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Roads Through Sacred Lands Okay by Court

By Tim McKay

Admitting that its decision could devastate traditional Native American religious practices, the U.S. Supreme Court last month allowed the Forest Service to resume planning the completion of the Gasquet-Orleans (G-O) Road.

Although the 5-3 decision by no means guaranteed that the 55-mile-long logging road through sacred lands in northern California's Siskiyou Mountains would be finished, it was a major blow to tribes around the country which have argued that similar projects do irreparable harm to the spiritual values of sacred places.

The majority opinion, written by Justice Sandra Day O'Connor, actually conceded that even if the road and associated logging "will virtually destroy the Indians' ability to practice their religion, the Constitution simply does not provide a principle that could justify upholding [their] legal claim."

O'Connor said that the First Amendment's freedom of religion protections may not be used to halt a federal project, however frivolous, unless the project directly coerced people to hold a certain religious belief. She compared the case to one in which a Native American man objected, unsuccessfully, to getting a Social Security card for his daughter because it might have robbed her of her spirit.

A sharply dissenting opinion was written by Justice William Brennan, who stopped just short of calling the O'Connor interpretation doublespeak. Brennan said comparing the G-O Road to the Social Security case was "cruelly surreal," and went on to state:

"Having thus stripped respondents and all other Native Americans of any constitutional protection against perhaps the most serious threat to their age-old religious practices, and indeed

continued on page 4



Green Butte, the glacially-eroded volcano in the left foreground, is the proposed site of a chairlift that would ascend the left-hand ridge. Part of Green Butte would be graded to "improve" ski terrain. Twin-bumped summit of Shastina rises behind Casaval Ridge in the background.

Photo by Phil Rhodes

Wilderness or Chairlifts for Mt. Shasta

By Phil Rhodes

Chairlifts or wilderness? That is the question. Depending on your point of view, chairlifts either bring people to wilderness or eliminate wilderness by their presence.

The perennial clash of these disparate philosophies continues at Mt. Shasta, the northern California volcano that is viewed by many as a not-to-be spoiled symbol of nature's power and by others as a very effective billboard for their ski and real estate schemes.

The mountain sits in her silent majesty, respecting none, mocking all. Even John Muir, who respected her as much as anyone, almost died on Shasta's peak because he lingered there a few minutes too long. Climbers come, their mangled bodies go. Loggers come, trees don't grow. And ski development proposals seem to come and go as often as Shasta's snows.

The latest proposal is the grandiose plan of Mt. Shasta Ski Area, Inc. (MSSA). Originally proposed in 1983, this project has waxed and waned on paper as the devel-

oper has attempted to dodge controversy. But MSSA's long term goal no doubt remains the same: to build a huge ski area and "village" of 4,500 people, spread over several thousand acres of the southwest slope of Mt. Shasta.

Breaking big projects into little pieces is a tactic used by developers to avoid environmental scrutiny. In 1986, the Forest Service (FS) attempted to foist on the public an Environmental Assessment (EA) covering just phase I of the more than seven phase area. The California Wilderness Coalition, Mt. Shasta Resource Council, Mt. Shasta Area Audubon Society, and Mother Lode Chapter of the Sierra Club appealed the EA and won a decision that called for an Environmental Impact Statement (EIS) (a more comprehensive document) on phases I through IV.

Saying that an EIS on four phases would not be in line with prior decisions, the FS did an EIS on phases I through III only. Released in March, 1988, this document

focuses on a FS "preferred alternative," calling for a 4,800-skier capacity development encompassing about 2,000 acres of mostly public land in the Green Butte, Gray

continued on page 6

Inside -----

— Los Padres Final Forest Plan...p. 4

— Mendocino National Forest watersheds in trouble...p. 5

— New forest-saving scheme by Audubon Society...p. 7

COALITION PAGE COALITION PAGE COALITION PAGE

Report

A distinct advantage of having an editor for the *Wilderness Record* is that I can get out more to do the kind of grass-roots organizing that is needed to preserve our wild places.

So far in 1988 this has meant visits to exotic Visalia, Garberville, San Francisco (and Oakland), and beautiful downtown Burbank. The month of May looks even more exciting: Weed, Cupertino, and Sacramento.

I'm still looking for an excuse to travel to Lee Vining or somewhere else on the east side of the Sierra Nevada. For years I have been trying to justify using Highway 395 when driving from Davis to Los Angeles. I know it's not the shortest route, but there is no doubt that it is the best route.

The reasons for these travels are many and varied. As you can see from the adjoining article, Bob Barnes and I attended the Backcountry Horsemen's convention in Visalia to strengthen our ties with stock

users. Garberville (along with Honeydew and Ettersberg) was a trip to work with locals to enforce the closure of roads within the King Range Wilderness Study Area. Bay Area visits usually are to meet with the Forest Service or to plot against them.

Weed will be the highlight of May; I don't mind attending workshops in the shadow of Mt. Shasta. Besides, the proposed logging within the Russian Peak Wilderness suggests a detour to Scott Valley to see former *WR* editor Tom Jopson and former CWC V-P Sari Sommarstrom. Then on to Cupertino to work on further computerizing the environmental world. And repeatedly to Sacramento for meetings, meetings, meetings.

Special thanks to our newest member group, the Lost Coast League, for their continued work on the King Range and Sinkyone Wilderness State Park. Also, a warm welcome attorney Brad Welton as a business sponsor.

By Jim Eaton



Bob Barnes, CWC Vice-President, sets up information on the California Desert at the Backcountry Horsemen Convention. Photos by Jim Eaton

Wilderness Horsepeople Convene

A bit of the Wild West came to Visalia in mid-April at the state convention of the Backcountry Horsemen of California. Several hundred equestrians of both sexes attended the gathering which included workshops, exhibits, a photo contest, and "cowboy photography."

As a group member of the California Wilderness Coalition, the Backcountry Horsemen invited the Coalition to participate in the conference. CWC Vice-President Bob Barnes and Executive Director Jim Eaton staffed a booth with information on the Coalition and the California Desert Protection Act.

Workshops included such diverse topics as backcountry horse shoeing, knot tying, "our vanishing trail network," and how to mitigate conflicts between horse users and hikers. Officials from Sequoia and Sierra national forests participated as did employees of Kings Canyon-Sequoia national park.

One of the key speakers was Norman B. "Ike" Livermore, Jr., Secretary for Resources under Governor Ronald Reagan. Livermore, who founded the High Sierra Packers Association in 1935, kept the audience laughing with stories of horse and mule packing in the old days. He also talked about his experiences under Governor Reagan in stopping the Minaret Summit Highway, a trans-Sierra road that would have bisected the John Muir Trail. The highway route is now part of the Ansel Adams Wilderness.

The convention provided quite a contrast to gatherings of groups like Friends of the River. No vegetarian fare here—the Saturday night banquet featured "beef in a barrel." Attendees sported jeans, cowboy boots, and cowboy hats. But it was a friendly, fun-loving crowd in Visalia, part of the diverse world of wilderness users and supporters.

Special thanks to volunteers Joe Bogaard, Shelley Mountjoy, and Jennifer Wachter for preparing the California Desert exhibit used at the Coalition's booth.



Norman B. "Ike" Livermore (left) and Henry Brown (right) talk about horse and mule packing in Mineral King Valley before World War II.

Members Say:

Stephanie,

According to informed sources, the Bureau of Land Management (BLM), Medford District, will be releasing their Hobart Timber Sale Environmental Assessment at the beginning of May. These sources indicate that the "silviculturists alternative" will be chosen. This means they intend to log within our proposed boundaries. The battle begins... the battle will be hot! We will not allow this to happen.

Also...your article on Soda Mt. [*WR*, February, 1988] quoted BLM as saying there were roads within our proposal. These so-called roads do not even meet their own definition of a road (they are a way). After they took the press through these "roads" the press reported that BLM was mistaken—and endorsed our full wilderness proposal!

Marc E. Prevost
Vice Chairman, Soda Mt.
Wilderness Council
Executive Committee,
Rogue Group Sierra Club

A number of hikes into the Soda Mt. Wilderness are being offered throughout May and June. For more information on the hikes or for hiking guides for the Soda Mt. Wilderness, which are available for only \$1.00, write to: Soda Mt. Wilderness Council, P.O. Box 512, Ashland, OR 97520.



Scrub Jay



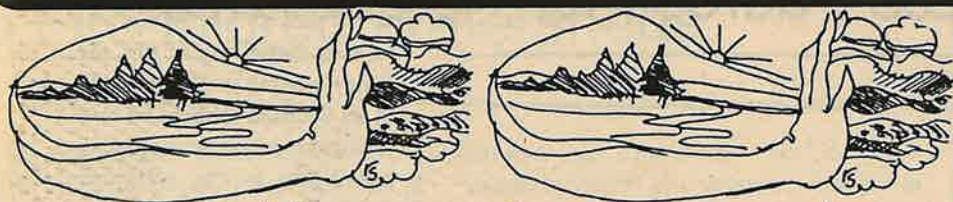
Steller's Jay

Wilderness Trivia Quiz

What are the highest and lowest points of elevation in California's designated wilderness areas? (See page 6 for answer.)

Save this date: October 19 – 22, 1989 is the California Wilderness Conference!

UPDATES



June Mtn. Ski Area Appeal

A proposal to expand the June Mountain ski area development, north of Mammoth Lakes, has been challenged by conservationists. An administrative appeal was filed by the California Wilderness Coalition, Eastern Sierra Audubon Society, Friends of the Inyo, Toiyabe Chapter of the Sierra Club, and Sally Miller.

The appeal was submitted after Inyo National Forest Supervisor Dennis W. Martin signed a Record of Decision and Finding of No Significant Impact for the project. The appellants argue that the development requires a site-specific, comprehensive Environmental Impact Statement (EIS).

The June Mountain expansion would increase the capacity of the resort from 2,250 to 7,000 skiers. The existing 248 acres of ski runs would be doubled and five new lifts built. Part of the San Joaquin roadless area would be developed.

The Forest Service is trying to avoid an environmental review by arguing that this expansion is covered by a 1979 EIS for the Mammoth-Mono Planning Area. The appellants contend that the 1979 EIS does not consider the impacts of the June Mt. project and that the proposed expansion is only the tip of the iceberg for a massive ski area complex that would join the June Mountain and Mammoth Mountain ski resorts; such cumulative effects must be analyzed in a comprehensive EIS, they say.

In 1986 the Forest Service attempted similar subterfuge for a proposed ski resort at Mount Shasta [Note: see page 1 for an article on the Mt. Shasta ski area EIS], refusing to prepare an EIS for the first phase of a seven phase development. The Coalition and other groups appealed, and the Regional Forester ordered the preparation of a full EIS for the ski resort. June Mt. appellants are confident that a similar ruling is forthcoming in this case.

21 Appeal Salute Fired at Sequoia Final Plan

Twenty-one appeals were filed on the Sequoia National Forest Land and Resource Management Plan.

Four state agencies were among the appellants: the Attorney General, Department of Fish and Game, and Resources Agency, and Department of Forestry. The Attorney General's reasons included disproportionate emphasis on economic considerations; below cost sales; reforestation backlog; inadequate analysis of effects of even-age management as per the National Forest Management Act.

Eight conservationist appeals were filed, by groups including the California Native Plant Society, Friends of the River, Committee to Save the Kings River, Save-the-Redwoods League, American Rivers, Inc., and a joint appeal by the Sierra Club, Audubon Society, Natural Resources Defense Council, California Wilderness Coalition and others.

Six appeals were filed by various off-road vehicle users groups, on the grounds of "inadequate access" to the Forest.

The timber industry filed two appeals, arguing that an inadequate timber sale volume was allocated in the management plan.

Utilities Turn Up the Heat on HR 3593

Forest Service and Bureau of Land Management (BLM) authority to participate as full partners with the Federal Energy Regulatory Commission in permitting decisions for hydroelectric projects on publicly-owned rivers withstood a stiff test at a National Parks Subcommittee markup in late April.

The bill before the subcommittee was HR 3593, sponsored by Congressmen Rick Lehman and Tony Coelho. The goals of the bill are modest—to ensure that the Forest Service and BLM take the responsibility to ensure that public land hydroelectric facilities are permitted only when:

- they are consistent with the purposes for which national forests

and BLM lands are reserved or managed,

- they are consistent with existing land management plans for the area, and
- public benefits related to hydro development are balanced with preservation of "natural or cultural resources, scenic or recreational values, watershed values, fish and wildlife, and other public land resources."

In addition, the legislation strengthens public participation responsibilities and environmental documentation authority of the local land management agencies.

Although major utilities seldom build new hydroelectric facilities (they already own the best dam sites), the bill was vigorously opposed by utilities from throughout the country (even from states with no federal land). Apparently, utilities feared the bill's provision requiring a dam owner to secure a special use permit from the Forest Service or BLM when an existing project is relicensed on federal land. They might also fear that federal land managers may be too aggressive in attempting to secure adequate downstream flows for fishery maintenance. In many cases, existing old licenses did little to protect downstream fisheries and recreational opportunities.

The Federal Energy Regulatory Com-

mission also vigorously opposed the bill. The agency has little interest in sharing its current authority over dam operations and approvals with the Forest Service and the BLM, agencies with closer ties to the river and stream using public.

The full Interior Committee will mark up HR 3593 within the next few months. In the meantime, the lobbying effort from utilities and FERC is expected to be intense—and it won't be on the side of river otters, water ouzels, and trout.

Reprinted from Cross Currents, a Friends of the River publication.

"Unknown risks ...on giant sequoia"

Logging Halted By Court

By Gordon Nipp

Conservationists have been buoyed by the decision of the Ninth Circuit Court of Appeals on April 5, 1988, to halt logging in nine timber sales in the Sequoia National Forest. The court granted an injunction, requested by the Sierra Club, and ruled that the Forest Service had violated federal law by not preparing an Environmental Impact Statement for these nine sales.

Five of the nine sales contain giant sequoia redwood groves in which the Forest Service was allowing modified clearcutting. Specifically, based on expert testimony presented by the Sierra Club, the court ruled that such logging would involve "uncertain, unique, or unknown risks...on regeneration of the giant sequoia."

The Sierra Club also testified to potential cumulative impacts of clearcutting on wildlife, watersheds and soils, recreational and aesthetic qualities, and fisheries. The court said that the Forest Service had not incorporated discussions of these cumulative impacts in any way into its Environmental Assessments (EAs). Furthermore, the decision states that "nowhere do the EAs mention the impact of logging upon California's water quality standard," an important issue testified to by a fisheries biologist and a respected Department of Fish & Game employee.

It should be noted that the injunction is a preliminary one and that there are several scenarios under which it could be lifted. Nevertheless, the Sierra Club's position, that such clearcutting has many potential long-term consequences and that a determination on how to proceed should be based on thorough study, has been completely upheld by the court.

Unfortunately, it took the courts almost a year to reach this judgement, during which time the Forest Service allowed timber harvesting to continue at full pace. Several of the nine affected sales have been completely harvested, and most of them have been at least partially cut, rendering the effect of the court ruling on the timber industry minimal.

There are, however, other timber sales, not yet cut and not specifically involved in this action, that have failings similar to those which prompted the current lawsuit. While recognizing that responsible logging should and will continue, conservationists hope that, in applying the Court's opinion to these and future timber sales, the Forest Service can reduce dispute and minimize the potential long-term consequences of timber harvest in the Sequoia National Forest.

Gordon Nipp serves on the Executive Committee of the Kern-Kaweah Chapter of the Sierra Club and lives in Bakersfield.

Wilderness Potential Unrequited by Los Padres Plan

By Jim Eaton

There is good news in the Los Padres National Forest final plan: the proposed Sespe-Frazier wilderness has increased from 135,346 acres to 197,047 acres [the total roadless acreage is 330,073]. The proposed Matilija Wilderness and La Brea addition to the San Rafael Wilderness remain unchanged. Wild and Scenic River recommendations will be extended to a total of 73.9 miles of rivers and streams.

The bad news is: just about everything else. Caving in to off-road vehicle interests, the Forest Service has reduced their proposed Garcia Mountain Wilderness to just 10,306 acres. And they are proposing no wilderness at all for fifteen other further planning areas and eighteen "released" roadless areas—783,166 acres in all.

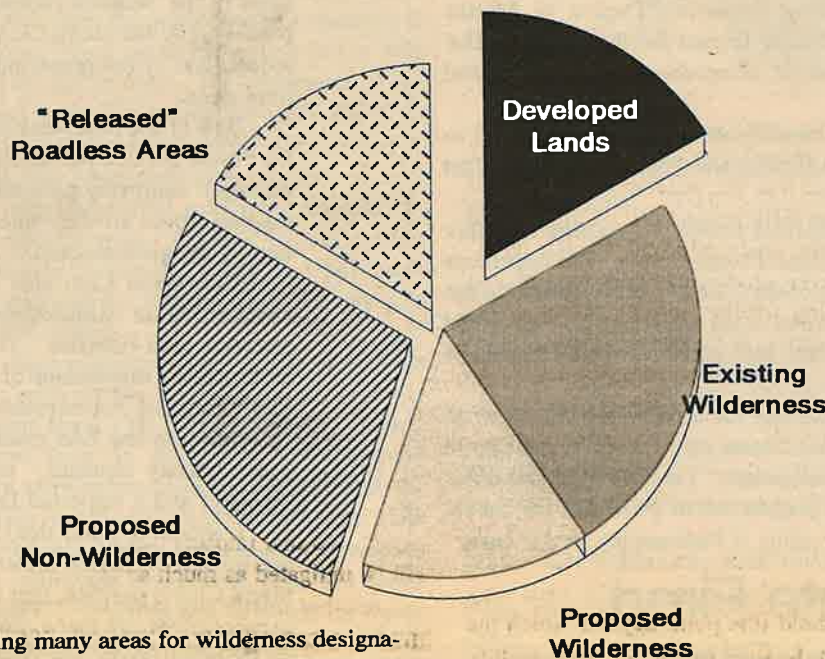
This is a wild national forest. Since there is almost no timber (3,400 cords of firewood is the annual harvest of the thirteen percent of the forest with any trees at all), the public lands remain largely undeveloped. In fact, 83 percent of the Los Padres National Forest is either designated or *de facto* wilderness.

All this may change if the Forest Service implements their plan. Phosphate mining and geothermal exploration could be allowed on 77 percent of the forest, oil and gas drilling on 69 percent, and hard rock minerals on 59 percent. Firewood cutting would be increased by 88 percent, grazing by 28 percent, and off-road vehicle use would be greatly encouraged.

Although the Forest Service admitted that most of the public comments on their draft plan were about wilderness, little was done to change their original proposal. They did enlarge their recommendation for the

Sespe-Frazier Roadless Area, but since Frazier Peak remains in the 133,000 acres not proposed for wilderness, they suggest that the area be called just the Sespe Wilderness.

Off-road vehicle use, oil and gas drilling, and mining are frequently listed as the reasons that the Forest Service is not recom-



mending many areas for wilderness designation. It is abundantly clear that without hard work from conservationists, the wild nature of the central Coast Range will be lost in the coming decades.

A number of environmental groups have announced their intent to appeal this final forest plan.

Diverse Russian Peak Wilderness Deserves Priority

The Russian Peak Wilderness, in the Klamath National Forest, was so designated partly because the Sugar Creek and Horse Range Creek drainages "may contain one of the richest and most diverse forests in the world," according to the California Wilderness Act of 1984.

Within half a mile of Horse Range Creek the Fruit Grower Supply Company, owners of an inholding of land within the wilderness, has continued to use its road, which winds across Horse Range Creek, within the wilderness.

Two different roads can be used to reach the private land, one of which avoids wilderness intrusion. Apparently Fruit Grower Supply Company has the right to use either road, and Forest Service (FS) Chief Dale Robertson has written that "we have no authority to restrict FGS's present use."

Future logging of this area can only be prevented if the FS moves to acquire the land. The FS, however, has not made the acquisition of these lands a priority. District Ranger

Bob Lindsay has even gone as far as writing: "I feel the public's interest would best be served by excluding from the Wilderness that portion of National Forest System land that includes the existing road which the private landowner has the right to use."

FS cries of a lack of authority and of other land acquisition priorities are questionable policies, arousing dubious sympathy and believability when one considers the unique values of Horse Range Creek. The California Wilderness Act reads:

"In addition to the seventeen species of conifers that can be found in the two drainages (Sugar and Horse Range Creeks), nearly 450 additional plant species have been identified. Compatible recreational values are also paramount."

"The wilderness boundary drawn by the Committee excludes most of the commercial timber in the roadless areas from wilderness other than the magnificent stands in the Horse Range and

Sugar Creek drainages. The FS has considered these stands for possible classification as a special biological area. However, given the entire area's combination of exceptional scenic recreational and scientific values, the Committee feels *wilderness is by far the preferable designation.*" [emphasis added]

These statements clearly show Congressional intent for preservation. The Forest Service has no right to disregard these priorities, and should do all they can to first close the road and then acquire the wilderness inholding.

Comments on the Horse Creek Area of the Russian Peak Wilderness can be sent to:

Robert Rice, Forest Supervisor
Klamath National Forest
1312 Fairlane Road
Yreka, CA 96097
(916) 842-6131

G-O Road continued from page 1

to their entire way of life, the Court assures us that nothing in its decision 'should be read to encourage governmental insensitivity to the religious needs of any citizen.' I find it difficult, however, to imagine conduct more insensitive to religious needs than the Government's determination to build a marginally useful road in the face of uncontradicted evidence that the road will render the practice of respondents' religion impossible..."

The five-member majority included all of the Reagan appointees to the high court except Anthony Kennedy, who was appointed to the bench after the oral arguments in the case had been presented. The decision is congruent with what historian Samuel P. Hayes says is the most consistent hallmark of the Reagan administration—radical anti-environmentalism.

Brennan argued that what was really at issue in the G-O Road case was the "long-standing conflict between two disparate cultures—the dominant western culture, which views land in terms of ownership and use, and that of Native Americans, in which concepts of private property are not only alien, but contrary to a belief system that holds land sacred." The Court, Brennan said, avoided dealing with this central issue.

Only a "marginally useful" road

In spite of the court's decision to disregard the religious considerations, the Forest Service is still enjoined by rulings in the lower district court that prohibit road construction until several violations of environmental law are cleared up, including a more adequate environmental impact statement (EIS) and more study of possible water quality damage in violation of the Clean Water Act.

The \$25 million G-O road, built in sections over the last 15 years, would connect two remote villages in the Siskiyou Mts. by snaking over the high country that is sacred to three tribes, the Yurok, Karuk and Tolowa. Every court until the Supreme Court had agreed with the plaintiffs, which included the Northcoast Environmental Center (NEC), that the road should not be finished.

Aside from Forest Service lip-service to "multiple use," the road would have no purpose but to expedite access by lumber corporations to the Six Rivers National Forest. The road chain's last uncompleted link is the six-mile long Chimney Rock section, named for a sacred "prayer seat" on the Siskiyou Crest. Justice Brennan noted that the lower courts had found the road "had only the most marginal and speculative utility, both to the government itself and to the private lumber interests that might conceivably use it."

In 1984, Congress declared land on ei-
continued on page 7

Salvage Sales Add Insult to Fire-Injured Watersheds

By Lisa K. Miller

On August 31st of last year, the Mendenhall forest fire began. It burned a total of 60,700 acres, of which 38,900 are in the Mendocino National Forest (NF), running east to west, north of Lake Pillsbury.

The Mendocino NF hopes to log all salvageable timber in the burned area. Toward this purpose, the area has been divided into three sections, the Lake Pillsbury Basin Salvage Area, the West Side Salvage Area, and the Crocker Salvage Area. Environmental Assessments (EAs) have been prepared for the Pillsbury and West Side areas, and in both cases Forest Supervisor Daniel K. Chisholm rendered a decision of "no significant impact." The Crocker EA is not yet complete and no decision has been reached.

Appeals to the Pillsbury EA have been filed by the Citizens Committee to Save Our Public Lands (CCSOPL), the Rural Institute Environmental Defense Network, and Gregory and Susan Byers.

Issues raised include inadequacy of methodology, inaccuracy of data, and non-compliance with several laws, including the National Forest Management Act (NFMA) and the National Environmental Policy Act (NEPA). Appellants also requested stays pending review of the appeals.

According to David Drell of the CCSOPL, one of the most obvious problems

However, the Crocker EA will include a "natural recovery" alternative because it is in a roadless area.

Also, the Pillsbury Basin EA is merely a portion of a larger area and a larger action. NEPA requires formal Environmental Impact Statements (EIS) for all federal agency actions which are "major" and that "significantly affect" the human environment. Harvey asserts that the large fire area was divided up because the individual salvage areas "really are discrete areas, and would be better analyzed for cumulative effects within their own area, rather than as one large area." Harvey said that the watershed qualities of the units are different and that wildlife would also be better analyzed in the smaller units.

However, environmentalists claim that by analyzing smaller units, cumulative effects may appear to be less significant than if the salvage areas were analyzed together. In this way, the FS could avoid preparing an EIS. Substantial case law exists which plainly shows that courts do not condone such behavior.

The biggest issue to Don Morris of the Rural Institute Environmental Defense Network is that "they've got watersheds way over threshold [the point beyond which the watershed begins to suffer irreversible damage]...and they're going to go in and make it worse." Drell says the Trout Creek



A finger of fire burned a strip but left green trees nearby in the Mendocino National Forest's Mendenhall Fire of last fall.

This view is looking west from Boardman Ridge at the Boardman Creek Drainage.

Photo by Don Morris

When asked about the watershed, Harvey merely said that the fire was the major impact, and that impacts incurred by the FS will be mitigated as much as possible.

Another interesting bone of contention involves a portion of the Elk Creek Roadless Area which was included in the Pillsbury section. Appellants argue that the FS did not take the "hard look" at the effects on this area as required by law.

In a letter to the Regional Forester (in which he argues against the stays requested by appellants) Forest Supervisor Chisholm admits that the roadless area was "inadvertently included" in the Pillsbury analysis area due to a "drawing error," and that the issue was not addressed in the EA. The Supervisor does agree that a stay involving the roadless area should occur.

The Rural Institute expresses its feelings on the issue thusly: "Since the Forest Service has trouble reading its own maps, we wonder if there are other 'cleverly inadvertent' errors and omissions lurking within the turgid prose of FS documents."

In the letter, the Forest Supervisor also says that, except for the issue of the roadless area, the appeals are without merit.

Drell does not share this view. Accord-

ing to him, "there is no question that if this ever went to court the judge would throw it [the EA] out...it's so bad." Drell considers the NEPA violations to be the most obvious reason that the EA would not stand up in court. He also said "the document contains almost no data" and is "full of confusing statements with no back-up."

The Citizens Committee, says Drell, is prepared to sue, if necessary. However, he also believes the FS "won't take it that far" because of the EA's inadequacy.

Morris is also writing an appeal of the West Side EA, which Drell calls "the most ridiculous" of all the EAs because it includes only two alternatives: salvage and "no action." This is a violation of NEPA, which requires that a "reasonable range" of alternatives be considered.

A decision concerning the appeals has not yet been made, nor have appellants' requests for stays been answered.

The Byers, appellants of the Pillsbury EA, were unable to be reached for comment.

Lisa K. Miller is studying political science and environmental studies at the University of California, Davis.



Burned trees in the Elk Creek roadless area in the Mendocino National Forest, looking west from Boardman Ridge. San Hedrin Mountain is in the background and Windy Point at the right foreground.

Photo by Don Morris

with the EA is its NEPA violations. The "no action" alternative presented in the EA still allows for site preparation and planting. Environmentalists wonder why the "no action" alternative is not one of no action.

Timber Management Officer Jim Harvey of the Mendocino NF, claims that NFMA requires them to reforest a deforested area. Therefore, a true "no action" alternative is not a legal one for the Forest Service (FS).

watershed is currently at about 400 percent over threshold and the salvage will bring that figure up to about 470 percent. Both Drell and Morris wonder if, as Morris puts it, the FS has "taken the cynical attitude that further degradation of an irreversibly damaged watershed is justified in order to achieve more important timber harvesting objectives." This, Morris asserts, is a "clear violation of NFMA."



An Ice-Cold Head and Meadow Moonlight

Hunting through brittle ears
out across expanding miles,
my mind sniffs and is hungry to prepare
succulent understandings of all that
the darkness now forbids
my eyes to feed on.

—Bill Burrows

Aren't 46,000 Miles of Road Enough?

By Bill Burrows

Once again the Forest Service (FS) is requesting an increase in federal funding for their road construction and repair programs. Budget proposals for the FS for fiscal year 1989 have been submitted by President Reagan and are before Congress now.

The total request for road construction funding in 1989 is \$326.5 million, \$30.7 million more than Congress approved in 1988. This money will fund work on 3,212 miles of new and repaired roadway—347 more miles than were constructed in national forests last year.

For California, \$44.9 million were requested as funding for 972 miles of road

There are 1.4 miles of road for every mile of forest land.

construction and repair. Of this, 155 miles, or 16 percent, are proposed as permanent mileage with 84 percent being temporary access—primarily timber roads. Of the 817 temporary access miles, 324 miles would be new roadway, or about the distance on Interstate Highway 5 between Los Angeles and Stockton. The FS is doing some serious road building in our state forest lands!

Roughly 46,000 miles of roads presently exist in California's forests. To illustrate just how dense the roads are, look how the figures relate. The FS manages a total of 32,188 square miles of land, and there are 46,000 miles of roads, which works out to be 1.4 miles of road for every square mile of forest land.

The City of Los Angeles, on the other hand, has a ratio of 5.2 miles of road per square mile. The ratio of roadway per square mile in our forests, the areas that many of us like to think of as wilderness, is not far behind that of the state's largest concrete landscape.

Equally disturbing is the fact that, between 1983 and 1987, the FS constructed 3,798 more miles of roads than they told Congress they had planned to build.

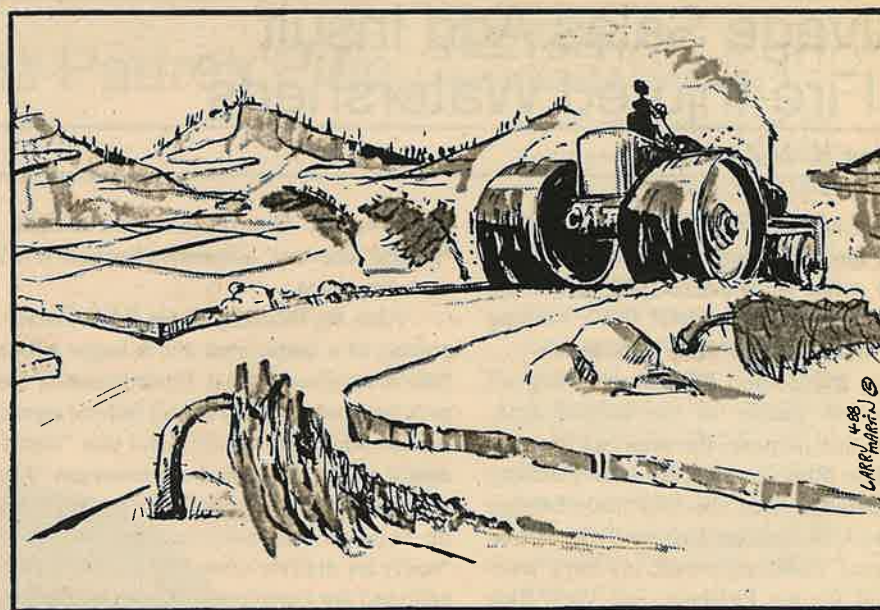
Normally, the FS justifies a large portion of their road construction funding proposals by categorizing the roads as a recreation benefit. According to Jay Watson of the Wilderness Society, "the construction of additional roads in the national forests really cannot benefit recreation all that much." Extra mileage simply does not provide "additional opportunities," Watson said.

Every new road built into national forests takes away a little bit more of the reason why people seek recreation in the national forests. This reason is wilderness; the chance to "get away from it all" and simplify the spirit in the surroundings of a more natural world. Every new road brings "it all" in to these purer places of natural life and regeneration.

Besides disrupting the aesthetic and spiritual aspects of wilderness environments, the construction of roads (the temporary access timber roads in particular) is destructive to soils, vegetation, and wildlife species. When dirt logging roads are constructed, the tractors strip away ground vegetation and the humus topsoil layer, exposing subsoil. The destruction of the humus layer reduces the soil's water holding capacity, and when the ground cover vegetation is removed, there are no more roots left to help hold the soil in place. The elimination of the humus layer also lowers the soil's ability to absorb and hold moisture. Thus, when it rains, less water percolates into the soil, and the increased runoff erodes the soils down-slope of the road-cut. This erosion creates increased sediment loads in the local streams, and this then increases the stream's erosive powers.

Heavy equipment driving on these roads also adds to the compaction of the soil, making them even less permeable. Runoff waters from the compacted road surfaces carry more sediment and move faster than the natural runoff of the undisturbed soils. The result, once again, is increased soil erosion and sediment deposition into the local streams. Construction of roads on forest landscapes means the destruction of rich watersheds and the disappearance of its wilderness and its wildness.

There is an imbalance of attentions and commitment in the FS. Their national budget proposal for fiscal year 1989 makes this apparent: out of the total proposed budget for 1989, 74 percent will fund commodity related management costs, which include timber harvesting plans and road construction, whereas only 14 percent is slated for amenity programs like wildlife management and trail construction maintenance. In fact, for FY 1989, wilderness management is cut



\$657,000 from 1988 and trail maintenance is cut \$4.4 million. Trail construction will receive no funding at all in FY 1989.

Jay Watson and other environmentalists agree that FS objectives are skewed towards commodities and away from a commitment to recreation and maintaining areas of pristine wilderness. The time has come for the FS to balance out the attention to its programs and answer questions about its excessive road building activities. The roads issue is an

important problem, and addressing the budgetary priorities of the FS should be a good place to start.

Bill Burrows is an intern with the CWC and is studying English and Environmental Studies at the University of California, Davis.



Mt. Shasta, continued from p. 1

Butte, and Panther Meadows areas of Mt. Shasta. About half the site is de facto wilderness abutting the designated Mt. Shasta Wilderness.

The ski area proposal entails clearcutting 238 acres of Shasta red fir forest. Over 100 acres would be rendered sterile under roads, parking lots for 2,000 cars, lodges, and other facilities. A ski run would cut through Panther Meadows, necessitating the logging of trees bordering the meadow. Three ski runs would slash across the forest-canopied Gray Butte Trail, a popular wilderness access route.

The Draft EIS sidesteps many environmental concerns by making such dubious assertions as "no new housing construction (in nearby communities) is anticipated beyond that associated with current levels of population growth," and the wilderness "impacts...will be dealt with in an upcoming wilderness management plan."

The issue of potential wastewater contamination of Mt. Shasta's sensitive aquifers is left to be dealt with by state and county agencies. The Draft EIS claims that transpiration (exchange of gases and water vapor) from plants and animals is a significant contributor to regional air quality degradation, but that the ski area and spin-off development would not be.

The owner of the 800-acre village site adjacent to the proposed ski area, Douglas Veneer Division of Roseburg Resources Co., is proposing to "donate" about 100 acres of the site to the FS, ostensibly to enhance the ski area. Timber companies normally do not donate large chunks of land unless they expect an eventual payoff, in this case the village. Unfortunately, the village issue is

avoided by the DEIS because the ski developer has not submitted formal village plans to Siskiyou County. No doubt plans will be submitted once ski area construction is underway.

Wildlife concerns are brushed aside in the Draft EIS, which says that "activities proposed...would be of little consequence to the species considered in this analysis." However, few species are considered in the document. One of only three wildlife mitigation measures prescribes "bear-proof" garbage cans. The DEIS wildlife analysis itself says nothing about bears except there would be "no noticeable effect on the existing condition" of their habitat.

The quality of ski slopes, estimated ski area attendance, and economic projections are overstated—viability of the ski area site is controversial even in the industry. The DEIS admits that the financial feasibility of the ski area as a "stand alone" facility (without the village) is marginal.

The ski area developer has wasted no time getting a letter writing campaign going. The FS is already making much of the fact that almost all letters received so far are in support of the development.

Shasta needs you by the Ides of May! Write by Sunday, May 15 to Forest Supervisor Robert R. Tyrrel, Shasta-Trinity National Forests, 2400 Washington Ave., Redding, CA 96001, Attn. Mt. Shasta Ski Area DEIS. Tell Tyrrel you support the "no action" alternative of the Mt. Shasta Ski Area DEIS. Reasons why will lend weight to your letter. Thanks for your support.

Phil Rhodes is Vice President of the Mt. Shasta Area Audubon Society.

Wilderness Quiz Answers

from p. 2

Highest: 14,495-foot Mt. Whitney in the John Muir and Kings Canyon-Sequoia wilderness areas.

Lowest: Sea level in the Phillip Burton [Pt. Reyes] and Farallon wilderness areas. When wilderness at Death Valley National Monument is designated, the low point will be -282 feet.

Adopt-a-Forest—A Hands-On Way to Save Forests

By Maggi Draper

Adopt-a-Forest Workshop

Saturday, May 21, 9:00am-5:00pm; 7:30-9:00pm

Sunday, May 22, 9:00am-1:00pm (+ optional field trip)

College of the Siskiyous, LS Room 3, Weed, CA

"Adopting" a forest is one way to ensure that wildlife, watershed and old-growth values don't become "orphans" left out in the cold during the planning process. Northern California forests really need our help: now you have the chance to conserve forest ecosystems in a cooperative and non-controversial venture with the Forest Service--without being co-opted. Many conservationists have wanted to help the woods stay wooded but have been intimidated by the complexity or controversy of forestry issues. Some people leave everything to local activists because they do not see where their talents fit into conservation efforts. If you fit one of these descriptions, the Adopt-a-Forest Workshop is for you.

What is Adopt-a-Forest?

The objectives of Adopt-a-Forest are to:

- organize networks to improve communication between conservationists and the US Forest Service,

- generate high quality (and timely) citizen input,

- build a useful data base, and

- train folks new to forestry issues in how

to help in a positive and interesting way.

Examples of hands-on conservation work include: training people to assist wildlife biologists in an inventory of old-growth forest and spotted owls; trail maintenance; birding trips; getting a favorite area's attributes mapped; reviewing agency plans for certain areas or watersheds.

The Adopt-a-Forest Workshop is sponsored by the Mt. Shasta Area Audubon Society, but the program as a whole is a project of the National Audubon Society. Major emphasis of the project is placed on coalition-building with other groups to prevent the duplication of efforts. All conservation-oriented people are encouraged to attend, for one or both days. The concept is to coordinate people's best talents and interests.

Workshop Agenda

On Saturday morning and early afternoon, the workshop will cover Forest Service timber planning. After lunch, FS hydrologists, planners, and map experts will walk attendees through a sample sale, from beginning to end, relating in-the-field observations to what's on paper and maps. In the late afternoon there will be an optional hike and social/free time. After dinner, premier forest economist Randal O'Toole will present a slide show on "Reforming the Forest Service," and National Audubon's Chuck Sisco will speak. Sunday will be less formal, focusing on how people can use the program in their areas. There will be an optional field

trip after lunch.

Adopt-a-Forest is underway in several areas of the Pacific Northwest. The success of the program in this bioregion depends on building a broad spectrum of diverse and talented participants. For more information, contact Maggi Draper at (916) 926-3955.

Maggi Draper is a coordinator for Citizens for Better Forestry in Mt. Shasta, California.



G-O Road continued from page 4

ther side of the Forest Service's preferred road corridor as part of the Siskiyou Wilderness, effectively blocking logging in much of the upper Blue Creek watershed. The plan to log and road the area has been under administrative appeal and in the courts since 1974.

Legislation can stop the G-O road

The NEC Board of Directors voted unanimously at its April, 1988 meeting to continue the effort to permanently halt com-

pletion of the road. Congressman Doug Bosco will be asked to sponsor legislation to this end.

Senator Alan Cranston has introduced S. 2250, which would amend the American Indian Religious Freedom Act so that it would block new G-O Roads. Cranston's bill says, "except in cases involving compelling governmental interests of the highest order, federal lands that have been historically indispensable to a traditional American Indian religion shall not be managed in a manner that would seriously impair or interfere with the exercise of such traditional American

Indian religion."

Native Americans, the NO-GO Committee, and other groups are joining together on Friday, May 13 to show their solidarity against completion of the road. People will converge at the Woodley Island Marina, near the site of Eureka's infamous Indian Island Massacre of 1862, and walk to the Forest Service office at 507 F Street for a rally at noon. For details, call (707) 822-6918.

Tim McKay is Director of the North-coast Environmental Center, Arcata, CA.

CALENDAR

May 8 DEADLINE for appeals on the Los Padres National Forest Final Environmental Impact Statement and Land and Resource Management Plan. Send notice of appeal to: Paul F. Barker, Regional Forester Pacific Southwest Region, USDA Forest Service, 630 Sansome Street, San Francisco, CA 94111.

May 14 *Endangered Species Faire*, Chico.

May 15, 16 *Arcata Area Resource Management Plan Public Hearings*, in Garberville and Eureka. Call the Bureau of Land Management at (707) 822-7648 for more information.

May 16 DEADLINE for comments on Mt. Shasta Ski Area Draft Environmental Impact Statement. Send to Forest Supervisor Robert R. Tyrrel, Shasta-Trinity National Forest, 2400 Washington Avenue, Redding, CA 96001.

May 21 & 22 *Adopt-a-Forest Workshop*, sponsored by Mt. Shasta Area Audubon Society; College of the Siskiyous, Room 3, Life Sciences Bldg., Weed, CA. Call (916) 926-3955 for more information. Bring a friend!

June 11 *Voices From Around the World: Pursuing Sustainable Water Development Solutions*, conference sponsored by International Rivers Network; UC Berkeley Campus, 2000 Life Sciences Building, 8:30am-5pm. For more information call the I.R.N. (415) 788-3666.

June 13 DEADLINE for comments on the Sherwin Bowl Ski Area Draft EIS. Send to: Attn. Recreation, USDA Forest Service, Inyo National Forest, 873 N. Main St., Bishop, CA 93514.

July 25 *Conservation of Diversity in Forest Ecosystems: A Symposium*, sponsored by the U.S. Forest Service; University of California, Davis. Call Connie Millar, (415) 486-3133 or Larry Riggs, (415) 548-3131 for more information.

California Wilderness Coalition



Purposes of the California Wilderness Coalition

...to promote throughout the State of California the preservation of wild lands as legally designated wilderness areas by carrying on an educational program concerning the value of wilderness and how it may best be used and preserved in the public interest, by making and encouraging scientific studies concerning wilderness, and by enlisting public interest and cooperation in protecting existing or potential wilderness areas.

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The *Record* welcomes letters-to-the-editor, articles, black & white photos, drawings, book reviews, poetry, etc. on California wilderness and related subjects. We reserve the right to edit all work. Please address all correspondence to: California Wilderness Coalition, 2655 Portage Bay East, Suite 5, Davis, California 95616, (916) 758-0380.

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