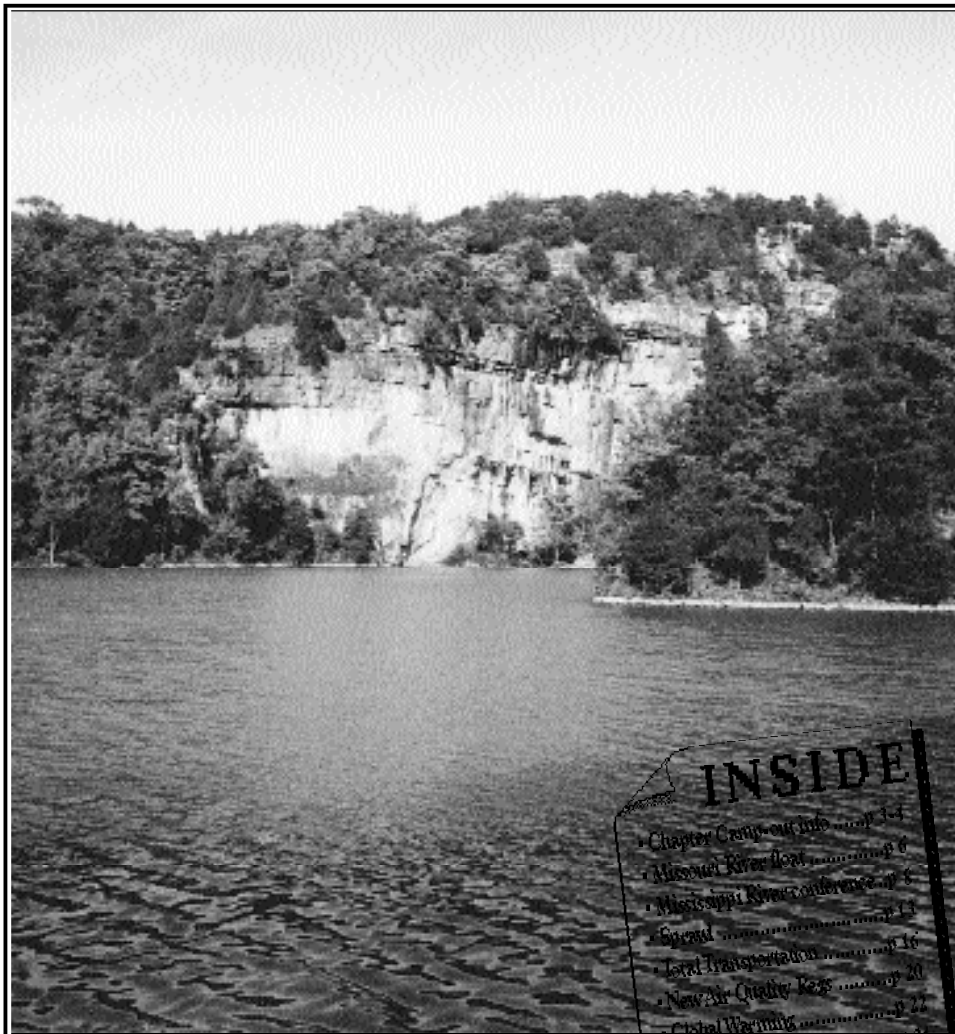


OZARK ONE EARTH ONE CHANCE SIERRA

VOLUME 29 • NUMBER 4

SEPTEMBER / OCTOBER



One of the sights to be enjoyed at the Ozark Chapter Camp-out:
Ha Ha Tonka cliffs reflect across the Lake of the Ozarks.
See Camp-out information on pages 3-4.

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Dates You Need to Know

- 9/6** Chapter ExCom meeting; Chapter Office, Columbia, MO contact Gale Burrus (816) 763-5120
- 10/4** Nov/Dec Ozark Sierran Deadline contact Keet Kopecky (816) 966-9544
- 10/25** Chapter ConsCom meeting; St. Louis, MO contact Caroline Pufalt (816) 878-3165

The *Ozark Sierran* is published six times a year by the Ozark Chapter of the Sierra Club. Annual dues of Sierra Club members pay for subscription to this publication. Non-members may subscribe for \$15 per year.

Items for publication: Contact **Keet Kopecky** via E-mail at kkopecky@aol.com or phone (816) 966-9544 **PRIOR TO SENDING**, for information on how to submit articles.

The editors reserve the right to edit articles! Material may be edited for length, content, or clarity. It is our job to help you communicate. If you have strong creative ownership of your writing, and wish to review your edited article before publication, *consider your deadline 10 days prior to the published deadline.* With notice, we will be happy to work with you.

Reproduction quality photographs (prints) or artwork are dearly welcome. Please send us photos...



The published deadline is the real, honest-to-goodness, drop-dead deadline... not a couple of days or a week later! Submissions received after the deadline are subject to the possibility they won't appear in the issue; you will feel bad and we will feel bad. Call us nasty, but we are determined this newsletter will come out on time!

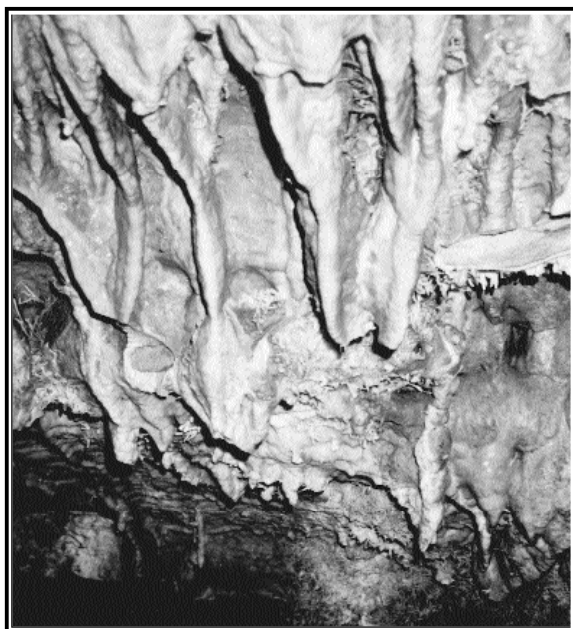
The *OZARK SIERRAN* is produced on a PC and a Macintosh computer, so we strongly prefer to receive material electronically (E-mail), or on a Mac or PC disk (3.5"). **WITH A HARD COPY OF THE TEXT.** Typed articles are also OK (must be received a few days *before* the deadline.) All submissions must include name, address, and phone number of the author. If you want your submission returned (including your disk), please include a SASE.

Hard-working, All-volunteer Editorial and Production Staff:
Keet Kopecky Editor, **Barb Conover**, desktop publishing, **Ron McLinden**, and **Claus Wawrzinek**

Join us October 10-12 for our Annual Camp-out and Reunion!

With summer starting to feel hot and tired, it's that time of the year again when we start thinking about the Annual Camp-out

and Reunion. It will be held October 10th-12th this year at beautiful Lake of the Ozarks State Park. We have not had the Reunion there since 1992. We will be at Camp Pin Oak, with its big dining hall with the pin oak leaf motif, and our usual rustic cabins.



Ozark Caverns: one of the sights to see at the Camp-out.

We hope that with the Camp-out more centrally located, lots of folks who have not been before will turn out to enjoy the great weather, beautiful fall colors and the exciting outings only possible in this karst region of the state.

Lake of the Ozarks State Park is the largest state park in Missouri. There are many things to do and see there. Visit Patterson Hollow Wild Area to get away from it all. Or try Coakley Hollow Fen Natural Area that features spring-fed streams,

continued on page 4.....
"Camp-out"

Call for Chapter Executive Committee Nominations

Wanted: People committed to fighting for Missouri's environment by leading the Sierra Club's activities in the state.

Must plan on devoting several hours per week to the cause. Involves frequent communication by e-mail or phone to stay on top of current issues. Demands preparation for and participation in Saturday meetings held once every other month in January, March, May, July, September and November. Can include taking an officer or committee chair position. The meetings are held in mid-Missouri to minimize commute time for majority of participants.

You decide Chapter direction and priorities by approving volunteer and staff activities, Chapter policies, membership activities and monetary fundraising and expenditures.

Contact Brian Alworth at btalworth@aol.com or (573) 334-7978 any day prior to 8 p.m. to nominate yourself or others.

The Ozark Chapter Executive Committee and Missouri's environment thank you. 🐾

Camp-out .. *continued from page 3*

seeps, fens, caves, and deep valleys. A boardwalk over the fen allows a closer look at this little understood but crucial type of habitat.

Keet Kopecky will lead his famous all day tour of the fen, Ozark Caverns, and the breathtaking Ha Ha Tonka State Park. The legendary Randal Clark will lead outings to special places that only he knows about. So bring your camera and your all purpose shoes and plan to enjoy these and a full weekend of other outings.

As with every Camp-out, there will be plenty of good food prepared by friendly fellow Sierrans. If you like to cook feel free to volunteer to help. There will be special activities for kids, and indoor stuff to do in the event of less than perfect weather.

Send in the registration form below with your check by the deadline. A packet will be sent with all the information you will need to have an enjoyable weekend with some of your fellow tree-huggers. Tent camping is available also on a first come first served basis. Hope to see you there! ■

F r i . O c t 1 0 — S u n . O c t 1 2

deadline
Sept 23rd
Send in your registration form today!

Registration Form for '97 Camp-out

name _____
(please list names of all persons you are registering)

address _____

city/state/zip _____

evening phone (_____) _____

| #s | \$s | | |
|---------|-----------------------------|-----------------|---------|
| | child: 0-3 yrs. | free | |
| | child: 3-6 yrs. | \$8 | \$ |
| | child: 6-12 yrs. | \$15 | \$ |
| | adult: (13 yrs. & over) | \$30 | \$ |
| | adult, partial weekend * | \$20 | \$ |
| | limited income | \$15 | \$ |
| | Saturday dinner <u>ONLY</u> | \$10 | \$ |
| total ◆ | | fee enclosed \$ | ◆ total |

maximum fee for a family \$80

Fees include cabin camping, and 5 meals (Sat. breakfast through Sun. lunch).
 * "partial weekend" defined as less than 3 meals.

PLEASE NOTE!
 The State Parks are enforcing the "no liquor" regulation. Please do not bring alcohol.

- ◆ Make checks payable to "Ozark Chapter, Sierra Club"
- ◆ Mail form and checks to:
 Rebecca Schedler, 1103 Jewell #1, Columbia, Mo. 65203-3256
- ◆ Any questions, phone Rebecca Schedler: (573) 443-4401 or e-mail at
 rschedle@mail.coin.missouri.edu
- ◆ We must receive your reservation by September 23rd
- ◆ Camping fees will be refunded for cancellations received prior to Oct. 6th
- ◆ We will mail you an information packet containing map in advance of the Camp-out date.

A Cool Day at Hawn State Park

by Rebecca Schedler

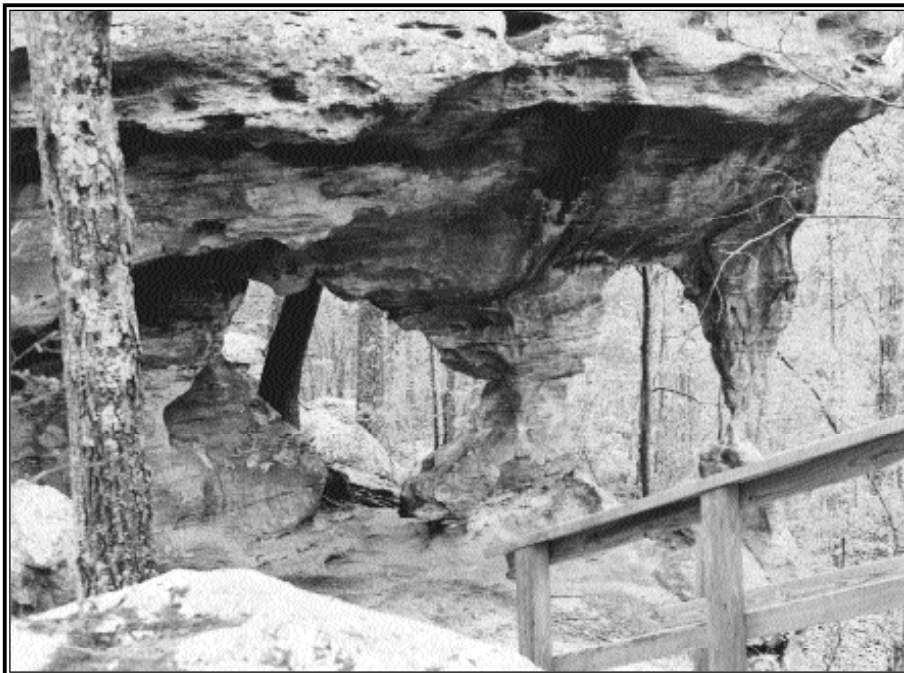
Now that it's a hot, humid, typical Missouri summer, it is nice to think back to this spring when new leaves were just uncurling in that clear, pure green, with the lavender and white mist of redbud and dogwood flowers scattered everywhere, and when the creeks had water running in them. That is what members from the Osage and Trail of Tears groups have to remember from their first joint outing this year.

It was the 26th of April, just barely getting warm enough to think about camping. My friend Gail and I set out from Columbia, taking the scenic route (State Route 8 through the National Forest) toward St. Francois to converge with Alan, Kathy, Kiva, Don, Brian, Judy, Dennis, Mary, Mary Elise, Brenda, and Roy at the Dairy Queen on Highway 67. While waiting for late arrivals, we got acquainted in the parking lot, sipping

hot coffee. Once we were all present and accounted for a plan was formulated. We decided to go first to Hickory Canyon, a place you can find only if you know where it is. Led by the able and knowledgeable Dennis Stuppy, we enjoyed mossy rocks covered by lichens and ferns and trees just beginning to leaf out, with an easy hiking trail that wound through a small stream valley. Alan, his brother Don, and their friends fell behind the rest of the hikers, botanizing about the variations between bird-foot and dog-tooth violets. By consensus, the dogwoods outdid all other flowers this year by their sheer numbers.

We then traveled to Hawn State Park for lunch. The picnic area there features a grove of very large pine trees. Sandwiches, fruit and veggies were the order of the hour. Thank you again to the person who shared her mango! After lunch we went to Pickle

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Hawn
continued from page 5

Springs. This area is distinctive and different from what we encounter in the Ozarks since the dominant rock found there is sandstone. There were times when it was difficult to figure out what to photograph because there were so many interesting views. The sandstone has been carved by natural forces into fantastic shapes, and there are huge tumbles of rock that look as if strewn by a giant hand. True to its name, Pickle Springs is laced with small



rivulets that flow everywhere this time of year. The burbling of spring water and the splashing of waterfalls served to enhance the whole experience.

All good things must come to an end. Since Gail and I had a very long

drive we opted to forgo dinner with everyone else. I've heard that the Mexican fare they enjoyed was good. On the way back we chose to take the fast lane home and were safe in our beds by 11:00 p.m.

photos by Rebecca Schedler



Big Float on the Big Missouri

by Rachel Locke

The great river which Lewis and Clark first explored would not be recognized by them today. Damming and channelizing have eliminated the river's natural meanders and ox bows, one fifth of the species native to the river are endangered, threatened or require special attention,

and some species exist today at an estimated 10% of their historic levels. This must change! The mighty Missouri has enormous potential for revitalization, but only if we can take it back — back for the sportsmen, back for recreational users, and back for the river towns who depend upon it for a living.

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Float..... *continued from page 6*

It's time to "Take Back the River" and we want YOU to help! The Ozark Chapter of the Sierra Club is organizing a big float trip on the big Missouri to focus media and public attention on Missouri River issues. This trip will combine the best in recreation and education for an event you won't want to miss. So, invite your friends, relatives and colleagues and join us for Missouri River's Big Adventure!



On Wednesday, Sept 24, we'll launch our flotilla in Jefferson City, MO and float our way down to St. Charles, pulling in there around 3 p.m. on Sunday, Sept 28. With us will be members of recreation and conservation groups, media and local officials. Some will have traveled for five days; others will have joined the night before. The river flows pretty fast, so expect to cover about 25 miles a day, but there will be plenty of time to frolic and play and get to know your fellow travelers. Each day we'll all make one or two scheduled stops to meet with local officials, media and community residents. These "paddle stops" are our opportunity to talk about what's been happening to the River and how we can change management practices to restore the River's natural grandeur and habitat. When night falls, we'll set up camp on an inviting gravel bar and make merry to the sounds of famous local performers like the Mudbugs, Ironweed and Bob Dyer.

The tentative itinerary is to meet at 10 am on Wednesday, Sept. 24 behind the Secretary of State's office in Jefferson City.. Before departing we'll make speeches and talk with local media and officials. We'll be on the river by noon and camp near Chamois, soothed by the sounds of local musician Bob Dyer. On Sept. 25, new arrivals will join us at Chamois Access,

just off US 100, about two hundred feet west of the intersection with US 89. We'll make a speech/media stop at the Hermann riverfront and proceed on to camp downstream of Hermann, enjoying after dinner music by the Columbia Mudbugs. With two long days behind us, on Sept. 26 we'll float at a more leisurely pace down to the New Haven riverfront, where we'll greet new arrivals,

make speeches and talk with the media. We'll make another media and speech stop at the Washington riverfront, take time to shop for needed provisions and camp somewhere nearby. Saturday, Sept. 27 will take us through Augusta and near Weldon Springs for more speeches and media. We'll then float down and camp near Howell Island Conservation Area for our last evening of fun and frolic. On Sunday, Sept. 28, we'll arrive at 3 p.m. at the Blanchette Landing on the St. Charles riverfront. There we'll make our final, and biggest, speeches and press appearances and shuttle back to Jefferson City, arriving by early evening.

We want everyone to be able to join us and we're working to make the trip as convenient as possible. Here are a few dry, but necessary, logistical points to keep in mind:

- ▲ You don't have to come along for all five days! You can float for any number of days you like, starting and stopping at any of our designated put-in and take-out points.
- ▲ You need to register so we'll know when and where to expect you.
- ▲ Two motorized boats and a paramedic with emergency medical supplies will accompany us at all times. We suggest that you have at least one relatively experienced canoeist in each canoe. PFD's (personal flotation devices) will be

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Float..... *continued from page 7*
required.

▲ Given the difficulties of providing food for 100-150 people, each person will be responsible for their own food. We hope, however, to provide beverages. Each person also needs to bring their own camping gear. Soon we'll have available a list of foods you might want to bring and a list of suggested camping equipment.

▲ Please try to make your own shuttle arrangements between your chosen put-in and take-out points. We will provide maps showing the locations you can choose from. If you cannot

arrange your own shuttle transportation, don't let that stop you, but you **MUST** register at least one week in advance.

▲ You can use your own canoe, or rentals will be available.

Call for a registration form, more information, a map showing designated put-in and take-out points, a camping supply list and a suggested foods list.

The trip coordinator can be reached at (314) 771-2861 or by e-mail at locke@biodec.wustl.edu. The Ozark Chapter office number is (573) 815-9250 and e-mail is ozark.chapter@sierraclub.org. ■

The Mighty Mississippi: A Historical & Contemporary River

by Caroline Pufalt

St. Louis provided an excellent location for the July 1997 conference of the Mississippi River Basin Alliance (MRBA). St. Louis is midway down the country's longest and often most controversial river. The MRBA is an association of individuals and group representatives from the river's origin in Minnesota to its end in New Orleans who share a concern about the river's ecological and social problems. Several Sierrans participated in the conference.

If conference participants had any doubt about the importance of the river that brought them all together, such doubts were dispelled by author John Barry. He spoke to the group about his book entitled, *The Rising Tide: The Great Mississippi Flood of 1927 and How it Changed America*.

The 1993 flood was a major event that affected primarily the northern half of the river basin.

However the 1927 flood was

even larger in scale, and Barry's book focuses on impacts to the southern half of the river. His book explains how flood prevention measures of the era lead to more flooding and how resulting social dislocations contributed to major political realignments.

More recent problems along the river still echo those of the past. Today's flood control measures are also controversial on the grounds that they may actually increase flooding elsewhere. But newer concerns have also come to the fore. Since 1927 citizens have become increasingly concerned about the ecological integrity of the river. Efforts at restoring wildlife and fish habitats sometimes conflict with recreational and commercial interests.

Another major issue at the conference concerned industries located along the river and their impacts on water quality and the lives

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Mighty *continued from page 8*

of area residents. Several conference participants were from Louisiana in what is sometimes called “cancer alley” due to the string of polluting industries in the region. Residents from those areas shared stories of neighborhood pollution and the frustrations involved in dealing with large corporations and governmental procedures. Their stories often included a racial component since many of the affected areas are communities of color. This led to discussions of environmental racism and environmental justice.

Environmental racism was defined as “the deliberate or planned location of toxic facilities in minority

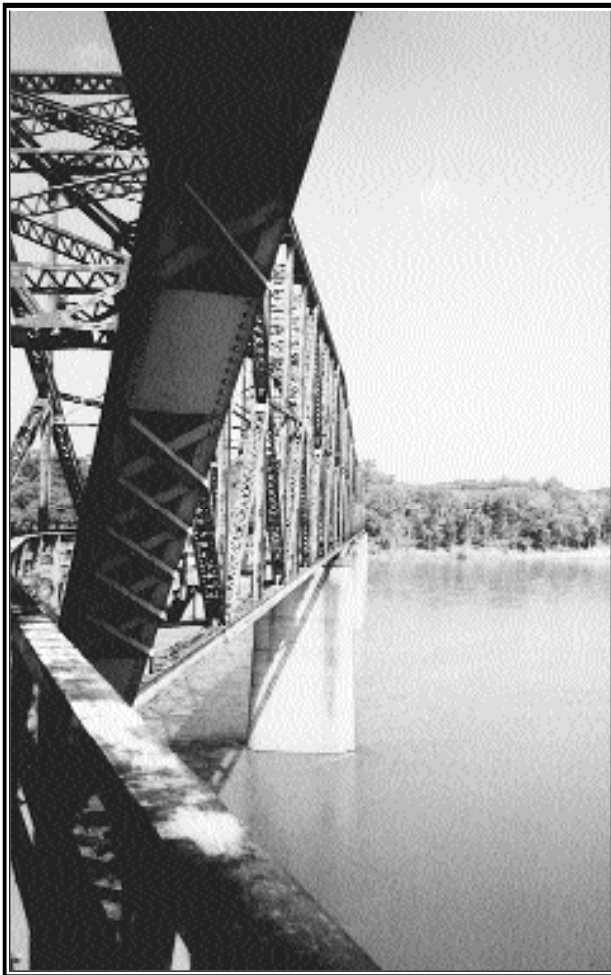
communities and the policies that maintain those locations.” Several workshops addressed ways to combat these injustices through computer access, community organizing and increased understanding of relevant laws.

Conference participants were also treated to stories and dances shared by Native Americans from the northern reaches of the river. Field trips were provided to sights along the river in St. Louis, such as the old Chain of Rocks Bridge that will soon be part of a bike and walking trail from Missouri to Illinois.

The MRBA functions as an interactive network to help people address problems that arise along the river. Their stated purpose is to

“protect and restore the ecological, economic, cultural, historical and recreational resources in the basin.” MRBA also recognizes the need to “eliminate barriers of race, class, and economic status which divide us in the quest to achieve these purposes.”

For more information about the MRBA contact:
Mississippi River Basin Alliance
Box 3878
St. Louis MO. 63122
314-822-4114
mrba@igc.apc.org ■



Soon to be rehabilitated, the old Chain of Rocks Bridge along the Mississippi River will serve to connect bike and foot trails between Missouri and Illinois.
photo by Caroline Pufalt

Autumn Expectations

by Sherry Best

Autumn is the final phase of the growing season. Temperatures cool, migration begins, plants bear their fruits. Leaves fall from the trees in spectacular color. The color of the leaves is dependent on nutrients in the soil, which makes some trees of the same species turn colors of varying intensity. Leaves fall as a response to less light, not lower temperature.

When there is less sunlight for photosynthesis, leaves lose their green color, dry out, become brittle, and fall. Fewer hours of daylight is the cue for plants to stop spending energy feeding leaves, and direct more energy to producing seeds.

The photograph "Hickory Leaves" was made in late summer, when the leaves are at their height in the growth cycle. The light on the leaves gave them a metallic sheen. The tree was still producing new leaves, and had not yet started its reproductive phase. The new leaves would reach their full size by autumn, when their job of photosynthesis was completed.

Fallen leaves are part of a vast compost system. Bacteria and insects eat the leaves, and reintroduce that energy into the food chain. Different leaves from species of trees decompose at different rates. Some leaves are sweet, so the bacteria and insects will consume them first. Other species, like oak, have bitter leaves that will stay intact through most of the winter, then be consumed last.

Most plants do not reproduce from fallen leaves or branches. They produce seeds to carry their genetic code into the next generation. Plants

make seeds and the fruits surrounding them purely out of self-interest. Some seeds like burrs catch on passing animals and drop off far away from the parent. Some plants depend on animals to eat the fruit and drop the seed elsewhere. If the fruit is not consumed, it rots and provides the nutrients for the seed to sprout. This is another part of the constant recycling and composting in the ecosystem.

In the photograph "Sentinel", all



Hickory Leaves photo by Sherry Best

growth is finished. The leaves on the trees, bushes, and vines have dropped off. The large tree is dead, composting slowly. Its limbs break off as time and weather demands. Everything is at rest: the dead tree is a guardian over nothing.

The trunk still acts as a support for the thorny vine. The thorns protect the seeds from being eaten as they ripen. Its berries are ripe and ready to fall. The round shape of the berries lets them roll, to get further away from the parent vine and escape its shadow.

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Autumn.... continued from page 10

Autumn is the finish of the growing season. The whole system, plant and animal, is adapted to seasonal cycles and resource availability. Most animals bear young in the spring, when foods reappear. Animals tend to produce young when food is plentiful. By autumn, the young are strong enough, and hopefully well-fed enough, to survive the winter. Babies born in the winter would be far more prone to starvation. It would also

be harder to protect the young from predators, especially in the parents' weaker hungry condition. Plants and animals take advantage of the growth cycle to maximize survival.

Autumn is the time to prepare for winter. Animals store energy in fat, from the bounty of summer and fall. Animals, including humans, collect and store food. I suppose we do our share of storing energy in fat cells, too. The plants have already done as much as they can for energy storage. Plants use the winter months to rest, to allow time for the leaves and the fruit around the seeds to decompose, making the ground more fertile for spring. In cold temperatures, sap stops flowing. Plants can't have sap above ground through the winter, because it would freeze, expand, and split the trunk.

In this complex cycle, nothing is wasted. Everything is re-used, decomposed and consumed. Energy use by any organism can't be 100%, because no system is that efficient. All growing things depend on use not being that efficient. Energy from a plant or an animal's body, digested or decomposed, is consumed by the organisms responsible for the decomposition. Bacteria, insects, and fungi transfer the energy to the upper levels of the food web.

This is the main reason to ensure that the ecosystem stays healthy. When one toxin or pollutant is introduced, it spreads through the whole system. Since everything is recycled, toxins don't get eliminated, but contaminate every level. They get passed on through the food web and through reproduction, harming the next generations. This makes the challenge of cleanup that much more daunting, and that much more important. It is in our best interest to prevent pollution. If we can avoid causing a problem, we don't have to correct it later. ■

Sherry Best is an Assistant Professor and Curator of Visual Resources at the University of Missouri-Kansas City



Sentinel photo by Sherry Best

Ozark Chapter Conservation Committee

by *Caroline Pufalt*

The Ozark Chapter Conservation Committee meets every other month at various locations across the state. Our most recent meeting was June 28 in Kansas City. At that meeting we discussed issues facing the Sierra Club in Missouri and across the nation.

Our meetings often include a report from Roy Hengerson who has recently been appointed national Treasurer for the Sierra Club. Roy has served on the Club's Board of Directors for several years and was chosen to fill the Treasurer's slot by his fellow board members. Roy reported that the Club's finances are finally and just barely in the black. Also we are budgeting a larger portion of what are called 501(c)3 funds than previously. 501(c)3 monies are often called "soft money," which means such funds cannot be used for lobbying or electoral politics. By contrast, 501(c)4, or "hard money," can be used for any of our many conservation projects including lobbying. The tax-deductible nature of 501(c)3 donations have made these dollars easier to raise. Members can contribute to the Sierra Club Foundation, a soft money organization, and deduct the donation on their itemized income taxes. Thus, chapters and other Club entities need to become more familiar with using these 501(c)3 funds.

We also discussed ideas on the possible reorganization of Sierra Club regional staff. With more chapters hiring at least one staff person to deal with legislative and conservation issues, concern has been raised about how best to facilitate collaboration of regional and chapter staff. No decisions have been made yet on any reorganization strategy.

Much of our June meeting was spent discussing and debating

transportation issues. Conservation Committee member Ron McLinden served on the governor's Total Transportation Committee. (For details on his evaluation see his article in this issue, page 16.) Part of that committee's recommendations included a one cent sales tax for transportation. But most of that tax will go toward highway related projects with only a small portion dedicated to alternative transportation modes. That and other shortcomings in the commission's final recommendations made Ron's choices as a voting member difficult.

We also discussed public lands related issues, especially our efforts to stop the expansion of lead mining into the Eleven Point Scenic River watershed. We were pleased at the response from Sierrans and other concerned citizens who contacted the Forest Service to express their opposition. The agency received about 2500 letters, with most in opposition to exploratory drilling. We have also been pleased with the support we have received for our position that drilling should not be separated from mining in the evaluation process.

Our conservation committee meetings are open to all Sierrans. Our next meeting will be October 25 in St Louis. (Between newsletters, on August 23 we will meet in the Springfield area.) We usually follow our meetings with a pot luck dinner. Please contact your local conservation representative for details. ■

What To Do About Sprawl

by Rick Zbinden

Sierra Club members and others in the Kansas City area are beginning to focus their efforts on mitigating one of the root causes of environmental and social degradation: urban sprawl. An article in the last newsletter called “Urban Sprawl Costs Us All” looked at how sprawl affects us. This article examines how we can curb sprawl by advocating a more sensible approach to land-use planning.

Many people equate “sprawl” with “growth.” They assume that if development in their area is not sprawling, then their economy is not growing, and that a lack of growth will beget massive unemployment, social decay and blight.

This thinking ignores the fact that a metropolitan area can “grow” and provide economic opportunity without creating large amounts of sprawl. In the process, individual municipalities do not have to “give away the store” to businesses that locate within the area in order to compete with other municipalities. But meeting the needs of people and the environment requires a new mindset that allows for planned development on both a local and regional scale, with a non-competitive approach toward creating economic prosperity.

To curb urban sprawl—and still meet the economic and social needs of the suburbs and urban core—we need to think differently about the land-use tools we have been using. One land-use tool that has been misapplied is zoning. Currently, zoning laws dictate that people cannot live close to where they work or shop. An area is zoned as either commercial, residential, agricultural or industrial. “Mixed-use development,” where shopping, office space, apartments and houses are

allowed to be in close proximity, is almost non-existent in all but the oldest parts of most cities in this country. This geographical separation of functions has all but abolished the neighborhood as we once knew it, and causes us to have to use automobiles to drive much greater distances to get around. This increased traffic increases the demand for more highways, roadways and parking lots. Suburban zoning that requires large lots further decreases density and makes travel without an automobile even more difficult. Zoning that requires all

housing units to be of similar price and style encourages economic and racial segregation, and makes neighborhoods bland.

How can zoning be changed to meet the needs of

neighborhoods? Zoning is still necessary to ensure that a smokestack industry or juice bar doesn’t move next door to a school or apartment building. Beyond this, much of what zoning needs to address is architectural and environmental in nature, covering issues such as density, building heights, and flood plain development rather than land use types. A good example of zoning that works is Kansas City’s Country Club Plaza Plan. The Plan for this neighborhood, known for exclusive shopping and carriage rides, was partly written by Plaza residents. It includes a vision for the Plaza and focuses on traffic flow and preservation of the area’s architectural integrity. The Plaza area is characterized by mixed-use development with a fair diversity of economic classes.

Another land-use tool that is often misapplied is tax breaks. Municipalities use tax breaks to compete with each other to attract development. More progressive forces

continued on page 14“Sprawl”

...a metropolitan area can “grow” and provide economic opportunity without creating large amounts of sprawl

Sprawl *continued from page 13*

are asking local officials to consider taking a more cooperative approach. Some groups involved in this debate recognize that tax breaks are better used when they promote small business development for the residents of economically disadvantaged neighborhoods, rather than the current practice of subsidizing wealthy developers. They are bolstered by recent studies that show that the existence of tax breaks is not one of the most important factors for businesses that are deciding what part of the country to locate in. The Mid-America Regional Council (MARC) has recently developed a voluntary system for cities to evaluate potential tax break projects to determine whether such a move would result in "stealing" an economic opportunity from another local municipality. If this is the case, the municipality in question would forgo the venture. The Missouri General Assembly has been considering a law that could put stricter limits on the types and amounts of tax breaks that a municipality can give.

The misapplication of zoning, tax breaks and other land-use tools will disappear only after we find and apply new land-use tools to replace them. These tools will have to help us deal more sensibly with problems on the neighborhood and regional level; they will need to help us look both inward and outward. Fortunately, we don't have to invent them. Several of these tools are being experimented with successfully in such places as Portland and Minneapolis. What we will have to change is our mindset toward land and money. Heretofore we have held sacred the individual's right to do with their land whatever will make the most money, no matter what the cost to the environment, their neighbors or the region as a whole. The following land-use tools will require more of a spirit of cooperation.

Perhaps the most promising and most controversial tool is the "urban growth boundary." An urban growth

boundary is created by municipalities that decide on a regional basis what land areas will be considered as "urban" and what areas will be considered "rural." A parcel of land inside the growth boundary can obtain water, sewer, roads and other infrastructure services from the local municipality. Any piece of land outside this boundary will get no infrastructure support if a developer wants to increase density there.

Another progressive land-use tool is called "tax base sharing." Tax base sharing creates a pool into which a portion of the region's commercial property taxes from new commercial development are deposited. This revenue is later redistributed according to population within the region. This tool would help level out the disparities in the taxing capacities between fast-growing suburbs, struggling urban areas, and older inner-ring suburbs. Only taxes on new development would be shared. Minneapolis is currently using this tool. It allows less affluent municipalities to have the resources needed to maintain their infrastructure at a high enough level to be attractive for business development.

A third way to manage growth is called "concurrence." Concurrence occurs when municipalities enforce a policy of directing new developments where the necessary infrastructures (roads, sewers and water lines) already exist. Developers are very unlikely to build such facilities on their own, and are thus extremely dependent upon local jurisdictions to provide these services. Denying the installation of these infrastructure elements will prevent leap-frog development and create density and development in areas that would otherwise be ignored by developers. Concurrence is probably more politically palatable than an urban growth boundary, but can accomplish similar results in selected parts of a metropolitan area.

Another set of land-use tools could end tax breaks as we know it. Los Angeles, of all places, is building
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St. Louis Smart Growth Alliance

The Eastern Missouri Group has joined the St. Louis Smart Growth Alliance. According to the working mission statement, this alliance is “a coalition of individuals, citizen groups, educational institutions, government agencies, religious groups, and the business community in the greater metropolitan area coming together to study and address community sustainability and related issues. It exists to advocate public policies that meet the needs of the present without undermining future generations.” The Eastern Missouri Group is active in the planning of six town hall meetings to be held in September. Urban sprawl’s impact on the city, neighborhoods, property values, environment and quality of life are a few of the issues the meetings will address. These meetings will be held across St. Louis in order to reach a broad cross-section of citizens. To find out dates and times for the town hall meetings, please call the Eastern Missouri Group’s office at (314) 909-0890.

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an extensive rail transit system and offering reduced infrastructure fees for developers who build near the nodes of the rail system. Developers are attracted to areas served by commuter rail systems because of the increasing land values and economic opportunities in these areas. Cities with effective transit systems and other amenities are discovering that regions with a high quality of life can attract business regardless of whether they offer tax breaks.

Another action that is needed is an emphasis on repairing existing infrastructure rather than building new.

A crucial example of this is the movement to spend more of our transportation money on repairing crumbling roadways and bridges rather than building sprawl-producing beltways around cities. The defeat in 1995 of the 21st Century Parkway, the first link of a proposed second beltway around the Kansas City metro area, sent a message to regional planners that citizens are tired of the costs of supporting urban sprawl. Urban sprawl expert Robert Freilich estimates that we would need to spend \$3 trillion to repair all the public infrastructure that already needs to be fixed or replaced in the United States. ■

EMG Hires Staff

The Eastern Missouri Group of the Sierra Club has hired their first full-time staff member. Claralyn Price-Bollinger will work on two issues: stopping the Page Avenue Extension and funding for MetroLink, St. Louis’ light rail program.

Since 1960, St. Louis’ population has increased by 17% while land use has grown 125% according to David Rusk, urban growth expert. This urban sprawl negatively contributes to air pollution and thereby citizen health. The economic vitality of a community is damaged when residents move out. Green spaces are destroyed as the St. Louis population moves farther and farther from the city and county core. In addition to feeding this urban sprawl, the Page Avenue Extension would harm Creve Coeur Lake Memorial Park.

Sierra Club Responds to Flawed TTC Report

By Ron McLinden

The Missouri Total Transportation Commission (TTC) completed its formal work on July 2. At that meeting, it adopted (26 to 3) a report which identifies \$39.297 billion in statewide transportation needs over the next 20 years, anticipates \$22.908 billion in available resources, and recommends that \$17.208 billion in new money be raised to close the gap and provide for a contingency fund.

The \$17.2 billion in new money would be allocated as follows:

| mode | \$ (billion) | percent |
|-----------------|-------------------------|---------------|
| Aviation | 0.238 | 1.4% |
| Highways | 13.776 | 80.1 |
| Ports/Waterways | 0.120 | 0.7 |
| Public Transit | 2.061 | 12.0 |
| Freight Rail | 0.016 | 0.1 |
| Passenger Rail | 0.178 | 1.0 |
| Subtotal | 16.389 | |
| Contingency | 0.819 | 4.7 |
| Total | \$17.208 billion | 100.0% |

A 16-year alternate scenario for funding 85 percent of identified needs was also defined at a total cost of \$12.912 billion.

The report recommends that the principal source of the new revenue would be a one-cent increase in the state sales tax, currently 4.225 cents per dollar, but also suggests that the General Assembly consider other funding options.

At this writing, the Governor is considering whether to call a special session of the General Assembly to take up the issue in time to put a tax increase on the general election ballot in November. Whether he does so will depend in large part on the willingness of key legislators to even consider the issue.

I voted with the majority to approve the report. I did not take that vote lightly, and I will probably never be sure whether it was the right thing to do.

For Missouri to consider its transportation needs comprehensively is a major step forward, and worthy of support. But at the same time, the TTC's analysis of needs left some gaping holes. My own strategic assessment was that it was more important for the Sierra Club to be seen as constructively involved in transportation issues than to risk being marginalized in the future.

At the July 2 meeting I expressed strong reservation about the recommendation of the sales tax as the principal funding mechanism. I pointed to it as a "convenient" source of money which deviated from the past practice of financing transportation, especially highways, from user fees such as the gas tax. I said the Club would work for an alternative funding mechanism through the legislative process.

Also at the July 2 meeting I introduced eight motions to improve the TTC report. Five of them would have identified a need to spend additional money on the following items: highway safety education and enforcement; bicycle and pedestrian accommodations along state routes in populated areas; air pollution mitigation; a statewide inter-city passenger transportation network using all modes; and a "building smarter" program. The TTC adopted some of these ideas in concept, but did not allocate any money to them.

Two additional motions would have required a Major Transportation Investment Analysis for highway projects over \$100 million which were less than ten percent complete, and local government contribution to the cost of highway projects over four lanes (since local traffic accounts for most of the need for such projects). Both were soundly defeated.

My final motion, which would have the TTC acknowledge future

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TTC..... *continued from page 17*

generations of Missourians, and state the TTC's desire "that transportation decisions be made with the realization that they will play a role in shaping patterns of development and resource use, and will thus enhance or limit the opportunities and quality of life available to future generations," was also defeated.

If there is any consolation to be had, it is that consideration of my motions entailed 82 minutes of discussion of what we might consider real policy issues.

Voting to approve a report and buying into everything it says are two very different things, however. On July 18 the Sierra Club sent a letter to Governor Carnahan expressing concerns about the shortcomings of the TTC report, and asking the Governor to make improvements to it in whatever proposal he sends to the General Assembly. That letter was signed by Chapter Chair Gale Burrus, Conservation Committee Chair Caroline Pufalt, and Program Director Ken Midkiff.

The letter outlines eight basic principles which we used in reviewing the TTC report:

- ◆ The well-being of future generations of Missourians should be a paramount consideration.
- ◆ Full utilization and maintenance of our existing transportation infrastructure should take precedence over new construction.
- ◆ Transportation investments should be made strategically in order to make Missouri's future economy more energy and resource efficient, and more effective in meeting quality of life needs.
- ◆ Careful consideration should be given to the full costs (including social and environmental externalities), as well as the full benefits, of all transportation investments.

For Missouri to consider its transportation needs comprehensively is a major step forward, and worthy of support. But at the same time, the TTC's analysis of needs left some gaping holes.

- ◆ There should be incentives for modes of transportation which provide a public benefit, and disincentives to those which do not.
- ◆ The plan's environmental goal should be to enhance the environment, not simply to limit or mitigate its negative environmental impacts.

- ◆ Users should pay when direct user benefits accrue and when users are able to pay.
- ◆ Missouri highway user fees should not be lower than those of surrounding states.

We described the one-cent sales tax proposal as "a pill which we—and, we believe, other Missourians—are not prepared to swallow. The sales tax misses entirely the opportunity to reward positive transportation behavior and provide disincentives for negative transportation behavior."

We asked the Governor to formulate a legislative proposal to the General Assembly incorporating the following four points.

- 1 - Request specific dollar amounts for the following:
 - a - Highway safety education and enforcement, beyond the amount currently being expended. Building new highway segments and additional lanes should not be Missouri's sole strategy for reducing highway deaths and injuries.
 - b - Bicycle and/or pedestrian accommodations along state routes in populated areas, in order to make all such routes safe for walking and cycling by the end of the program time frame. We are optimistic Missouri Department of Transportation (MoDOT) will incorporate such accommodations in future projects, but there is no current provision for "fixing" route segments which won't get major work under the TTC plan.

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- c - Mitigating air pollution attributable to motor vehicles in urban areas and other parts of the state where pollution is a problem.
 - d - A statewide passenger transportation network as an addition to the amount proposed by the TTC for passenger rail. The TTC endorsed the concept of such a system at its July 2 meeting, but provided for no specific resources to make it happen.
 - e - A “building smarter” public-and/or opinion-leader education program to improve utilization of existing infrastructure, to reduce the need for future infrastructure, and to reduce the rate of growth of vehicle miles traveled. (National studies indicate personal travel has been growing four times as fast as population for over 20 years. Without a conscious effort to correct that imbalance, future transportation needs are likely to severely impact public budgets at all levels.)
- 2 - There should be fair allocation of resources among MoDOT districts and metropolitan areas, and between urban and rural needs. To avoid rewarding growth in vehicle miles traveled (VMT), this allocation should be based only minimally on each jurisdiction’s proportion of total VMT.
 - 3 - There should be some limited degree of flexibility in use of transportation resources allocated to metropolitan areas: e.g., if transit can be a partial solution to a highway problem, then highway money should be used to provide that partial solution.
 - 4 - There should be clear provisions for local public involvement in setting project priorities, both within metro areas and out-state regions.

...the one-cent sales tax proposal [is] “a pill which we—and, we believe, other Missourians—are not prepared to swallow. The sales tax misses entirely the opportunity to reward positive transportation behavior and provide disincentives for negative transportation behavior.”

In addition to his proposal to the General Assembly, we asked the Governor to take a number of actions by Executive Order, or by otherwise using the influence of his office. They include:

- 1 - Support the study and implementation of environmentally sound growth strategies.
- 2 - Direct that state agencies give full consideration to long-term transportation costs in the selection of sites for all future state offices, schools, hospitals, prisons, and other facilities.
- 3 - Direct that all state facilities implement programs to reduce avoidable single-occupant vehicle commuting through such strategies as ride-sharing, van-pooling, employer provided transit passes, parking “cash-out,” bicycle storage facilities, and charging all employees for parking.
- 4 - Convene an annual conference on transportation, development, and all related issues, bringing together citizens from a broad range of interests to hear about and discuss trends on such issues as transportation, urban form, residential and commercial development patterns, air quality, economic development, and economic sustainability.

We also asked the Governor to distance himself from the failed Fifteen Year (highway) Plan. “The Fifteen Year Plan is widely perceived as having been contrived in the back rooms of Jeff City (and as such, deserving of all the negative connotations of that image), and of being an opportunistic attempt to make as many promises and get as many projects underway as possible before the new ISTEA procedures could be implemented.”

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We Need ISTEА

by Ginger Harris

The Intermodal Surface Transportation Efficiency Act (ISTEA) is the law which authorizes federal transportation spending. It sunsets this fall and must be renewed by Congress in order to continue progressive reforms such as Congestion Mitigation for Air Quality (CMAQ), enhancements (facilities for non-motorized modes of transportation, and for beautification and historic preservation), flexible funds (from highways to transit), and public input to transportation decisions. No one expects Congress to meet the deadline, but Congress will continue to work on this legislation until ISTEА is either renewed or replaced.

Therefore, Sierrans should continue to contact their Congressional Representatives and Senators to urge that any new law include CMAQ, enhancements,

flexible funds from highways to transit, and the requirement for meaningful public input.

Some additional points you should make:

- ◆ Delete the proposed \$300 million funding of "Corridor H" (a proposed highway that will run roughshod through Appalachia, ruining the character of the region). Currently the fiscal year 1998 appropriations bills include this boondoggle.
- ◆ Ban the use of CMAQ funds for high occupancy vehicle (HOV) lanes, since these are usually eventually converted to general highway use, and in the meantime such lanes provide greater capacity to general highway users.
- ◆ Include funding for AMTRAK.
- ◆ Support Senator Moynihan's "ISTEA Works" bill and its closest counterpart in the House, and urge opposition to the "STEP 21" bill. ■

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We encouraged him to "improve upon the TTC plan before sending it to the General Assembly, and to present it as (1) a successor plan, incorporating most of the basic elements of, but far superior to and more realistic than, the Fifteen Year Plan; and (2) a plan which embodies the very best of strategic thinking and bold vision for the state of Missouri."

Our letter closed with a challenge: "On the eve of a new century it is vitally important that you exert the strongest possible leadership; that you rise above the conventional wisdom about how to meet transportation needs, and the conventional wisdom regarding what is

politically possible; that you challenge and inspire all Missourians with a greater vision of what the future can hold for them, both in economic well-being and quality of life. The TTC plan, with significant enhancements, can form part of the foundation for achieving that greater vision. But only through your bold and energetic leadership can that greater vision be brought to fruition."

The TTC's report is on the Governor's desk. So is the Sierra Club's position. The next move is his. ■

Ron McLinden represents the Sierra Club on the Missouri Total Transportation Commission.

Clinton Administration Approves New Air Quality Standards *Industrial Groups Whine and Moan*

By Ken Midkiff

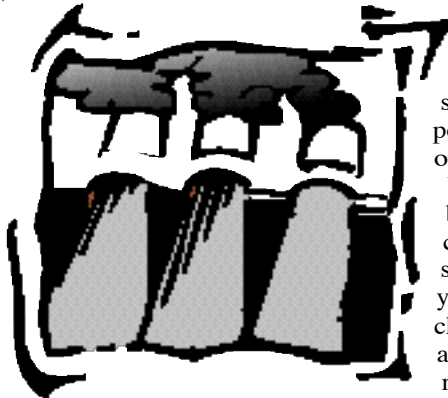
President Clinton announced on June 25 that he had signed off on the new health standards for soot and smog proposed by the US EPA. There had been a tremendous debate going on for months, both in the media and behind the scenes, about this issue.

Public health and environmental organizations were adamant about the need for the new standards. Hundreds of research studies conducted in this country and in Europe had shown that fine particles of soot (2.5 microns in size, 18 times smaller than the diameter of a human hair) were very invasive, small enough to avoid the body's resistance systems, and end up embedded in the lungs. There was little doubt among health experts that PM 2.5 required more stringent standards, fewer parts per million in our air, than larger particles.

Likewise, health studies confirmed that ground-level ozone (smog) regulations needed revision to reflect findings that long-term exposure rather than brief heavy doses of bad air causes major health problems. Currently, air quality monitors measure peaks, rather than chronic ozone problems. While the peaks cause acute eye irritation, coughing, sneezing and so forth, these symptoms quickly disappear when the air clears. Long-term exposure to lower, but persistent, levels is much

more damaging to human health.

Particularly at risk from both ozone and PM 2.5 are the unborn, young children, persons with pre-existing respiratory problems such as asthma, and the elderly. Not only do the research studies show this, but hospital admissions soar on bad air days in our major cities, including St. Louis, and areas with chronic bad air problems have more persons with chronic respiratory problems. Recent studies have found that ozone causes significant development problems in fetuses and is a significant cause of stillborn infants.



All in all, the scientific evidence behind the new standards is substantial to the point of overwhelming. The US EPA is required by law to review the clean air health standards every five years, and make changes indicated. As a result of these reviews and the overwhelming

scientific evidence, the standards for smog and soot were changed. The US EPA did not rush into this, but was in fact forced to do so by a lawsuit filed by the American Lung Association. Industrial groups were appalled. Since many industrial facilities cannot or will not comply with current standards, they howled about the US EPA establishing "moving targets" and howled even louder about the enormous expenditures these standards would impose.

So the National Association of

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Manufacturers set out on a campaign to discredit the studies that the US EPA had reviewed and to convince local and state politicians that these new standards would result in the death of civilization...economic growth would wither...industrial development would be stifled...lawn mowing would not be allowed...barbecue grills would be banned.

Of course, all of this was nothing more than blatant lies. The real problem was that large industries, particularly power plants burning fossil fuels and large manufacturing firms, were going to have to spend money (gasp) to clean up their emissions. No one in US EPA or any health authority even hinted that barbecuing or lawn mowing would be affected in any way.

Rather than addressing the real issues of human health, and the enormous societal and personal costs the health problems generate, they chose the low road of creating a fantasy about the threats to the economic health of communities. Calling this a “grass tops” campaign, as opposed to grassroots, they concentrated on arousing the alarm of mayors, state senators and representatives, and other local and state dignitaries.

These folks are easily alarmed, especially when Big Business is sounding the alarm and warning of dire threats to jobs, growth, development, taxes, blah, blah. Big Business said that US EPA’s scientific studies were bogus, spurious, confusing, contradictory, and inconclusive. Much more information was needed before human health could take precedence over corporate profits, and by golly, the corporate polluters were willing to wait a long time for those studies to be conducted and completed.

It doesn’t take a genius IQ level to recognize that corporate profits are at all-time highs. Every day the stock market indices set new records. CEO’s salaries are obscenely high. It also doesn’t take much digging to realize

that industrial groups have always overestimated the costs and consequences of compliance with environmental standards. When the original Clean Air Act was passed over 25 years ago and then substantially amended in 1990, industrial groups and Big Business flacks hauled out the same old sob stories. But economic growth was not adversely impacted. To the contrary, the last two decades have represented an era of enormous profiteering by major corporations.

So what is going on here? Pure and simple greed. Not content with simply large profits, industry wants huge profit margins, unimpeded by silly things like clean air. Fortunately, President Clinton was not swayed by local politicians clattering like disturbed guinea hens, but looked at the studies, recognized the threats to human health, and did the right thing. The Sierra Club and other environmental groups led the effort to persuade him to do so. The Ozark Chapter was heavily involved in this campaign—and many Ozark Sierrans wrote to the President and to our Congressional delegation.

Thank you, Mr. President, for protecting the quality of our air. ■

Contact Congress!

President Clinton has done the right thing, but Congress still will vote on the proposed new standards, Rep. John Dingell, ranking minority member of the Commerce Committee has pledged to “go to war with EPA” over the new standards. Do you know how YOUR Representative and Senators will vote? Please contact them and express your strong support for the new, health-based standards: tell them not to believe the industry stalling tactic that there have not been enough studies.

Global Warming: The Debate Heats Up

by Jim Rhodes

I've been wondering about what it is going to take to get the general public convinced that global warming is real. The term that comes to mind is what is called a "paradigm change." In a famous 1962 essay on the nature of scientific revolutions, Thomas Kuhn proposed that standard scientific theory does not change gradually but rather more suddenly after it becomes clear that the existing model is inadequate to explain observed phenomena. He referred to this process as a change in paradigms. I have come to believe that this may be what is happening with regard to the way the world is thinking about global warming.

It was not so long ago that the idea of global warming was a relatively untested scientific hypothesis. The political and social ramifications were such that many people were reluctant to accept the idea that we humans are capable of damaging earth's atmosphere by simply continuing to use fossil fuels. But this situation has changed in recent years.

In late September, 1995, the Intergovernmental Panel on Climate Change (IPCC) released its second major report on global warming and for the first time concluded that "The balance of evidence suggests that there is a discernable human impact on global climate." This report has to be taken seriously. It was put together by no fewer than 2,500 scientists from around the world. The group examined all the existing data sets on the earth's climate and also the model studies that have been done and concluded that it is likely that the average global temperatures would increase by 3.6 degrees Celsius in the next hundred years.

This is an enormous change. The earth has not seen global temperatures

this high since the last interglacial period about 130,000 years ago.

Although the model studies that have been done are not exact, they suggest that vast regions of the earth's surface will see changes unlike any in recorded history. And these changes will not be good in most areas. For a thorough discussion of what may be in store, I suggest the book *The End of Nature* by Bill McKibben.

So what exactly is happening? In short, the two major greenhouse gases are carbon dioxide and methane. Carbon dioxide is the major byproduct when carbon-based fossil fuels are burned.

Fossil fuels include the gasoline we use in our cars, the jet fuel that airplanes use, and the coal that we burn to produce electricity, and the natural gas (methane) that many of us cook with.

Methane is also released from rice fields (it is called swamp gas) and from most, if not all animals, as part of the digestive process. The world's one billion plus cows release a lot of methane, as do we humans.

All of these gases trap solar radiation in our lower atmosphere and hence warm the earth's climate. We know that without any of these gases in the atmosphere, the earth's average temperature would be a chilly -32 degrees Fahrenheit. We also know that the pre-industrial concentration of carbon dioxide was about 280 parts per million and that it is now 30 percent higher. It is almost certain that the concentration will double sometime in the next century.

The United States, as one of the world's most industrialized countries, produces a lot of carbon dioxide and methane. And lately we have been taken to task for dragging our heels on the issue of global warming. Tony

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Blair, the new prime minister of England, said that, "It is time for the special pleading to stop." President Clinton has promised that the administration will soon be making a major effort to educate the U.S. public about the need to take action.

But what kind of action? One step that could help would be to do as the national Sierra Club is advocating and get Congress to increase the Corporate Average Fuel Economy (CAFE) standards so that auto manufactures would have to make more fuel efficient cars. However, I am skeptical about this approach as it seems that simply making cars more fuel efficient and hence cheaper to drive will not wean us from our love affair with automobiles. Instead, why

not increase taxes on gasoline and on other fossil fuels and couple this increase with a decrease in other taxes so that the whole thing is revenue neutral? This would provide incentives for people to buy smaller cars and use them less and for electric power utilities to begin investing in renewable sources such as solar and geothermal. It now costs me about \$12 to fill up my gas tank. If the same tank of gas were to cost what it does in Italy, the fill would instead cost me about \$50. Obviously, given the current political climate, this is not going to happen soon.

It will be interesting to see how history records all this. I suspect that future history books will not be kind to the politicians who have been moaning about the global warming alarmists. ■

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Comment Period Ends on Mineral Prospecting Proposal

by Ken Midkiff

The US Forest Service heard loud and clear from the citizens of Missouri, and citizens of many other states, that lead mining activities are not to be tolerated in the watershed of the Eleven Point Wild and Scenic River. While letters were still dribbling in, it is estimated that nearly 3000 persons commented.

Of course, the lead mining companies and Wi\$e U\$e groups such as People for the West! were encouraging employees of Doe Run and Asarco mining companies to write in favor of the exploratory drilling, but sources within the Forest Service relayed that “most everyone who wrote was opposed”. Practically all major newspapers in the state, including the St. Louis Post-Dispatch and the Kansas City Star, editorialized against the mineral exploration. The Star ran a full page editorial about the Ozark Chapter’s report on the history of pollution of the mining companies.

Also weighing in against the proposal was Missouri Attorney General Jay Nixon, Arkansas Attorney

General Winston Bryant, the US Fish and Wildlife Service, and the National Park Service, Department of the Interior. Unfortunately, the Missouri Department of Natural Resource’s comments were very weak, and the Department of Conservation provided no comments at all.

The Attorneys General and the federal agencies adamantly opposed mining activities in the Eleven Point watershed—arguing that such activities would destroy the most valuable aspects of the area. They also said that any assessment of the impacts of exploratory drilling must also consider the “reasonably foreseeable future impacts” of mining. The Forest Service had avoided addressing the cumulative impact issue, even though the National Environmental Policy Act clearly demands that it be part of any Environmental Assessment.

The Forest Service had previously indicated that its decision would be announced in September. It is hoped that they have listened well to citizens and to other officials and agencies. ■

No Limits

by Ken Midkiff

When this country was first being settled by Europeans, it was viewed by the huddled masses coming over from England, France, Spain, Italy, Germany and other countries, where most of the space was already filled, as a land of unlimited opportunities. An entire

continent of unlimited opportunities. Slash and burn agriculture quickly depleted the soils in the original

colonies, but it didn’t matter.

There was plenty of land in Ohio and Kentucky and Indiana and

even more on west. The

prairie sod was busted, the semi-arid lands of Kansas, Oklahoma and the

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high plains were tilled and cultivated in a time of historically unprecedented rainfall.

Timber and minerals and rivers and lakes and marshes. Grasslands as far as the eye could see. “Elbow room,” cried Daniel Boone, and he found it.

Then the West was opened with homesteads and gold and silver. There were no limits. There was land enough, and water enough, and opportunities for all. Greed, plunder, and exploitation were national philosophies.

This historical mindset still prevails throughout this country. Never mind that the destiny that has been made manifest is that we have created our own set of huddled masses yearning to be free. Never mind that our population explosion has almost completely

overwhelmed the very values of space and freedom. Never mind that we have stripped our forests, ripped the black heart of coal out of the Appalachians, fouled high Rocky Mountain streams with tailings and leachate, and turned the high plains into an arid wasteland. Never mind that the only tallgrass prairie that remains are a few ragged acres, and that we have dammed and channelized almost every major river and stream in the country. We still demand no limits.

Private property extremists state that what they do on their own lands is their own business and nobody had better try to tell them what to do. They don't recognize that their property rights end at their property lines—and that if they abuse their lands, foul the air and pollute the waters, that all of us downwind and downstream suffer. The more of us there are, the closer together we live, and the more we are impacted by others.

Too Much Stuff

We can't live without limits. There are too many of us with too much stuff. Stuff that uses massive amounts of raw products and energy to produce as well as to do whatever it is that stuff does. More and more conveniences mean that more and more time must be spent simply earning the money to buy, run, and use those convenient devices. We are living a life of quantity, not quality. Our heritage of keep-trying-to-get-more, everyone must do better, earn more, acquire more, reflects a basic value of no limits. Manifest destiny—the more we have the more we want.

Our entire economy is based on the concept of unlimited growth—because there are no limits we must keep growing. But we cannot keep growing, we cannot keep acquiring more and more, we cannot keep producing more and more. There is too much of us and not enough of the planet. For us to keep consuming and acquiring as if this were 1840 is ludicrous.

Yet, that is how we judge economic health: on the continued growth of the Gross National Product, on new housing starts, on building permits, on the continued upward surge in the stock market, on industrial development, and on population growth.

This is insanity. Those who perpetuate the philosophy that the only healthy economy is a growing economy are completely out of touch with the modern world. They should be locked up and subjected to intense therapy until they can prove that they are no longer a danger to society.

A perpetually growing economy cannot be sustained. To claim otherwise is madness. There are limits. Those limits are our natural resources. We can grow trees, we can grow food, but we cannot grow enough to feed and house many more people than we have now. We are consuming our

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Limits..... *Continued from page 25*

forests at a rate much higher than can be sustained, in this country and around the world. Many countries are totally deforested. Others are quickly approaching that condition. The Worldwatch Institute has calculated that we have probably already passed the point at which, even if there were an equitable distribution of food, we would have shortages. Mass starvation is now a way of life for vast areas of Asia and Africa.

But, our economic experts, our chambers of commerce, and the multinational corporations exhort us to grow the economy, to create jobs, to keep America growing. Enough already. It is time to stop this madness. It is time to recognize that only stability is sustainable. That a quality life is much preferable to a quantity of possessions. A walk in the woods is vastly more satisfying than a drive on a crowded freeway. Sitting on the front porch chatting with neighbors is much more enjoyable than seclusion in an urban highrise. Buying from a farmers' market vendor provides higher quality food at ultimately lower prices than buying produce from California that was picked green from farms owned by Corporate Agriculture and ripened in a boxcar. A sense of community is

not derived from a mall.

We must shed our growth madness. We must develop local economies, sustainable communities, and neighborhoods that are secure, comfortable and stable. Enough obsession with acquisition. Enough promotion of new businesses, new suburbs, new strip malls. We are approaching the limits of growth. Either we stop growing voluntarily, or the limits of the resources of this planet will be exhausted involuntarily.

Earth will survive, but will we? ■

Affluenza

Be sure to watch *Affluenza*, a new one-hour special airing on PBS Monday, Sept. 15, 8:00 p.m. (check local listing).

Americans compose less than five percent of the world's population but use nearly a third of the earth's resources and produce almost half its hazardous waste. The yearly garbage output could fill a freight train reaching half way to the moon. Still the American Dream is to shop, grow, expand and shop some more.

Affluenza offers a provocative, brisk and often humorous look at this serious social illness.

New Conservation Commission Member

Howard L. Wood has been appointed to the Missouri Conservation Commission by Governor Mel Carnahan effective July 1, 1997. The term of office will run from July 1, 1997 to June 30, 2003. As a Republican, his appointment maintains a balance, as required by the Constitution, that not more than two members of the four member Commission may be of the same political party.

Howard L. Wood maintains his Missouri residence in Bonne Terre, Missouri, on a 1,150 acre ranch that runs 450 head of cattle. He served as president of the Conservation Federation of Missouri in 1984-1985 and has been a member of that organization for twenty years. According to the publication, *Missouri Wildlife*, Mr. Wood "has been a serious quail hunter and dog trainer, but the wild turkey is now his first love."

The other members of the Conservation Commission are: Ronald J. Stites, Plattsburg; Randy Herzog, St. Joseph; and Anita B. Gorman, Kansas City.



You're already interested in the outdoors. That's why you're reading this publication. As a Sierra Club member, you'll share that love of unspoiled wilderness and adventure with over 550,000 members who, like you, care about the wild places on this earth.

Help us protect these lands and the wildlife that depends on them.

As a Sierra club member, you'll have the satisfaction of knowing that you're part of a vital and growing effort to preserve our natural heritage.

Yes I want to join! I want to help safeguard our children's precious natural heritage. My check is enclosed.

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Dr. Wally Weber—Botanist, Environmentalist, Friend

by Randal Clark

Recently the academic and environmental community of Missouri lost one of its most loved, respected, and hard-working members. On Tuesday, July 8, 1997, Dr. Wallace R. Weber of Springfield died. He is survived by his wife Louise and two daughters.

Dr. Weber, or “Wally” as he was known to his friends, was a Biology Professor at Southwest Missouri State University for 30 years. He taught plant taxonomy and other botany courses. He was an expert on the flora of the Ozarks and was involved in the study of several endangered species, such as the Geocarpon Minimum, a glade plant, and the Ozark Chestnut tree. He also studied the flora of several national and state parks, including the Ozark National Scenic Riverways, and was compiling an atlas of Missouri vascular plants.

When I attended SMSU, I took several courses from him and we became good friends. I always appreciated his great knowledge of Missouri plants. He was a very good teacher and taught me most of what I know about native Missouri plants.

Anyone who met Dr. Weber commented on how kind he was. When I was a student, I did a stupid thing and forgot to take the final exam in one of his plant taxonomy courses. Instead of flunking me, he invited me on a wonder field trip with his friends to study endangered plants, and gave me the final exam in the field. This

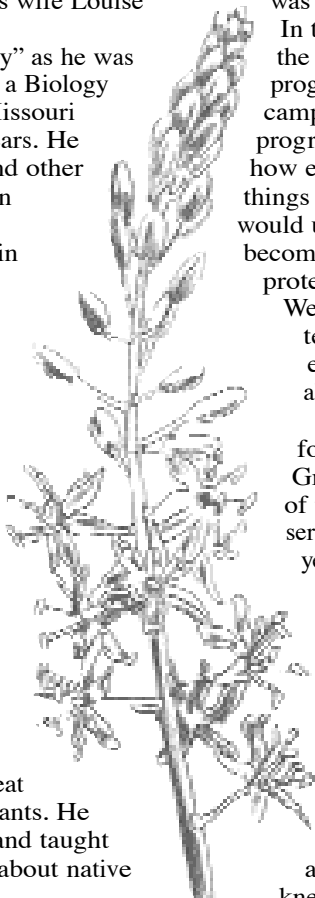
showed me first hand how much he cared about every one of his students, no matter how “dumb” they were.

Dr. Weber was also a very active environmentalist in Southwest Missouri for more than 30 years. He was teaching environmental ethics to all of his students long before it was the fashionable thing to do.

In the early 1970’s he started the first paper recycling program in Springfield on the campus of SMSU. He used this program to teach his students how each of us can do little things to make a difference. He would urge all of his students to become involved in environmental protection, which many did. Dr. Weber was the first person to teach me environmental ethics, and for that I will always be thankful.

He was one of the founders of the White River Group of the Ozark Chapter of the Sierra Club, where he served as an officer for many years. He was also very active in the Missouri Prairie Foundation, Missouri Native Plant Society, Nature Conservancy, Ozark Society, Zero Population Growth, and Vision 20/20. He lived his life trying to protect the native plants and natural areas of the Ozarks that he knew and loved so well.

Wally, all of us who knew you are going to miss you. You made such a difference in our lives. Now it is up to us to teach others what you taught us. That one person can make a difference in so many lives. ■



Help Save Cumberland Island

by Bill Noble

I just visited Cumberland Island, the southernmost of the Golden Isles of Georgia. It has the longest wide-open beach in Georgia. There is an east to west transition from beach to dunes to low canopy evergreen oak forest with Spanish moss, and then to salt-water marsh. Historically, the island is of great interest. General Henry Lee, father of Robert E. Lee, was buried there. John F. Kennedy, Jr. was recently married there.

Large mansions crumbling with time and invaded by plants are fascinating to behold. There are wild horses on the island, and I suffered brief terror when a stallion came galloping toward some mares close to me. St. Mary's, the port from which one reaches the island on a National Park Service boat, has reasonable hotel accommodations and good restaurants. While I went for only a day, the maximum stay of a week for backpackers is recommended.

It is disturbing to realize that four private east-to-west tracts in the middle of the island are now up for sale to anyone, despite their lying within the boundaries of the established Cumberland Island National Seashore. The National Park Service purchased a 148 acre adjacent tract, but money to partially pay for the remaining tracts needs to be paid soon. Appropriations for 1998 are currently under consideration by Congress, and \$6.4 million must be authorized if the next two phases in the formal transfer to the National Park Service are to be accomplished on time within this fiscal year. Congress has money available for this. Federal dollars for land acquisition come from the \$13 billion Land and Water Conservation Fund, fed by royalties from offshore oil and gas leases. Congress is authorized to spend

\$900 million a year, but has spent only a fraction of the money available, and only \$150 million during the last fiscal year!

Please, on behalf of this island gem, write in support of the immediate appropriation of \$6.4 million by Congress. Write to Georgia Senators Paul Coverdell (R) and Max Cleland (D), U. S. Senate, Washington, D.C., 20510, urging them to take the lead in securing \$6.4 million for Cumberland Island. Note: One investor has already secured an option to buy one 82-acre tract, and is willing to pay approximately twice as much as what the Park Service would pay. ■

Bill Noble is a retired Professor of Geography from the University of Missouri - Columbia.

Everything is hitched to everything else...



Make a commitment to the next generation by remembering the Sierra Club in your will. Your support will help others to preserve the intricate balance of nature. For more information and confidential assistance contact John Calaway, Sierra Club Planned Giving Program, 730 Polk St., San Francisco, CA 94109 (415) 923-5538, or locally, contact Roger Hershey (816) 795-7533.

OZARK CHAPTER SIERRA CLUB OUTINGS

*Be sure to check
your GROUP
newsletter
for more or current
outings!*

Eastern Missouri Group

Sep. 7 (Sun) Day hike at Onondaga State Park. We will also visit the cave. Six miles. Call Paul Stupperich, (314) 429-4352.

Sep. 13 (Sat) Highway Clean-up. Help us pick up the trash before the full moon shines on it. You know what happens if we don't! Diane DuBois, (314) 721-0594.

Sep. 13 (Sat) Hike the Claybaugh section of the Taum Sauk portion of the Ozark Trail. Car shuttle required. Diane Favier, (314) 894-5549.

Sep. 20-21 (Sat-Sun) Trail maintenance on the Blair-Creek section of the Ozark Trail. Join us in clearing the summer growth encroaching on the trail. Then enjoy a fun camp out on Saturday night. Bob Gestel, (314) 296-8975.

Sep. 20-21 (Sat-Sun) Sixth annual solstice canoe trip. Paul Stupperich, (314) 429-4352.

Sep. 21 (Sun) Ozark Trail, Marble Creek campground to Crane Lake, about nine miles. Wayne Miller, (314) 569-0094.

Sep. 21 (Sun) A three-mile hike. Creve Coeur Lake Memorial Park. View old growth forest threatened by Page Avenue Extension. Mark Kaufmann, (314) 427-0058.

Sep. 24-28 (Wed-Sun) Missouri River canoe trip. *See article on pages 6-8.*

Sep. 25 (Thu) Planning meeting for beginners' backpack trip. We will discuss the use of each item and where to borrow, rent, or swap equipment. This meeting will be held in the back hall of the school at 7:30 p.m. during the EMG General Meeting. Limit ten people. Bob Gestel, (314) 296-8975.

Sep. 26-28 (Fri-Sun) Shawnee National Forest weekend in the Southern Illinois Ozarks. Canoe the Cache River Cypress swamp, hike along scenic bluffs and canyons, sleep in tree houses complete with

bunks and mattresses. Tent camping available. Rental canoes available. Suzanne Smith, (618) 281-4762 (week nights only), or Terry Allen, (618) 398-1087.

Sep. 27 (Sat) Ten-mile day hike on the Green-Rock Trail, Greensfelder to Rockwood. Some demanding hills. Steve Viggers, (314) 984-8752.

Sep. 28 (Sun) Johnson Shut-ins State Park. New route into the park to horseshoe glade following the Ozark Trail back to our cars. Six or seven miles. Paul Stupperich, (314) 429-4352.

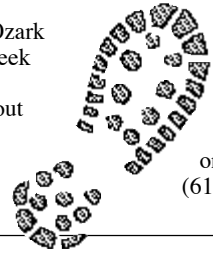
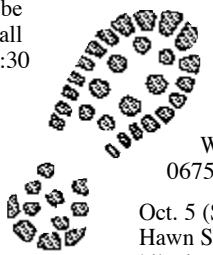
Oct. 3-5 (Fri-Sun) Explore Huzzah State Forest hiking in the early fall. Some cross country. Base car camping at Onondaga State Park. Kevin Hunter, (314) 544-5157.

Oct. 4 (Sat) Day hike. Weldon Springs Conservation Area. Five or eight miles. Kathy Wodell, (314) 240-0675.

Oct. 5 (Sun) Day hike at Hawn State Park. We will hike in an area rarely visited by the Sierra Club. Some cross country. Bob Gestel, (314) 296-8975.

Oct. 10-12 (Fri-Sun) Chapter Reunion at Lake of the Ozarks State Park. See registration form in this newsletter. Call the Sierra Club office for more information, (314) 909-0890.

Oct. 18 (Sat) See the fall colors on the Katy Trail. We will walk along the Treloar section. Diane Favier, (314) 894-5549.



O u t i n g s c o n t i n u e d

Oct. 19 (Sun) Bell Mountain wilderness. Our Lindsey Mountain hike includes glades, shut-ins, a gorge, and a fair amount of off-path navigating. Wayne Miller, (314)569-0094.

Oct. 19 (Sun) Short hike and swim at Castor River Shut-Ins at Amidon Conservation Area near Fredericktown. Stop by another hiking area in afternoon. Steve Finch, (314) 644-1553, or Elmer McNulty, (314) 965-3181.

Oct. 19 (Sun) Day hike of approximately five miles at Weldon Springs. Ellet Hoke, (314) 3919459.

Oct. 19 (Sun) Eight-mile hike at Creve Coeur Lake Memorial Park. See the whole park, old growth forest, streetcar grade, native American burial mounds, old upper lake, and dusk sky over lake. Mark Kaufmann, (314) 427-0058.

Oct. 25 (Sat) See the pretty colors of the prairie grasses at Heartland Prairie and McAdams

Peak at Pere Marquette State Park. Diane Favier, (314) 894-5549.

Oct. 25-26 (Sat-Sun) Beginners' backpack trip to Wildcat Mountain. An easy three-mile hike to our camp. Then we will day hike to "the wall"

and the summit of Wildcat Mountain.

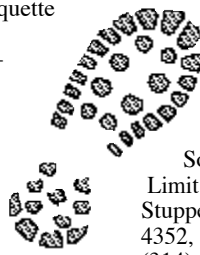
Gourmet dinner Saturday night.

Limit ten people. Bob Gestel, 296-8975.

Oct. 25-26 (Sat-Sun)

Overnight backpack in the Bell Mountain Wilderness Area. Shut-in creek. Experienced only. Limit eight. Steve Viggers, (314) 984-8752.

Nov. 1-2 (Sat-Sun) Overnight backpack trip. We will do the famed



Taum Sauk Mountain to Johnson Shut-in route. We will hike about six miles per day.

Some rugged terrain. Limit ten people. Paul Stupperich, (314) 429-4352, or Bob Gestel, (314) 296-8975.

Help Wanted

The *Ozark Sierran* is looking for members and others who would like to volunteer. We need an experienced proofreader, or at least someone who's really detail oriented and picky. We also need a *schedule coordinator*: someone who will be in charge of the production schedule, set up meetings, contact laggard authors, etc... This person needs to be organized and persistent. If either of these jobs interest you... or if you think you'd like to volunteer but these are not your skills, please contact Barb Conover at (816) 822-8136.

Hey, why did the *Ozark Sierran* shrink?

Undoubtedly, you've noticed that the *Ozark Sierran* has made some big format changes with this issue. The *Sierran staff* and the ExCom made the decision to change to this smaller, "booklet" format because it will save significant money over a year's time, primarily because this format can be mailed at a less expensive postal rate. The *Ozark Sierran* is one of the largest single line-items in the Chapter's budget, but we've always felt that communication to Chapter members is a top priority.

We hope you like the "new" *Ozark Sierran*.

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