on the drawing boards and tell you that they are going to be A-okay and just right for his people.

That's about what he had to say when Carter Oil Co. announced that it might build a coal gasification plant near Gillette.

Carter said it would be making a study to determine the feasibility of the project in all

its aspects such as land reclamation.

Right off the Wyoming governor recognized the great good that would come from the project, that everything would be hunky dory environmentally because the company told him it would be.

Not only that, but the governor thinks Wyoming environmental laws are just dandy at this time.

Now there's a chief executive who just warms the cockles of the coal extractor's heart.

Cole Editorial

No sooner had this week's column been written about the need to explore alternate energy sources but President Nixon called a special news conference to announce his Administration's plan for solving the crisis. The plan, as might be expected, is totally void of any redeeming features.

Being the All-American, Industrial Age, pre-packaged, quick-frozen, instant president that he is, Mr. Nixon looked to American Industry for his solutions. Take price controls off natural gas, encourage more strip mining, build the Alaska pipeline, open more super-tanker ports, create an oil shortage so there can be no opposition to leveling the Rockies for shale oil, shoveling Montana for coal, or drilling the off-shore Atlantic for crude oil and burning more high-sulphur fuel for electricity. These are the President's proposals, and each and every one must bring a gleam to the energy industry's burning eyes.

What the President is doing is to give unrestricted opportunity for exploitation to the existing energy monopolies. To hell with environmental common sense, he says, and to hell with any sort of price and tariff regulations. We're in a crisis, and as every red-blooded American knows, when trouble strikes, reach for the *laissez-faire*. The rich get richer, the poor are unchanged and the earth is ravaged.

We expected no less, but we would have been less critical if the President had so much as mentioned some alternative strategies. If only he had given a few hundred thousand dollars to solving the eminently solvable problems of extracting methane gas (a fine energy source) from animal wastes. There is, as we have said, enough methane in Maine's poultry waste to heat every home in the state; and there is more poultry waste wasted here per capita than any other state in New England — the region most threatened by a home heating fuel shortage.

And how much more hopeful we could have been if Mr. Nixon had at last raised his beetle brows and looked toward the sun, the one place where there is energy enough to solve every crisis. But the President did not. His eyes are too firmly riveted on Industrial Age conventions to even look upward.

I thought, We have geared the machines and locked all together into interdependence; we have built the great cities; now

There is no escape. We have gathered vast populations incapable of free survival, insulated

From the strong earth, each person in himself helpless, on all dependent. The circle is closed, and the net

Is being hauled in. . .

Robinson Jeffers

Wastefulness...

(Continued from page 1)

abandoning our railroads. The most efficient means of moving more people and freight with the least energy used is being cast aside at the very moment when we may need it most.

Such contradictions can only be attributed to our lack of a coordinated energy policy. Without that policy we go deeper into the energy crisis and expend more of our dwindling resources for more American tomfoolery.

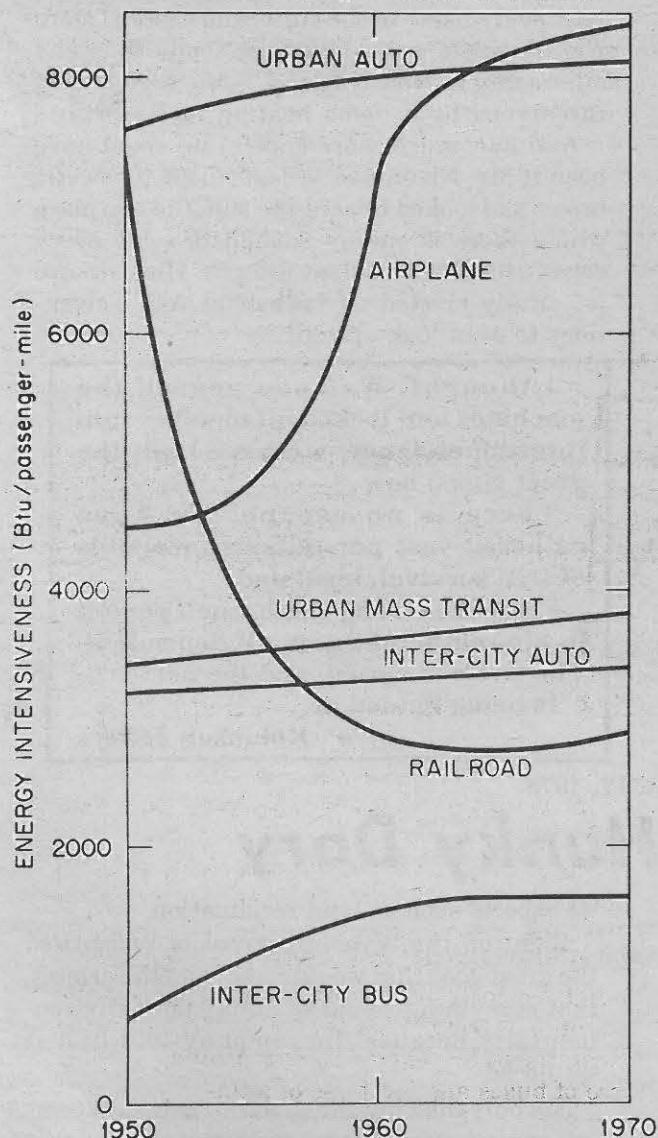
The American ego is sure to be bruised before long. The dream world of ever bigger automobiles and ever faster jet planes is fast drawing to a close. We had better start conditioning our egos by considering more realities.

THE FACTS

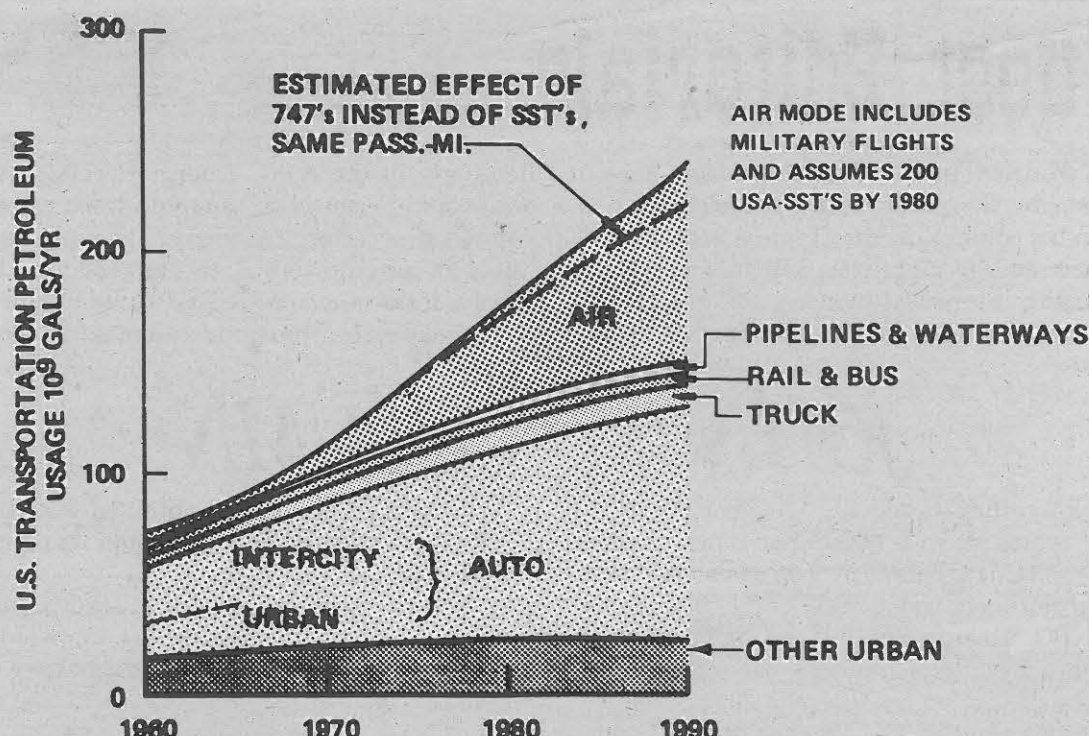
Transportation of freight and passengers accounts for 25 per cent of all the energy we use in this country. And of the amount used for transportation, 96 per cent is liquid petroleum. The petroleum industry's ads tell us "A country that runs on oil can't afford to run out." But we are!

Current government transportation non-policy only aggravates the energy problem by favoring development of air and highway transportation, according to the President's own former Office of Emergency Preparedness. It projected growth patterns which indicated that "by the year 2000 aircraft and automobiles will be consuming 29.2 quadrillion BTU's." That will be more than 75 per cent of the total fuel consumed by transportation in that year. In 1970 autos used 55 per cent and planes 7.5 per cent of the country's transportation energy.

Yet cars and planes are the most energy-inefficient modes of transportation. Trains are



Reprinted from **POTENTIAL FOR ENERGY CONSERVATION THROUGH INCREASED EFFICIENCY OF USE** by Eric Hirst and John C. Moyers.



Reprinted from **TRANSPORTATION ENERGY AND ENVIRONMENTAL ISSUES**, Mitre Corporation, Feb. 1972.

more than twice as efficient as urban autos according to energy expert Eric Hirst of Oak Ridge National Laboratory. "Airplanes... are only one-sixteenth as efficient as trains," writes Hirst.

Hirst cites poor vehicle performance (miles per gallon) and poor utilization (passengers per vehicle) as the main reasons for inefficiency. These same two principles which describe the drawbacks of the car and the plane can be used to make mass transit even more efficient. In 1970 only three per cent of urban passengers were carried by mass transit. If passengers changed to further utilization of mass transit efficiency would increase dramatically and so would fuel savings.

For example, according to the Council on Environmental Quality, if one-half of the inter-city automobile traffic could be shifted to passenger trains and if railroads could operate at 70 per cent capacity instead of the present 25 per cent, we could save about 11 billion gallons of fuel annually. This figure is over 8 per cent of all the energy used for transportation in 1971.

Improved vehicle performance is another approach to consider. The nearly completed Bay Area Rapid Transit (BART) system in the San Francisco area, with its advanced lightweight design, "is expected to be even less energy intensive (more efficient) than existing electric transit systems."

OUTLOOK NOT GOOD

Despite the severity of our energy situation, the outlook for mass transit does not appear good in the immediate future. A major stumbling block is our frivolous life styles. We spend energy at an alarming, wasteful rate. Steady increases in power and speed have caused the energy-efficiency of automobiles to constantly decline. This is aggravated further by devices designed to make the auto environmentally acceptable. The SST which is still being considered in Washington would be the least energy efficient mode of travel available.

The Council on Environmental Quality is not optimistic. Their mass transportation plans for the country's major cities have met with hostility. In a new publication, **Energy and the Environment**, CEQ says, "Energy savings from transportation shifts would probably take decades to achieve because the present transportation system evolved along with our life styles. A similar evolution to a substantially different transportation system would take time."

But, is it hopeless? Is man so unadaptable that he would bankrupt the environment which

sustains him, to eke out the last drop of gasoline for his car?

Dr. Alfred Etter, Naturalist for the Morton Arboretum at Lisle, Ill., writes, "Who do I blame? I blame no one. I blame everyone, I blame all people who have... destroyed nature and created a tumult of noise borne of their demands for every convenience and every novelty and every protection from exercise, from chance, from weather. We each demand too much. It is our demands that destroy us, that keep the trucks roaring and the jets rocketing and giantism proliferating."

Hirst sounds a similar note for change. He advocates a shift from energy-intensive modes of transportation to energy-efficient ones. "In general," he writes, "such shifts require no new technologies; however, they may involve lifestyle changes (walking or riding a bus in cities rather than driving) and major institutional actions (massive funding to revitalize mass transit systems.)"

The choices are before us now. Jackson Hole is facing the choice between expanding their airport to accommodate energy-inefficient jets, or taking time to analyze the transportation needs of the region and seeking a more creative, environmentally sound solution. Cities around the country, and particularly in the West, are faced with railroad service abandonment. EPA is asking the major cities to come up with viable, less-polluting transportation schemes. Funds are just now being made available for revitalization of mass transit by opening the Highway Trust Fund through Congressional action. The bill, now before the President, allows \$1 billion in Trust Funds to be spent on public transportation over the next three years.

This is no time for complacency behind the wheel of your merry, gas-hungry Oldsmobile. We need a population aware of the environmental costs of our present transportation policies and willing to change present life styles to meet the challenges before us.

Transit Plan OK'd

Denver area voters have approved financing for one of the nation's most innovative urban mass transit plans. In a special election on Sept. 7, voters gave the six-county Regional Transportation District a 57.2 per cent majority vote of confidence. They authorized RTD to issue bonds and levy a one-half cent sales tax.

The 10-year transit program is expected to cost \$1.56 billion, but as much as \$1 billion might be paid by the federal government.

John Kelly, RTD chairman, said the election means, "People of the Denver metropolitan area want adequate public transportation."

Whither The Passenger Train?

High Country News-5
Friday, Sept. 28, 1973

by D. A. Long

The folks over in Boise lost their passenger trains a couple years ago. Now they are grumbling because the Union Pacific proposes to hinder restoration by eliminating Boise's western connection to the main line.

Concern for the environment and about the energy crisis has sent Boiseans and others of us to the closet to wonder what did we do with our railroads, and particularly, what happened to our passenger trains? As a ferroquinologist (railroad buff), I shall attempt an answer.

The railroad monopoly of passenger service began to deteriorate in the 1920's with the rise of the automobile and bus. A few railroads reacted in the Depression by introducing air-conditioned streamliners. War interrupted modernization, gave the passenger train its last gasp of monopoly, and unavoidably yielded lifetime memories of ghastly troop trains and over-stuffed day coaches. These experiences, combined with the release of pent-up demand for automobiles, accelerated the trend away from trains after the war, even though the railroads poured millions of dollars into new equipment.

Passenger investment tapered off as losses mounted. Then in 1956, Congress answered the demand for a super interstate highway system, and followed up by authorizing massive appropriations to expand airway facilities to accommodate jets. And in 1958 Congress gave the Interstate Commerce Commission authority over train discontinuances — until then a railroad had to approach each state involved for permission to drop a train. An ICC official predicted that by 1970 the passenger train would be virtually extinct.

With this legislation, train abandonment became an epidemic. Many railroads, though not all, deliberately or by apathy discouraged passenger travel by closing ticket and information agencies, eliminating connections and through service, skimping on maintenance, peddling modern equipment to Canada or Mexico, delaying passenger trains inordinately to let freights by, and tolerating grouchy conductors. Further, management used passenger trains as a sop to the railway brotherhoods, which evidently preferred to see jobs vanish with the varnish than to make the least acquiescence to efficiency, by retaining excessive passenger crew sizes to prevent freight-disrupting strikes. Today, for example, most freight trains have no "fireman," while most passenger trains do.

DESERTING THE TRAIN

Such sorry behavior obscured society's basic decision to desert the train. The people who had voted for highways and jets used same and took their children with them. The younger generations became altogether ignorant of the passenger train unless they could participate in one of the few fine adventures left — trains that had changed from mere transportation devices to a land equivalent of cruise ships. These trains were most common in the West, where the Santa Fe offered its **El Capitan** and numerous **Chief** trains, the Burlington empire provided the fast **Denver Zephyr** from Chicago and the **Empire Builder** and **North Coast Limited** through St. Paul to Washington, and the Union Pacific maintained a fleet of modern cars, some built as recently as 1964, to make up its **City of Everywhere** from Kansas City and Chicago to Los Angeles, Oakland, and Seattle. Yet patronage of even these fine trains declined while costs rose.

Consider the most famous, most scenic cruise

train — the **California Zephyr**, run by the Burlington into Denver, on through the Moffat Tunnel to Salt Lake by the Rio Grande, and across the desert and down the Feather River Canyon to Oroville and Oakland by the Western Pacific. Introduced only in 1949, this train was draining so much money by 1964 that the Western Pacific complained it would lose when 100 per cent booked. After repeated tries the WP convinced the ICC that the "CZ" should halt at Salt Lake City, and the Rio Grande and Burlington managed to reduce their segment to tri-weekly status. The last **California Zephyr** clumped through the streets of Oakland on March 22, 1970.

President Nixon signed the National Railroad Passenger Corporation into law later that year. "Amtrak" was to be a "for profit" corporation "owned" in large part by railroads that elected to "invest" money or equipment sufficient to cover the equivalent of their passenger losses in recent years, as determined by complicated formulae and bargaining. If a railroad chose not to join, it would have to run any remaining passenger trains until at least 1975 unless it took advantage of a second chance to join Amtrak after March 1, 1973. If it chose to join, it would surrender all its passenger obligations (excluding commuter service) to Amtrak. Railroad control of Amtrak would be limited to 20 per cent of the board of directors. Over half the directors would be appointed by the President with the advice and consent of the Senate. The balance would represent independent stockholders.



Union Pacific's "Portland Rose" westbound at Boise. Photo taken a couple of weeks before service ended there.
Photo by D. A. Long

RIO GRANDE REFUSES

Freight-only railroads such as the Western Pacific had no reason to join. Only a few passenger lines said no. One of these, much to the consternation of Colorado folks, was the Rio Grande; Amtrak thus could not route its planned Oakland train through any of the best **California Zephyr** scenery. The Rio Grande's **Zephyr** route was a young (completed in 1934), single-track railroad with frequent, fast freight trains in stiff competition with the senior, double-track Union Pacific across southern Wyoming. Joining Amtrak would have cluttered up the Rio Grande's main line with daily

passenger trains plus extras at Amtrak's whim, while the UP was to get off with no passenger trains at all.

So the Rio Grande's decision to retain control of its passenger service is understandable whether or not laudable. To assuage its critics it has rennovated its remaining train and offers a splendid, if leisurely, daytime ride across the Rockies, and at least through the past winter continued its traditional ski extra to Winter Park. The silver lining befell Wyoming. Amtrak rerouted its Oakland train via the Union Pacific.

On May 1, 1971, under-funded Amtrak took charge and immediately cut over half the passenger routes in the United States. Since then its most notable achievement has been to improve remaining eastern service by moving some of the surplus modern equipment away from the western lines. (That former Union Pacific coaches now grace busload trains through Indiana and New Hampshire is of small consolation, surely, to the people of Boise and other freight-only UP communities.)

Withal, its questionable choice of trains to keep has brought such losses that service between Chicago and Florida and between New York and Kansas City, for example, is formally up for abandonment before the ICC. The ICC still has jurisdiction over "train-offs," and the future of several other runs is in doubt. For the rest, Amtrak has purchased some new locomotives, plans to buy new cars, and is dabbling in self-contained turbine trains as well as carrying on the high-speed Metroliner project

it inherited between Washington and New Haven.

The money for these improvements and for operating losses comes from the taxpayers. In sum, we are financing a holding operation as a nucleus for the day when our interstates become utterly unbearable. In most parts of the country outside cities that day will not come soon. It can be delayed by encouraging greater use of buses and joint use of autos.

COMMUNITY ACTION

For the impatient, the Amtrak law prohibits Amtrak from dropping a train from its basic

(Continued on page 12)

Stepping On The Golden Egg

by Bruce Hamilton

Laney Hicks, the Northern Plains Regional Representative of the Sierra Club, called me at 10:30 A.M. She was in Jackson, Wyo. She said she'd put my name on the list to testify for **High Country News** at the hearings on the Grand Teton Jetport the next day.

I told her I hadn't even read the draft environmental impact statement. Tom came in on the other line and gave me a kick in the pants. He told me the rest of the staff could put out the paper and told Laney I'd be up that evening. I agreed, hung up, went back to my office and wrote an editorial to be set in type, and then bicycled home to pack.

That night I stayed up late reading the impact statement and related documents I had hurriedly packed. The following morning I got up at five to finish writing and typing the HCN statement. Laney had been up since four, preparing copies of the Sierra Club expert witnesses' statements.

The impact statement was different from any I had ever read before. Aside from the technical charts of approach routes and decibel level zones, there was something unique about this draft EIS.

The difference was in attitude. This statement was not committed to the premise that development should and must occur. Although sorely lacking in many vital areas, and far from the ideal statement, I felt that the lead agency, the National Park Service, was open minded in investigating the question of airport improvement and expansion. The EIS was not just another bureaucratic responsibility for the agency to fulfill. It was a sincere attempt at discovering the environmental impact of the proposed action.

BIASED STATEMENT

The private commercial interests in this case picked up on the Park Service's non-committal attitude as well, and they were disturbed. Used

to government favors and indirect subsidies, they called this EIS outright heresy. Impact statements were supposed to promote development, not question it! What was the Park Service trying to do?

The hearings opened with a bang. The shots were aimed directly at Gary Everhardt, Superintendent of Grand Teton National Park and overseer of EIS preparation.

Grant Larson, speaking for the Jackson Hole Airport Board, labeled the EIS as "biased, contradictory, and completely filled with unsubstantiated conclusions." He claimed, "this is not objectivity, this is hypocrisy," and concluded that "the report was prepared by overzealous employees of the Park Service."

Bruce Nurse, representing the Jackson Hole Ski Corporation (the prime beneficiary of airport expansion according to the EIS), labeled the statement "inaccurate and biased." Supporting Larson's stand, he added that the EIS was "not a satisfactory document on which to base a decision."

The Wyoming Travel Commission did not hesitate to lambaste the Park Service either. Spokesman Frank Norris said the statement was "totally geared to preservation and isolation. We fail to see how air traffic intrudes on wilderness values." In the Freudian slip of the day, Norris stated that the Commission was for the airport extension within the boundaries of "Grand Teton National Park, excuse me, Park."

GRIMM'S FAIRY TALES

Lester May, Mayor of Jackson, was so infuriated by the EIS that he contracted a severe case of what he termed "dysentery of the mouth." He branded the "learned tome" as "Grimm's Fairy Tales" and recommended, "let us send those who pine for jungle into the Amazon."

Quoting past NPS Director George Hartzog's statement, "Parks are for people," May urged that "until we stampede to the sea like lemm-

ings let us provide for people in the parks." He resented the Park Service's claim in the EIS that scars from airport expansion would be a long time in returning to native vegetation. Citing his own experience, he looked at Everhardt and said, "I resent it when someone who doesn't know the difference between sage and seaweed tells me what a delicate plant the sage is."

Frontier Airlines' spokesman Verne Carlson presented a statement that came just short of blackmailing the local community. Rather than viewing the issue at hand as status quo versus expanding the airport, he gave the locals a choice of total expansion or no air service at all. Claiming the Convair 580 (the passenger plane presently serving Jackson) is obsolete and being phased out, he declared Frontier must go to jet Boeing 737s or stop service. Frontier stated other airlines would not service Jackson once Frontier left town.

Carlson did not point out that the Jackson run is one of the few profitable feeder lines in the country. Nor did he bring up that Jackson airport manager, Robert LaLonde, recently announced that a second commercial carrier, Central West Airways, will begin operation in Jackson soon. Finally, it is interesting to note that the Wednesday, Sept. 12 issue of the **Denver Post** reported that Aspen Airways is adding Convair 580s to their fleet.

Dick Oberreit, speaking for the Teton Village Resort Association, did not completely blame the Park Service for the EIS. Instead, he turned on the environmentalists who had pressured the Park Service into this non-committal statement. Turning red in the face he charged, "self-styled ecology elitists are producing letters way out of proportion to their numbers."

Tom Lamb also blasted the environmentalists. A lifelong resident of Jackson and member of the city council, Lamb said, "We let emotional environmentalists cheat us out of our airport appropriations. We have truth and justice on our side and we don't have to stoop to emotionalism and lies, so let's get on with our job."

STEPPING ON THE GOLDEN EGG

Compared to Oberreit and Lamb, the "emotional environmentalists" were calm and unemotional.

Laney Hicks led off the Sierra Club presentation, questioning the policy aspects. She stated, "Neither airports nor jetports are part of the natural or scenic environment which the Park was established to interpret, protect, and preserve for present and future generations."

The "basic conflicting issue" that she cited was "whether this national resource can and should be degraded environmentally to further the economic benefits of local private businesses."

She was followed by three expert witnesses who methodically picked apart the noise, economic and recreation analyses in the EIS. Dr. Robert Ditton, a recreation behavior specialist from the University of Wisconsin at Greenbay made the observation that, "Jetports appear to be a luxury we can ill afford." Noting that added noise and air pollution might drive visitors away from the Tetons he stated, "In pursuit of the golden egg, it's possible to step on it." He agreed with proponents of the jetport that Grand Teton National Park belongs to all Americans and that you can't stop them from coming, but he added, "Without a jetport, at least they won't all come at the same time."

The most surprising testimony of the day was the strongly worded and carefully documented statement made by Jackson Hole Preserve, Inc.



Frontier Airlines currently flies Convair 580's directly over Grand Teton National Park Headquarters to land at Jackson Hole Airport which lies within the park's boundaries. The proposed "improvements" call for a runway extension further into the Park so that Frontier can fly Boeing 737 jets into the area. Photo by Bob Belous.

and signed by Laurance S. Rockefeller. The group opposed any further expansion of the airport until a regional transportation study is completed and until the Secretary of the Interior determines that airport expansion is "necessary to the proper performance of the functions of the Department. . . ." The statement urged, "only the minimum improvements needed for continuation of the existing airport at its present level of operations" be implemented.

Interestingly enough, Sen. Clifford Hansen, a member of Jackson Hole Preserve, Inc., did not agree with its policy. Hansen's statement at the hearing dwelt on how the airport expansion was "vital to the stability and well-being of the entire community of Jackson Hole."

This was questioned by Sierra Club expert, Dr. Nicholas Schrock, an economist from the University of Colorado at Boulder. He pointed out that one-half of one per cent of the income of the county was due to airport users. He derived a benefit-cost ratio for the project of .86 and concluded, "expansion would be economically irrational."

Another interesting contrast in testimony was presented by Mike Brennan and his daughter Molly Brennan. Brennan, speaking for St. John's Hospital stressed safety as the primary reason for expansion and defended the present airport as a "must" for medical evacuation reasons. Ms. Brennan represented the local high school Youth Ecological Society (YES). YES held that no expansion should occur and that the airport should probably be "removed completely" from the park. YES requested a complete transportation study for the area.

A GRIM PICTURE

The issue of safety was continually brought up by doctors, aviators, local merchants, Ski Corp. officials and politicians. Rep. Teno Roncalio painted a grim picture of the consequences in his prepared statement which read, "One of these years we'll be picking up bodies" wondering

ing why we didn't expand the airport.

The issue of safety was finally brought back into perspective by Jerry Jayne, President of the Idaho Environmental Council. He felt that "more was being done these days in the name of safety than in the name of religion."

A local motel owner broke from his fellow businessmen to criticize the over-emphasis on safety. He said, "safety and increased size should not be lumped together." Larger airports categorically have more accidents than smaller ones. Larger facilities would bring a larger volume of bigger and faster traffic which would create even more safety problems.

Location was another key issue, since the airport is within the National Park boundaries and an extension would set the precedent of giving away park land for private commercial benefit.

Those who favor better roads and various other enticements are no doubt honest in their professed desire to promote what they call 'fuller use' of the wilderness and the parks. But what they are encouraging is not a fuller but a different use — incompatible with the original one. It would hardly be practicable to examine every visitor to wilderness or reserve and to make him prove that he has come for a legitimate purpose. But it is perfectly possible to make the test automatically by having the road ask the question: 'Are you willing to take a little trouble to get there?' Though the proposal to prepare deliberately for such automatic questioning will seem fantastic to many, that is only because ours is an age — the very first perhaps — which has come to assume that 'the most accessible' is always 'the best' — in education art, and entertainment as well as in recreation.

Joseph Wood Krutch

Ford Says Time To Get Started

by Henry Ford II

Ninety-five percent of all traveling within cities is done by car.

As everybody who lives in a city knows, this dependence on cars creates serious problems in and around our cities. A new problem, the gasoline shortage, has just been added to the list.

The proposed solution we hear most often comes in three parts. One — keep the cars out of cities. Two — bust the Highway Trust Fund. That is, take the money raised by taxes on highway users to build and improve highways and use it instead to build mass transit, which usually means subways. Three — persuade and, if necessary, force all those drivers to take the train.

The trouble with this solution is that it doesn't work any better than just building more highways and parking lots. In big cities, subways are fine for getting downtown and back. But most people don't travel downtown and back any more. They travel all over the place. And you can't build subways all over the place.

If the problems of getting around in cities can't be solved with cars or old-fashioned trains, then it's clear we have to find something better than either. What we need to do is invent and build new kinds of vehicles and new kinds of travel systems designed to fit today's cities and today's travel demand.

It would be a waste of money to put highway funds into subways. But it would make a lot of sense to take some of the money that's now going into highways and subways and use it

instead to develop and demonstrate experimental new ways of getting around in cities.

Many companies, including Ford, are working on new and better ways of getting around in cities, and a lot of progress is being made. Some of the new ideas include "people movers," "Dial-a-Ride," and "dual-mode" systems.

People movers are small, driverless, rubber-tired vehicles, controlled by a computer, traveling on lightweight, low-cost aerial guideways. Dial-a-Ride is a system of small buses routed by computer to go where they are needed, when they are needed, instead of traveling on a fixed route and schedule. Dual-mode combines these approaches by making it possible for the small buses to be controlled by a driver on city streets and then move onto an aerial guideway with automatic control.

New ideas such as these will help to solve the problems of getting around in cities, but they can't do the whole job. It will also take a great deal of money and a more sensible way of organizing local government.

It will probably prove easier to find the money than to bring sense to the structure of local government. A sound system of public transportation has to cover a whole metropolitan area including suburbs as well as central city. In most metropolitan areas, however, control is divided among a host of city, county and town units and agencies, some of which may even be in different states, and they seldom agree on what to do and who should pay.

As far as I can see, nothing much is being done about this basic problem, and it's time to get started.

High Country News-7
Friday, Sept. 28, 1973

Airport supporters emphasized the value of being able to fly to the foot of the Tetons. They claimed an alternate site, such as the existing jetport at Idaho Falls, Idaho 90 miles away, would put undue hardship on travelers.

State Sen. Donald Jewett, in a demonstration of lack of familiarity with the National Environmental Policy Act's requirements said, "I am surprised that so many alternative sites are discussed."

BEAUTY VS. THE DOLLAR SIGN

A highlight of the hearings was when Willi Unsoeld, former philosophy professor and Mt. Everest mountaineer, came down off the Tetons to take the stand. Unsoeld was emotional, but he was speaking from his heart, not his wallet. He spoke as a lover of every rock in the range. He said he had watched man's continual insults on the Jackson Hole environment ever since "sweeping pine needles from my baby's diapers" many years ago.

He challenged the assumption that "to stand still is to stagnate." He admitted that after his father went bankrupt he believed the assumption himself. "That's probably why I've been running up and down mountains all my life," he said.

But Unsoeld changed while hanging on a piton somewhere in the Tetons. He learned a new ethic. One that declared, "to stand still is not to stagnate, it is to open oneself to beauty."

This plea for sanity was echoed by Mardy Murie. After delivering a prepared statement for the Wilderness Society, she made additional personal comments. In doing so, she summed up the entire hearing and laid the forces bare before the hearing officers.

"We cannot go on forever selling beauty and recreation and at the same time killing it," she said. "For myself I believe that the real truth about this whole question is a conflict between beauty and the dollar sign. I can only pray that whoever makes the final decision has both wisdom and courage."

It was the most lively, bizarre and honest hearing I have ever attended. Thank you Laney for calling me, Tom for prodding me, and Mardy for being emotionally aware, courageous and wise.

* * *

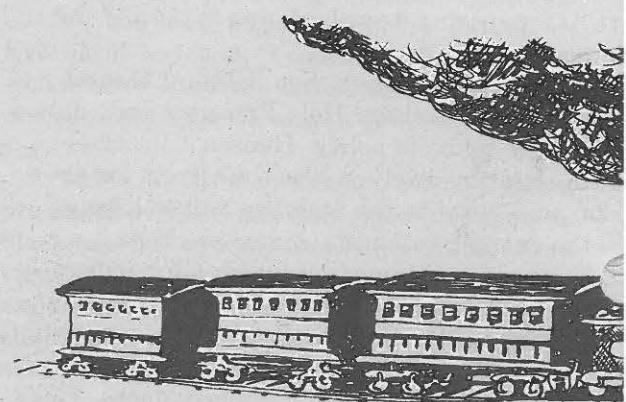
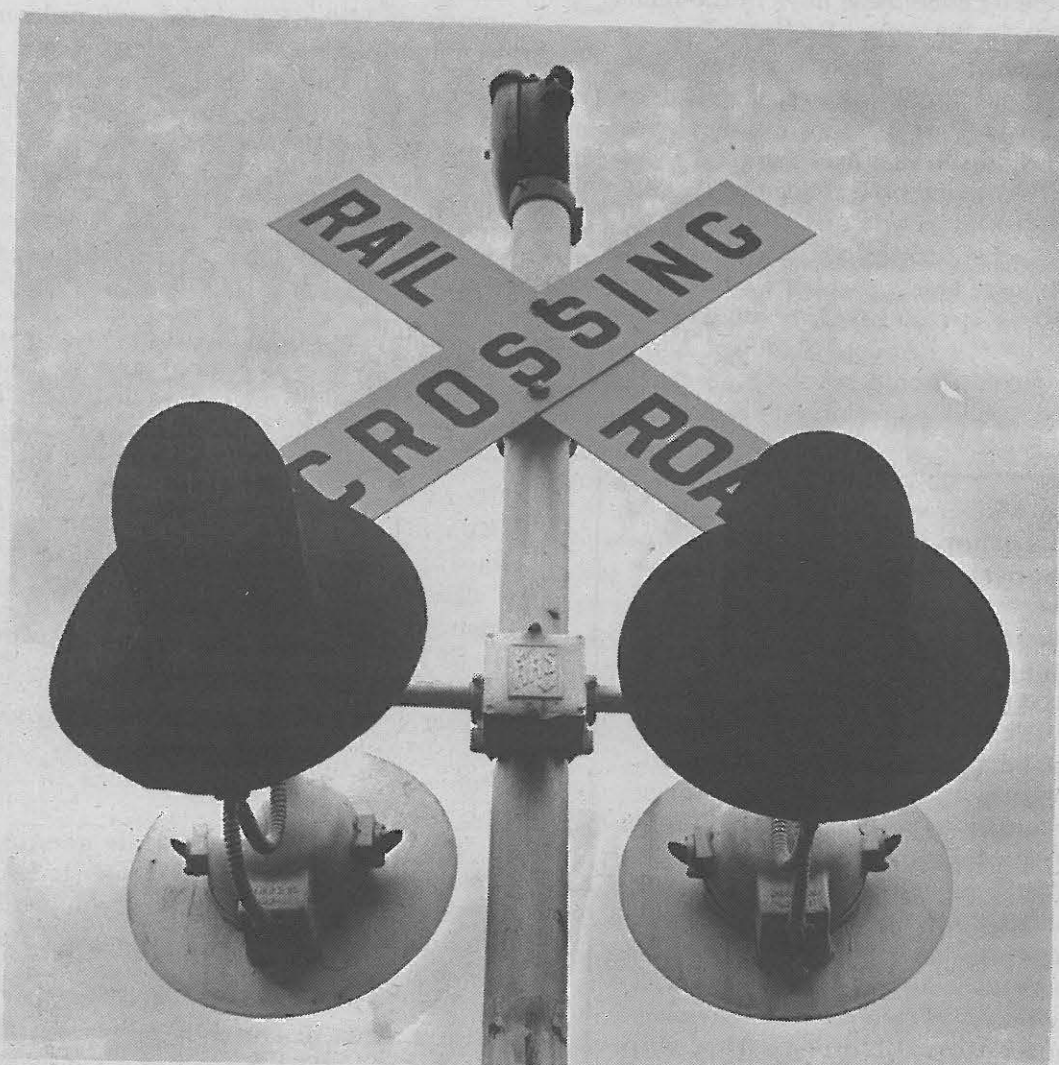
Editor's note: After the public hearing was held, National Park Service Director Ronald H. Walker spoke in Jackson Hole on the subject of airport expansion. In a presentation before the Society of American Travel Writers, Walker described the EIS as "less than ideal" and "hastily done."

Quoting Secretary of Interior Rogers Morton, Walker said, "The Congress has already appropriated the funds for the expansion, so basically the airport is a fait accompli." In December 1971 Congress passed a \$2,325,000 appropriation "for airport planning, development, or improvement at the Jackson Hole Airport."

By this remark Walker seemed to be ignoring the requirements of the National Environmental Policy Act (NEPA). NEPA requires that the Park Service consider their own impact study and public input before making a final decision.

Grand Teton National Park Superintendent Gary Everhardt defended the NEPA process. He said the EIS was the "best assessment" his office could do. "For the next 30 days the record is open to receive input so the National Park Service can assess what people want," Everhardt said. Copies of the EIS are available from (and comments should be addressed to): Gary Everhardt, Superintendent, Grand Teton National Park, Moose, Wyo. 83012.

RAILS



Americans have come to a point in
tion is badly needed, only to find tra
for the last time. Decisions once m
system may have to be reconsidered.



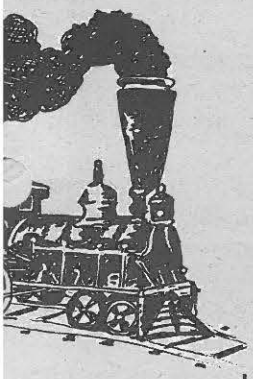
Powell, Wyo. Dilapidated stations mark most western small towns.



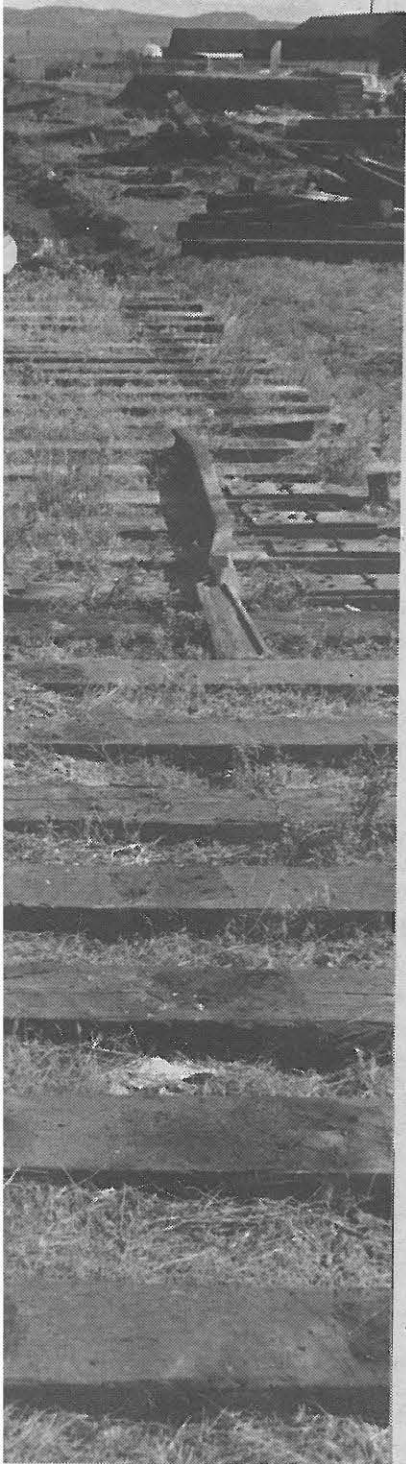
Lander, Wyo. Rusty rails are

THE CROSSROADS

High Country News-9
Friday, Sept. 28, 1973



rail transporta-
g out of stations
member the rail
ne energy crisis.



another western town.



Freight moves along Amtrak line in central Idaho along the Snake River.



Cody, Wyo. Oil still moves by rail, but for how much longer?

Editorial The Nuke Push

At a meeting with 15 senior administration officials Sept. 8 Nixon "gave the go ahead for a sharp step-up in the development of peaceful uses of atomic energy." In his second state of the union message the next day he claimed that "we now have adequate safeguards to ensure that nuclear power plants are safe and environmentally acceptable."

Nixon must be closely guarded from the facts. A look at the nuclear power industry's stumblings in the past year shows that nukes are in the experimental stages. Even the most optimistic say that we should go slowly in developing nuclear power. Over 14,000 people in the U.S. say that we should not develop nuclear power at all (see coupon box, page 10). Now, Senate Democratic whip Robert C. Byrd (W. Va.) has been "sufficiently impressed" by the doubts of some scientists to question whether nuclear power plants are a major risk to the safety of the U.S. The stakes are the health and safety of the entire nation.

After the discovery of a leak of 115,000 gallons of radioactive liquid at the AEC's Hanford facility near Richland, Wash. this summer, citizens and environmental organizations brought suit. Subsequently, the U.S. District Court has issued a preliminary injunction on the fuel reprocessing plant there. An AEC official has admitted that it may be "many years" before they will find a safe final resting place for radio-active wastes, which remain poisonous for over 100,000 years.

Myron Cherry, a lawyer advising the plaintiffs in another suit against the AEC said, "All of the evidence points to the fact that there is no assurance that the Emergency Core Cooling System (ECCS) will work." A loss-of-core coolant accident in a nuclear plant could kill 3,400 people, injure 43,000 people, and cause \$7 billion worth of property damage, according to the AEC's Brookhaven Report. The ECCS suit, which was filed by Ralph Nader and Friends of the Earth on May 31, demands revocation of the licenses of 20 plants in 12 states on the grounds that "adequate protection to the health and safety of the public had not been provided."

Our institutional structures to accommodate a nuclear industry are in the experimental stages as well. Up until this month our "environmental watchdog," the Environmental Protection Agency, said that the AEC's radioactivity was outside of EPA jurisdiction. The AEC regulated itself. A new co-operative relationship between the two agencies was announced only a few weeks ago, on Sept. 11.

A recent EPA report has predicted that health questions about waste radiation will remain unanswered until about 1980 or 1981. In August, the AEC itself decided to scale down the operating capacity of a number of nuclear power plants. Their reason — unresolved safety problems.

How can Nixon ask us to support the "step-up" of an operation like this? Only inexcusable ignorance or political pressure could cause him to pronounce our nuclear power industry "safe and environmentally acceptable." —JN



"We yield to no one in our admiration for nuclear energy, properly situated. And the proper situation, it now appears to us, is for the nuclear energy source and the nuclear energy users to be rather widely separated. Our experience with the sun suggests that 93 million miles is about right."

— David Brower, President
Friends of the Earth Foundation

Rulison Gas Sale

Marketing plans for nuclear-stimulated natural gas from Project Rulison were explained to the officials of four Colorado counties last month.

The Colorado Interstate Gas Company (CIG), Austral Oil Company and Rocky Mountain Natural Gas (RMNG) made the presentations to officials from Pitkin, Montrose, Delta and Garfield counties. CIG contributed funds to the project in return for rights to purchase the gas. RMNG plans to purchase the irradiated gas from CIG for use in its Western Slope pipeline system.

Officials were told that gas from Rulison represents five to eight per cent of RMNG's annual gas requirements. The gas would cost 40 to 50 cents per thousand cubic feet. Other sources of gas available to RMNG cost as much as \$1.20 per thousand cubic feet.

"Persons using Rulison gas will receive a slight radiation exposure from the radioactive tritium in the gas," company representatives said. "But the highest potential yearly exposure is about 20 per cent of that received from color television set, or just 4 per cent of that received yearly from a tritium dial wrist watch, or only one per cent of that received during a round-trip coast-to-coast jet flight. . .," according to Environmental Protection Agency and Oak Ridge National Laboratory experiments, the representatives said.

"We estimate that the entire federal and state regulatory procedure for the Rulison marketing plan will consume two or more years," the companies reported. "This procedure will, of course, allow many opportunities for public review."

Nuclear explosives to stimulate Project Rulison natural gas were detonated Sept., 1969. The project was a joint experiment by the Atomic Energy Commission and Austral Oil Company.

In Pitkin County last spring, the Aspen City Council adopted a resolution stating that any change in the consistency of gas sold in Aspen by RMNG would necessitate a renegotiation of that firm's franchise. According to the City Charter, this would necessitate the approval by the electorate.

Gas Questioned

An official Shell Oil Company report has concluded that nuclear stimulation to release natural gas from tight underground formations "will not contribute significantly to either the short or long term gas supply situation."

The Shell report, published in August as part of a series on "The National Energy Problem," notes that test shots in Colorado and elsewhere have proven technologically feasible, but not economical (despite large AEC subsidies — ed.) The report points out that, in the case of western Colorado's Rulison explosion, the gas was both substandard and less than expected. In addition, the document states that significant gas reservoirs with the needed characteristics are not likely to be available.

Conservationists have challenged nuclear gas stimulation experiments because of potential surface damage and the possibility of both radiation release and the tainting of underground rivers.

Citizens Campaign

We are producing tons of radioactive garbage and plutonium. The risk of a major nuclear accident is growing. Twenty-nine nuclear plants are now in operation. By 1980 there are expected to be about 100 plants.

The poisons produced by these fission plants are so deadly that they must be kept out of the environment for 100,000 years or more. A wide spectrum of people have begun to voice their fears, among them: David Brower, the Rand Corp., Ralph Nader, the New York Times, and Alaska's Sen. Mike Gravel.

You can join a citizen's campaign to urge Congress to call a halt to the licensing and operation of nuclear power plants. Egan O'Connor, energy consultant to Sen. Gravel, has begun the fight.

Since last February, over 14,000 moratorium coupons have been mailed to O'Connor and John K. Mustard, a full-time worker for the moratorium. But many more signers are needed to influence Congress, O'Connor says.

Periodically, lists of coupon signers are made available to volunteers in each Congressional District. Congressmen are then informed of the size of their moratorium constituency.

"Your Representative will take your moratorium views seriously if you make him understand that you are waging a relentless campaign in his district to increase the number of coupon-signers every month," O'Connor says.

For more information, a 30-page booklet, "The Case for a Nuclear Moratorium" is available for 50 cents from the Environmental Action Foundation, Suite 732, Dupont Circle Building, Washington, D.C. 200236.

A 30-minute 16mm film, "How Safe Are America's Reactors?" is also available. It may be rented for \$50 or bought for \$250 from Impact Films, 144 Bleecker Street, New York, N.Y. 10012.

* * *

Whereas the 100,000 megawatts of nuclear electricity projected for this country before 1980 would generate as much long-lived radioactivity as the fissioning of about 100,000 Hiroshima bombs every year, plus 60,000 pounds of radioactive plutonium-239 annually, some of which might reach the black-market for use in private atomic bombs...

Whereas more than 99.99% of that radioactivity must be kept isolated from the biosphere, since 00.01% escaping is the radioactive equivalent of ten Hiroshima bombs per year...

Whereas no one has made a case justifying any confidence whatsoever that we will achieve such a high level of containment at the power plants, reprocessing plants, abandoned plants, in transit, in transfer, and in storage for centuries and millennia...

Whereas nearly perfect containment of radioactivity is not "just a straight-forward engineering problem" at the power plant and elsewhere, but rather is a problem which also requires "fixes" for carelessness, error, and over-confidence in thousands and thousands of normal human beings...

Whereas it is morally outrageous to create a radioactive legacy which may mortgage the future for the next 50 generations in exchange for a little electric power today...

There is just one question:

What gives anyone the right to build and operate nuclear power plants?

I herewith urge Congress to enact a moratorium on the licensing and operation of civilian nuclear power plants, and to accelerate development of fission-free energy technologies.

signature

name printed

address

zip code

date

Please mail this coupon to:
Ms. Egan O'Connor - John K. Mustard
305 High St., Moorestown, N.J. 08057

The Hot Line

Oregon Gov. Tom McCall has ordered all electric advertising signs to be turned off. The conservation measure also applies to all artificial lighting for decorative purposes, and lighting for signs, display of goods, buildings and landscaping. McCall said that without conservation now, the Northwest may be 30 percent short of electric requirements by next March. Gov Cecil Andrus of Idaho says he is not ready to take such drastic steps.

Washington Water Power Co. President Wendall Satre says energy problems will have a more serious impact on this country than anything else in history. He said problems could become so bad that they could lead to another world war.

The Catholic Committee of Appalachia has called upon the Catholic bishops of the U.S. to examine investment policies from the point of view of church social teaching. CCA is compiling a list of corporations and subsidiaries involved in strip mining. The Committee wants to make stockholders and corporate managers aware of the consequences of strip mining.

Americans could save more than 7 billion gallons of oil a year by 1995 by simply switching to cars that get 26 miles per gallon of gasoline, and by improved heating and cooling systems in dwellings. In a report issued by Caltech's Environmental Quality Laboratory, the conservation measures were estimated to slow the growth rate of energy demands from 4.2 per cent per year to about 2.8 per cent. Such a lessening of demand could give the nation time to develop less wasteful energy alternatives.

A bill before the California assembly is designed to avoid future energy shortages. The bill would create a five-member State Energy Resources Conservation and Development Commission. Elements of the bill would provide for powerplant siting, attempt to conserve energy through provisions that would curtail wasteful or inefficient uses, and would develop alternate ways to meet energy needs, such as through solar and geothermal sources. The commission would be funded by a surcharge on electricity which could provide about \$30 million a year. The commission would be uniquely composed of a physical scientist with knowledge of power supply systems, an attorney, an economist, an ecologist, and a representative of the public at large.

Dr. Dixie Lee Ray, Chairman of the Atomic Energy Commission, says she has submitted a report to the president on how to spend an additional \$100 million on energy research. She called for \$50 million on development of new methods to exploit coal and the other \$50 million to develop solar power, geothermal, hydrogen fuels, and more efficient electric power transmission.

The General Electric Company plans to scrutinize energy expenditures in every GE manufacturing facility in the U.S. and overseas. At the 250 plants where surveys have been completed, an average of 10 to 15 per cent of former utility usage has been saved.



Boysen Reservoir on the Wind River near Riverton, in central Wyoming will supply large amounts of water to the growing energy industry in the Powder River Basin.

Emphasis ENERGY

Energy and the production and generation of it is one of the overriding concerns of western environmentalists. What happens in the development of energy resources will profoundly affect the western landscape, western air, western water, and western social patterns. Montana, Wyoming, Colorado, Utah, and the Dakotas are where it's all at.

Coal deposits in the Northern Plains, southern Wyoming, Colorado and Utah are gaining increasing attention. Oil shale in Colorado, Utah and Wyoming seems destined for some kind of development. And then there are all the attendant developments to get the energy to where it is being used. New announcements on all of this come every day.

In order to keep our readers better informed on the developing situation, we are launching this new section which will be a regular feature. Some developments will warrant greater coverage and this we will do in separate articles.

The editors.

Citizen Groups Formed

The Northern Plains Resource Council, a citizens group based in Billings, has been joined by a similar group in northern Wyoming. The Powder River Basin Resource Council, like NPRC, is made up mostly of landowners and concerned townspeople from Johnson, Campbell and Sheridan Counties, Wyoming. President of the newly organized group is Ed Symons, a Sheridan County rancher.

Both citizen groups were formed in response to growing problems brought on by exploitation of coal resources. The Powder River Council says it will have four main functions: communications between individual landowners, concerned groups and public officials; research; organization, and advocacy concerning development of water resources, coal, and other mineral and energy resources in Wyoming.

Those interested in joining or aiding either group are invited to do so. Memberships or contributions to PRBRC may be sent to Mrs. Rosemary Schunk, Big Horn, WY 82833 or Mrs. Betty Jenkins, Buffalo, WY 82834. Annual memberships are \$10. Northern Plains Resource Council also has a \$10 general membership as well as a \$5 student, \$25 contributing, and \$100 patron membership. The address of NPRC is 421 Stapleton Bldg., Billings, MT 59101.

Carter Announces Study

Carter Oil Co., a subsidiary of giant Exxon Corp., has announced it is studying the possibility of a \$400-\$500 million coal gasification plant in the Powder River Basin. The 18-month study could lead to Wyoming's first gasification plant, employing some 1,000 men for construction and a permanent work force of 1,000 in the mining and production process.

Carter owns approximately 10,000 acres of land in Johnson and Campbell Counties. It holds coal leases on 160,000 acres of state lands and about 16,000 acres of federal leases, the latter in Campbell County. Many of the state leases are concentrated between Sheridan and Buffalo, north of Sheridan, north of Gillette, and north of Douglas and Glenrock. Some of its state coal leases were obtained from former Wyoming Congressman John Wold.

Carter has a contract option on 50,000 acre-feet of water stored in Yellowtail Reservoir, (It can be noted that Wold does also.) The gasification plant is said to require only 10,000 acre-feet per year.

Carter says if northeast Wyoming is chosen as the site, the plant would not be in production before 1978 or 1979.

Moorhead Dam Gets Study

A bill authorizing a \$250,000 two-year study of the feasibility of building a dam at the Moorhead location in southern Montana has passed the U.S. House of Representatives. The study has been proposed by Wyoming Rep. Teno Roncalio and Montana Rep. John Melcher. The Bureau of Reclamation was ready to commence construction of a dam at the site in the 1940's, and had even built a small construction town on site. Opposition from ranchers in the area finally spelled doom to the project. Now the water from the 385,000-acre-feet of storage would be used for the developing coal industry.

Railroad Riches - Time To End Largesse

by Peter Barnes and Larry Casalino

Remember those TV ads with Wally Schirra, intrepid conquerer of outer space, standing astride a glistening railroad track?

The railroads are in trouble, he somberly intones. They need our help. Well, Wally, let's take a look at history.

No single industry has received more help from our government, and done so little to deserve it, as the railroads. Maybe, for a change, it's time the people got some help.

During the third quarter of the 19th century, Congress gave to the railroads an empire of approximately 130 million acres of public land, almost eight per cent of the total land area of the United States. (Keep in mind that the area of Rhode Island is 768,000 acres, of New Jersey 4.8 million, of Holland 8.3 million, of South Vietnam 42.2 million.)

The purpose of the land grants was two fold: to finance construction of new tracks, and to promote settlement of the granted land by farmers.

Typically, the land grants worked like this: The recipient railroad would chart its route, then reserve alternate sections (square miles) in a checkboard pattern along the entire right-of-way. In many cases the checkerboard would be 20 miles wide on either side of the track.

In the event that one or more of the sections abutting the right-of-way was already claimed by somebody else, the railroad could choose another piece of land in lieu of the occupied one.

When construction of a specified portion of the line was completed, the federal land office at the request of the railroad, would issue a patent to the selected sections. Sometimes, if they had enough political clout, the railroads also received straight cash subsidies to supplement their free land.

As generous as was this government largesse, there were strings attached. One typical provision was that the railroads could not extract timber or minerals from their granted land, other than what was needed for actual construction.

Another critical condition was that if a line was not completed within a specified period of time, all lands granted in connection with that line would be forfeited to the government.

Three of the largest grants — to the Central Pacific, Union Pacific and Texas Pacific — stated unequivocally:

All such lands so granted by this section, which shall not be sold or disposed of by said company within three years after the entire road shall be completed, shall be subject to settlement and preemption, like other lands, at a price not exceeding one dollar and twenty-five cents per acre, to be paid to said company.

In the late 19th and early 20th centuries, innumerable frauds, mistakes and violations of the land grant terms were disclosed by Congressional and administrative investigations. Numerous forfeitures were imposed by Congress and the courts, thereby returning millions of acres to the public domain.

1940 LAW

In 1940 Congress enacted a law intended to wipe out all remaining land grants. Despite the forfeitures, government reacquisitions, and actual sales of lands by the railroads, more than 20 million acres-plus billions of dollars worth of prime urban real estate — are still controlled by railroad corporations.

The biggest of these railroad land barons are in the West. They include the Southern Pacific, which owns 3.8 million acres in California,

Nevada Oregon, Texas and Utah, plus mineral rights to an additional 1.3 million acres; the Burlington Northern, with 2.4 million acres stretching from Lake Superior to Puget Sound, and mineral rights on 6 million additional acres; the Union Pacific, which has mineral rights to 7.9 million acres; and the St. Louis and San Francisco ("The Frisco") which owns surface or mineral to 1.4 million acres in Arizona, New Mexico and Texas, although it doesn't run a railroad there.

Most of this land is seemingly held or exploited in violation of the terms of the original grants. The Southern Pacific, for example, which owns nearly five per cent of all the private land in California, failed to sell land to settlers at \$1.25 an acre, as its 1864 grant required. (Back in the old days, in fact, it would kick settlers off at gunpoint (read Frank Norris' *The Octopus*.)

Revenues from timber, oil and other minerals are copiously harvested by the railroads from their granted lands, despite the prohibitions of the law.

Frank Barnett, chief executive of Union Pacific, stated recently, "We don't even care to guess what (our minerals) are worth. If we did, we'd have tax assessors all over the place." Forbes magazine guesses they're worth over \$1 billion.

Some of the land owned by railroads, besides being valuable for timber, minerals and commercial development, is suitable for agriculture. Southern Pacific's vast holdings on the west side of the San Joaquin valley are a prime

example.

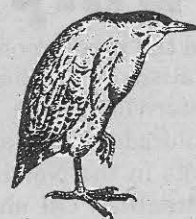
These fertile croplands, irrigated by state and federal reclamation projects, would be ideal for family farmers or farm-worker cooperatives. But Southern Pacific holds on to them and leases them to companies such as Russell Giffen, Inc., the second largest farm operator in the United States, and Anderson, Clayton & Co., the largest cotton merchandiser in the world.

APPROPRIATE REMEDIES:

1. An administrative, Congressional or court order requiring railroads to sell agricultural lands to family farmers or farmworker cooperatives at \$2.50 an acre.

2. Forfeiture by railroads of lands held in violation of law. Lands would then re-enter public domain, be opened for settlement under the Homestead and related acts, or retained for national forests, wildlife refugees and open spaces.

3. Reimbursement to the general treasury of all profits made by railroads from prohibited uses of grant land.



Whither The Passenger Train...

(Continued from page 5)

system if the states or communities affected are willing to make up two-thirds of the train's deficit. It also provides that Amtrak shall institute new service on the same basis. So Idaho, for example, could restore trains to Boise if it wanted to. Amtrak also is permitted to "experiment" on its own, with the proviso that after two years of operation an experimental route becomes part of the basic system.

Herein in the difficulty with nationalization: states with influential politicians are more likely to be experimented upon than those with less influence. Butte, Bozeman, and Billings enjoy such service for an obvious reason. At least their train has more utility than the farce that ran through northern West Virginia until recently to favor the chairman of the House Committee on Interstate Commerce.

Congress can legislate new routes directly, of course. It has restored a 13½-hour run from New York to Montreal that went out seven years ago. (Greyhound reaches Montreal in as little as seven hours on a direct Interstate.) It asked for a revival of through service to Mexico but neither the Mexicans nor Customs, which saw trains as a bonanza for dope smugglers, would cooperate. As a result Amtrak's ill-titled *Inter-American* schedules dubious limousine connections with the Mexico City train at Laredo and no connection with the Chicago and Houston trains at Ft. Worth. In the old days one could ride through to Mexico City from New York.

Amtrak's subsidies have aroused the National Association of Motor Bus Owners to protest to Congress, and Greyhound to wage an aggressive anti-Amtrak advertising campaign. Greyhound's tears resemble those of the crocodile. Nonetheless, they do remind us of our patchwork transport policy. Given our decisions of 20 years ago, the unsubsidized train cannot compete unless alternative modes

approach capacity or unless the train supplies a unique service for which there is substantial demand.

Thus, the same railroad that just left Lander, Wyoming, ekes out a penny profit hauling up to 1,600 seated Chicago commuters per train. And a new company called Auto-Train can't keep up with the demand for its overnight service toting passengers and their automobiles between suburban Washington and the vicinity of Disney World, Fla. Despite Amtrak's dog-in-the-manger objection, Auto-Train hopes to add a similar Florida service from Louisville to tap the Midwest market. Its customers ride in refurbished Santa Fe and Union Pacific coaches and sleepers. The West loses again.

AUTO FERRIES

Much of life is double-edged. Turn around now and consider an "auto-ferry" market with large potential. Existing railroads could whisk cars from Chicago to Denver or Cheyenne in 15 hours or so. The economics of the Florida operation suggest that a group of four people could ride to Denver along with their car for the equivalent of air fare without the car. Colorado weekends become cheaper. Nobody likes Chicago in January (or February, or March, or . . .). Then note the proposal to construct an aerial tramway from the rim of the Grand Canyon down to the isolated Havasupai Indian Reservation. The tramway would provide mass transit to eliminate dependence on a steep, eight-mile horse trail. Mass transit means people. You begin to catch on?

* * *

Editor's note: Due to space limitations we were unable to run all of D. A. Long's article in this issue. Next issue we will print Part II, *Reclamation for Rusty Rails*, a discussion of branch lines, the environmental impact of abandonment issue, and some possible solutions to help save the railroad.

Western.....Roundup

Powderhorn Area Dedicated

Colorado's first officially designated primitive area under BLM management was dedicated Sept. 29 by Secretary of the Interior Rogers Morton. The 40,400 acre Powderhorn Primitive Area lies on the Cannibal and Calf Creek Plateaus southwest of Gunnison and northeast of Lake City. The primitive area has been called scientifically unique because of its large expanse of relatively level tundra above 12,000 feet elevation.

The area has five bioclimatic zones ranging from sagebrush-grass, ponderosa pine, Douglas fir, and spruce-fir to the alpine. The area is also rich in wildlife. It is critical breeding and wintering grounds for a sizeable elk herd. Ptarmigan are abundant in the tundra areas. Other wildlife includes black bear, mountain lion, coyote, beaver, eagles, grouse, mule deer, and a large variety of birds and smaller animals.

Motorized vehicular travel, mineral prospecting, mining, and timbering will be prohibited in the areas. Grazing and recreational activities will continue.

Fireplaces A Luxury?

A fire in the fireplace may be a luxury that the citizens of Aspen, Colo. cannot afford. A study by the Colorado Air Pollution Control Division has found the Aspen metropolitan area in violation of the state's air quality standards. Steven J. Weiner, a division official, has recommended a moratorium on new fireplaces and on the use of existing ones on cold winter mornings. In addition to a 35 per cent reduction in fireplace use, he suggested 86 per cent clean-up of restaurant grills and 88 per cent reduction in auto-truck-bus exhaust fumes. Some reductions could be achieved by public education, Weiner said. People should know that aspen wood burns with less carbon particulate residue than conifer wood and that fireplaces should never be left smoldering through the night, the official said.

"Cody's Country" Spreads Out

The Mikelson Land Company has revealed its plans for a huge second step in the development of the Wapiti Valley west of Cody, Wyo. Last spring the county approved "Cody's Country," a Mikelson plan for 324 home sites on 374 acres (see HCN story, Aug. 1, 1973). The new Mikelson proposal to develop about 365 additional acres is for 400 dwelling units, an 18-hole golf course, an airstrip, a 100-unit motel and a public clubhouse. Mikelson could develop about 2,000 sites in the next five to ten years, the land company said.

After hearing a presentation of the proposal, Chairman of the County Commissioners Glenn Stutzman said, "We're very much concerned about the tremendous development pattern we're getting. . . . The problem is that when you open up an area to development, you immediately take on police, road and bridge, garbage and other responsibilities. It's a costly thing."

Montana Proposes New Laws

Montana's Environmental Quality Council has endorsed several key environmental proposals for consideration by the 1974 Legislature. The Montana EQC is an instrument of the Legislature and therefore may make proposals. The most important endorsement was of an environmental protection act, including the right of private citizens to sue polluters. Another proposal would require polluters of either air or water to disclose the emissions causing the pollution. A third proposal is aimed at protecting and preserving scenic rivers and waterways.

Railway To Be Reconstructed

One hundred Naval Reserve Seabees are helping the Colorado Historical Society reconstruct a famous narrow-gauge railway. The railroad will be part of a reconstructed historic mining area and run from Georgetown to Silver Plume, Colo. Four and a half miles of track will be needed to connect the two cities which are only 1½ miles apart, but separated by 900 feet of elevation. One section doubles back over itself on a giant 300-foot-long trestle which was known as the Georgetown Loop. The whole railroad was abandoned, dismantled and sold for scrap in 1939.

Permits Applied To Public Lands

Utah Bureau of Land Management officials have instituted a new permit system for commercial uses of public lands. Affected would be tour guides, including river running, summer camps, backpacking trip operators, survival schools, and hunting camps. Excluded from the system would be such groups as Boy Scouts, church groups, local rockhound clubs, and others making only occasional use of the public lands.

Those affected have to apply for a permit and pay an annual filing fee of \$10 plus \$25 for every 100 visitor days of use. Non-profit groups making frequent use of public lands must pay the \$10 filing fee plus a \$10 rental fee.

The system is expected to eventually be applied in all 11 western states.

High Country News-13
Friday, Sept. 28, 1973



A recommendation that "substantial" increases in logging on national forests has been endorsed by President Nixon. The report was prepared by an advisory panel appointed by Nixon. The panel also recommended that clearcutting continue to be used "under appropriate conditions." Many forests throughout the West have already received substantial impact of cutting as this view of Wyoming's Teton Forest indicates. Further cutting could only further jeopardize the forests for such other multiple uses as watershed value, fisheries and wildlife. At least 11 clearcut areas can be seen in this photo. The Grand Tetons loom at right out of the photo.

Briefly noted . . .

A Montana State University study alleges that former newsman Chet Huntley's Big Sky recreational development is harmful to wildlife in the 10,600-acre area. The study charges that elk have been driven out of their winter ranges and that other animals will disappear when vacationers begin arriving. The university study also says that there will be serious water pollution problems unless an adequate sewage system is developed.

* * *

The state of Idaho has received about 1,300 applications for geothermal leases on some 900,000 acres of state land. Most of the lands are along the Snake River Plain in southern Idaho. Anschutz Corp. of Denver has filed for leases covering more than 800,000 acres. Meanwhile, the State Land Board has decided to hold a series of at least five public hearings to get public views as to how the lands should be leased. The proposals are to use competitive bids, first-come basis, or a drawing.

* * *

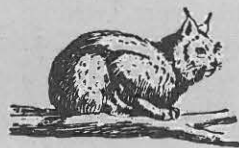
Two mass transit system measures have been introduced into the Utah Legislature. A transit funding bill has already passed both houses. It calls for a two mill property tax increase to provide increased bus service, a bus fleet for Salt Lake County, a reduced bus fare to 25 cents. Another bill proposes increasing the sales tax by one fourth of one per cent and eliminating all fares.

* * *

Idaho's State Land Board has decided to prohibit the posting of "no trespassing" signs on state lands leased to farmers and ranchers. The policy decision essentially requires that the public has access to hunting and fishing resources on state owned land. The lessees may now have to provide access corridors through or around crops to lakes and streams.

* * *

Idaho Rep. Steve Symms says land-use legislation is just a federal scheme to separate people from their property. The conservative Republican asserts there will be a "new breed of American serfs" if the land-use law now being considered passes. Symms says, "I suspect what is being asked of this Congress is to protect the collectivist schemers who would return this civilization back to the days of serfdom."



Thoughts from the Distaff Corner

by Marge Higley

The following is a contribution from one of our readers. It has been edited somewhat in the interests of brevity.

He explains, "I read with interest Marge Higley's little story about the three Piggs. Later I was showing a group of visitors to my 'Diggins' and tried to repeat the story to them. They listened attentively, but when I finished they were silent. Finally they asked, 'Then what happened?' I was speechless at the time but thought much about it and so have written down some of my thinking of what might have happened."

The editors.

* * *

The Three Little Piggs — A Sequel by George W. Kelly

When Alfie, Benny and Charley Pigg went back to Midvale, where they were born, they were discouraged and confused. They each thought that they had worked out a good plan for their lives but because of the operations of "Progress" McWolf these fine plans were for naught. They had read in the **High Country News**, **National Parks Magazine**, **Audubon Magazine** and other places of all the bad things that could happen when people did not live in harmony with nature, but they never thought that such things could happen to THEM.

They talked it over and tried to decide on the answer to "Where do we go from here?" Finally Alfie said, "What's the use, the world is all balled up and everything is going wrong. But I still have enough saved from the better days so that my family and I can live in comfort for the rest of our lives. I hate to shovel snow so I will move to Sun City where the sun always shines. I'll buy a house beside the golf course and I'll play while servants do all the work. To heck with the rest of the world. That's their problem."

So he moved to Sun City and lived in an air-conditioned house and drove an air-conditioned car to the air-conditioned store every day. He played golf and shuffleboard and bridge. For Mrs. Alfie this was just a change of sink and she plodded along in her familiar routine and joined a few gossip clubs. Alfie got fatter and lazier and more restless. Finally, after about three years he had a heart attack, and that was the end of Alfie.

Bennie decided that he would do his part to reduce pollution and save some of our beauty spots for his descendants. This he would do by living a more simple life and producing as much as possible of his needs by his own efforts. He decided that man was part of the total environment and can learn to live without destroying all other forms of life. He did not go along completely with either those who would destroy anything to make a dollar today or those who would try to go back to primitive living where everything was "saved." So, Benny bought a little piece of canyon land away down in the Four Corners country where he could live in the open spaces far from the congested centers, and yet stay in his beloved Colorado. He grew his own vegetables and fruit and grain and meat. There was very little that he needed to buy from the store so he was not encouraging big business in any way. He even had bees to supply some sweetness. He made few trips to town and so used little gas and he cut his use of electricity to a minimum. This sort of life agreed with him and he lived a long happy life.

Charley thought things out and decided to "Do something about it." He thought, "Why not start right here in Midvale where I was born and my father made his fortune? Why not spend the rest of my days doing what I can to make life a little more liveable right here?"

So Charley walked around the community and tried to look at it with the eyes of a stranger and see where it lacked. He saw that there was little to inspire young people to stay and make a life and living there. So, he made a list of the things that were lacking — a well-planned park, a swimming pool, bike trails, a community recreation building, more attractive fronts on the business houses, landscaped public building grounds, screening for



Listen! the wind is rising,
and the air is wild with leaves,
We have had our summer evenings,
now for October eves!

HUMBERT WOLFE

"Real Gas and Electric Company"

A man in Gurneyville -- in northern California -- has begun his own private gas and electric company -- using wind and human and animal wastes to produce electric power and gas.

Solomon Kagin, who runs the Real Foods Store in Gurneyville, calls his new company the "Real Gas and Electric Company." Right now, the company, is operating out of a large building that is entirely heated and lighted by

Distaff . . .

the wrecking yards, trees wherever appropriate, green spots of lawn and bright flowers everywhere. He remembered back when he was a kid that the watermelons and apples were better flavored than those from anywhere else and wondered if he could not bring back this business profitably. He studied soils and markets and labor supply and climate.

He developed quite an ambitious plan for the community and it took quite a while to convince his neighbors that it could be done without government grants. He gradually won over this person and that and when a few projects were completed the general population began to be interested and call strangers' attention to what "we" had done.

Charley lived a full and happy life. When he died the whole community mourned his passing.

In the meantime McWolf was carrying on his "Progress" projects, making a big show and lots of easy money. But all did not go well indefinitely. His condominiums became ghost towns as the energy crisis deepened. His ski courses were deserted. His coal veins pinched out. After contributing to the destruction of much that was beautiful and peaceful he finally became a weary, sick old man. So, he too drifted back to the scenes of his childhood in Midvale, and was amazed at the transformation that Charley had made. The town looked prosperous and behind the looks it WAS prosperous. McWolf had to decide that after all his hunting for "Progress" by tramping rough-shod over everyone, here was real progress.

a windmill. During the week it's an office.

Kagin has arranged a franchise deal with the Quirk Windmill Company in Australia to be the sole regional agent for their windmills. He told Earth News the windmills will sell for between \$3,500 and \$6,000, and are capable of supplying adequate power to most small farms.

Besides the windmill operation, Kagin is also importing converters from England to make methane gas out of human and animal wastes. He says the converters will attach directly to a waste system in a home and should be capable of producing enough methane to provide heat for the home and fuel for the family automobile. The converters won't be available for about six months, says Kagin. : : EARTH NEWS

Save That Gas

In round numbers, a gallon of gasoline yields 120,000 British thermal units (Btu) of energy; and 10,000 Btu can produce one kilowatt-hour (kwh) of electricity. Thus a gallon of gasoline has enough energy to generate 12 kwh of electricity.

The average American family drives an automobile 12,000 miles a year. If this car goes 10 miles on a gallon of gasoline, you use about 1,200 gallons a year. Now, if you trade in this gas eater and settle for a car that gets 20 miles to the gallon, you save 600 gallons a year, enough energy to produce 7,200 kwh of electricity.

The national average household electrical consumption is 7,685 kwh a year; this operates lights, TV, radio, refrigerator, small appliances like toaster and waffle iron, and a room-air conditioner. Your shift to a better performing car means the money you were spending on the old car will pay for 7,200 of these 7,685 kwh, or enough for 342 days of the year. This assumes you fit the average picture and, of course, you could take a trip during the other 23 days, so you would not be using electricity during that period! When you buy that car, pick one with a good anti-pollution record.

Keeping The Choices Open

The Governor's Conference on Wildlife and the Environment last March established wildlife as a state issue in Colorado. The conference placed unusual emphasis on the public as part of the decision-making team and on the examination of non-game as well as game species.

To reach a wider public, the proceedings are now available in a 118-page paperbound book. The book includes a speech by Durward Allen of Purdue University who answers the "over-

simplified wildlife question of the day, what does it do for me?"

"It is part of keeping the choices open," Allen said. "Even if you don't believe that spaces, natural beauty, abundant clean water, and living things are strictly necessary in human living, it would seem both arbitrary and stupid to foreclose the possibilities."

Other speakers included:

— Wayne Sandfort, game manager of the Colorado Division of Wildlife. In a comprehensive summary, Sandfort reviewed the status of all major species of Colorado wildlife, including the 75 per cent of terrestrial wildlife species that are not hunted in the state.

— Kenneth Nobe and Harold Steinhoff, professors at Colorado State University. The team described new techniques developed by economists to measure the values of wildlife.

— Harry Woodward, former director of the Colorado Division of Wildlife, presented a plan for funding nongame management programs.

— Jack Orr, past president of the Colorado Cattlemen's Association, outlined the conflicts which are arising between stock and public use of public lands.

Copies of the proceedings cost \$3 for one, \$5 for two, and \$10 for five. Teacher's guides are also available. Order the books from the Department of Fishery and Wildlife Biology, Colorado State University, Fort Collins, Colo. 80521.

Bulletin Board

For those who suspect that there may be a conspiracy between business interests and the government to protect existing technology, there is now some documentation. **Corporate Country** is a new 299-page book by lawyer-environmentalist William H. Rodgers, Jr. Rodgers uses nine case studies to illustrate the theme that business and government occupy the same bed in protecting the capital investment of present technology — even if the technology is destroying the environment. He zeroes in on industry efforts to defeat non-returnable container legislation, electric utility efforts to hide violations of nuclear plant safety, and smelter industry efforts to weaken SO2 emission controls. The book may be obtained from Rodale Press, Emmaus, PA 18049. \$7.95.

* * *

The establishment of a Tule Elk National Wildlife Refuge in the Owens Valley of eastern California will be considered at Congressional hearings on Sept. 24. The refuge would be established by the passage of H.J.Res. 204 and companion bills. Written statements for the hearing record will be accepted until October 25. They should be sent to: Hon. John Dingell, Chairman, Subcommittee on Fisheries and Wildlife Conservation, House Office Building, Washington, D.C. 20515. For more information contact the Committee for the Preservation of the Tule Elk, 5502 Markland Drive, Los Angeles, Calif. 90022.

* * *

Innovative solutions to wilderness problems will be sought by the Sierra Club at its Wilderness Conference in Boulder, Colo. Oct. 6-7. Speakers will include Ian McHarg, land planner; Willi Unsoeld, Mt. Everest veteran and philosopher-teacher; John McGuire, chief of the U.S. Forest Service; Nathaniel Reed, assistant secretary of the Department of the Interior; Michael McCloskey, executive director of the Sierra Club; and Larry I. Moss, Sierra Club president.

To attend the conference send eight dollars to Diane Nielsen, 1973 Wilderness Conference, High Mar, Box 3241, Boulder, Colo. 80303.

High Country News-15
Friday, Sept. 28, 1973

Eavesdropper

LOONEY LIMERICKS

by Zane E. Cology

"Extend the runway!" they did cry —
"We'll get more tourists if bigger planes fly."
So the tourists gazed
And stared, amazed —
(They paved all the scenery, by and by!)

Rob's Texaco Service is an unlikely name for a successful recycling enterprise. But E. E. Turra of Seattle has used his three stations as recycling centers which now gross about \$700,000 a year. About 65 percent of his revenue is from recycled materials. His customers bring in about 1.25 million bottles a month. He also recycles newspapers, aluminum cans, batteries and used oil. Turra says service stations can be ideal recycling centers.

The World Wildlife Fund says there may be less than 50 Florida panthers still in existence. The animal has been added to the near-extinct species list.

The "first national debate on growth" was held this week at Tulsa, Oklahoma. The idea, first proposed by EPA head Russell Train, came to fruition as the "national Forum on Growth with Environmental Quality." It was sponsored by the National Science Foundation and the Tulsa Chamber of Commerce. The issue was debated by a number of prestigious speakers.

Opposition is growing against proposals to build an oil tanker superport in Puerto Rico. Some 14 oil companies have indicated an interest. Oil would come from the Persian Gulf to be refined in Puerto Rico and marketed in the eastern U.S.

Family planning services and devices will be provided to an estimated 1,750,000 welfare recipients in 1973, according to government officials. In somewhat of a turn-about in policy, the Department of Health, Education and Welfare says that family planning has been re-established "as a priority program."

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Colorado Big Game Population Status 1973 Compared to 1968

SPECIES	POPULATION STATUS	
	%LESS	%MORE
MULE DEER		6
WHITE-TAIL DEER		13
ELK		22
ANTELOPE		SAME
BIGHORN SHEEP	-3	
MOUNTAIN GOAT		14
BEAR		18
MOUNTAIN LION		6
BUFFALO		2

The chart above is part of the data presented by the Colorado Division of Wildlife at the Governor's Conference on Wildlife and the Environment last March. Copies of the wildlife summary and the entire proceedings of the conference are available from Colorado State University.

Park Protected

U. S. Senator Peter H. Dominick of Colorado has introduced a bill which would prevent degrading, honky-tonk development of over 1,000 acres on the western fringe of Rocky Mountain National Park in his state. Dominick's bill, S. 2394, calls for Park Service purchase of two large, private homestead tracts which date back to as early as 1904.

Both property owners are interested in selling to the Park Service, and one has already given the agency a firm option on 634 acres, though it expires on February 22, 1974. Both landowners have also received many offers from private developers who are waiting in line to gobble up the property.

The land in question lies in the Kawuneeche Valley along four miles of the North Fork of the Colorado River. It contains an early homestead which the Park Service hopes to make into a historical interpretative site. In addition, this still wild area is prime habitat for deer, elk, beaver, marsh birds and trout. It is also plainly visible to the two million visitors who annually travel the Park's major access, Trail Ridge Road.

"Continued private and commercial development in the immediate vicinity," stated Senator Dominick, "threaten the present status of the valley, and make it imperative that Congress immediately act to preserve the beauty and wildlife of the area."

Public support for S. 2394 is imperative. Delay in its passage beyond next February will almost certainly turn the lands over to private development.

Stewardship is the difference between society and a jungle. The concept isn't really new but it comes as a shock to many when applied to property.

Louis B. Lundborg
Retired Chairman of the Board
Bank of America

"A Thing To Be Exploited"

Over the mantel of the huge stone fireplace in Mardy Murie's log home at Moose, Wyo. is a plaque which reads: "The wonder of the world, the beauty and the power, the shapes of things, their colours, lights, and shades; these I saw. Look ye also while life lasts."

These words, taken from an old gravestone in Cumberland, England, epitomize the life she has lived. She is and has been intensely and intimately involved in the environment.

Her sensitivity has brought her personal joy, which has been shared with others through her writings. **Two in the Far North** tells of her earlier years in Alaska. **Wapiti Wilderness**, which she co-authored with her husband, Olaus, depicts the Jackson Hole-Yellowstone environment. She has also contributed articles to various magazines including **Natural History** and **The Living Wilderness**.

Early this month, Mardy Murie presented testimony at the hearings on the Jackson Hole Jetport for the Wilderness Society, an organiza-

It is the economic pressures that are the most destructive for preservation. Our philosophy at present seems to be that for land the best use is its highest development, the most profitable use, that there are not other values of equal importance. We find in the preservation business that our biggest problem is the belief that if it's good, it's got to make money.

**James Biddle, President
National Trust for Historic
Preservation**

Work Is Unfinished

Reprinted from **Christianity Today**,
August 31, 1973

It's an interesting commentary on our times that we celebrate Labor Day with leisure. Many people think that this is quite appropriate, that with all our technology work should be regarded as a thing of the past anyway. Some speak disparagingly of "the work ethic," as if labor these days were done more out of habit than necessity. Paul's command "If anyone will not work, let him not eat" is regarded as out of date: machines can do our work, so why should anyone go hungry simply because he has no employment? That's the way the reasoning goes.

The environmental crisis is a major reminder that the pronouncement of death upon physical labor was premature. It turns out that many of our technological achievements have been at the expense of the environment. We did not finish our work; we cut corners and didn't clear up after ourselves. Now the uncared-for chores have begun to catch up with us, and there is such an accumulated buildup of waste and imbalance that the situation looks almost hopeless.

It appears then, that our growing leisure time may be due not so much to less work to do as to needed work that is left undone. Our ecological problems require education and legislation but will not be ultimately solved in those areas. Many, many people will have to roll up their sleeves again. As God told Adam, "In the sweat of your face you shall eat bread till you return to the ground."

Many people faced with increasing leisure are learning, moreover, that non-work is not what it was cracked up to be, and that work is perhaps not as bad as it seems. We may yet discover that work is good for man!

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tion both she and her husband helped found. Following her testimony, she made additional comments which we reprint below:

Mr. Chairman, I should like to make an additional point here, and that is that I do not believe that an actual majority of the people of Jackson Hole are in favor of the extension of the airport runway. Many people, because of business or personal connections do not feel free to express their own opinions. I have reached an age and situation where I feel perfectly free to say exactly what I think.

I have lived in Jackson Hole for 46 years. I have watched through those years as the National Park which was so desperately opposed by many residents became a gold mine in which they have been busily digging ever since. I have seen the whole county business grow; I have seen the unbelievable lack of foresight, lack of town or county planning. I have seen the greed grow, too; until it now seems that the beauty and peace of the most enchanting valley in the world is a thing to be exploited so that a few may profit financially; profit from a treasure which belongs to the whole nation.

I feel we could have lived with the airport as it was five years ago, with the important safety features added, with Frontier flying Convairs or other reasonable airplanes. But that was not enough. We had to have a flying school, and more and more private planes, and han-

Consult Riders

Following in the wake of public outcry over EPA proposals to curb auto traffic, the Salt Lake Area Transportation Study staff has developed a plan to provide for a system of bike-ways. Part of the plan provides for a questionnaire study of some 5,000 registered bike owners and another questionnaire to bicycle shops to be answered by bike buyers.

The **Deseret News** has editorially asked if the questionnaire study couldn't be broadened. The paper says why not consult those who would ride a bicycle to work if adequate bikeways are provided. The paper suggests opening the study up to anyone wishing to respond.

STATEMENT AND OWNERSHIP MANAGEMENT AND CIRCULATION

NOTICE

(Act of October 23, 1962: Section 4369, Title 39, United States Code)

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A. Total No. copies printed	2,680	3,200
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2. Mail subscriptions	2345	2,870
C. Total paid circulation	2390	2,910
D. Free distribution	120	130
E. Total distribution (sum C&D)	2510	3,040
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I certify that the statements made by me are correct and complete.
October 1, 1973 s- Thomas A. Bell



Mardy Murie at the Jackson Airport hearings.

gars, and hundreds of cars on the ground, and then private jets coming in. And this latter is something I feel has been slighted in this hearing: the private jets may be the greatest problem of all. More and more, and bigger is better; until we already now have a sprawling Behemoth which is intolerable in a national park. In America growth seems to be a god; one compromise follows another, and it seems there is little control over what happens at this airport. If this viewpoint triumphs I firmly believe there will come a day when the cash registers in Jackson and in Teton Village will be singing in a lower key; when people all over our country will be saying: "Don't go there; they have spoiled it."

We cannot go on forever SELLING beauty and recreation and at the same time KILLING IT.

For myself I believe that the real truth about this whole question is a conflict between beauty and the dollar sign. I can only pray that whoever makes the final decision has both wisdom and courage.

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