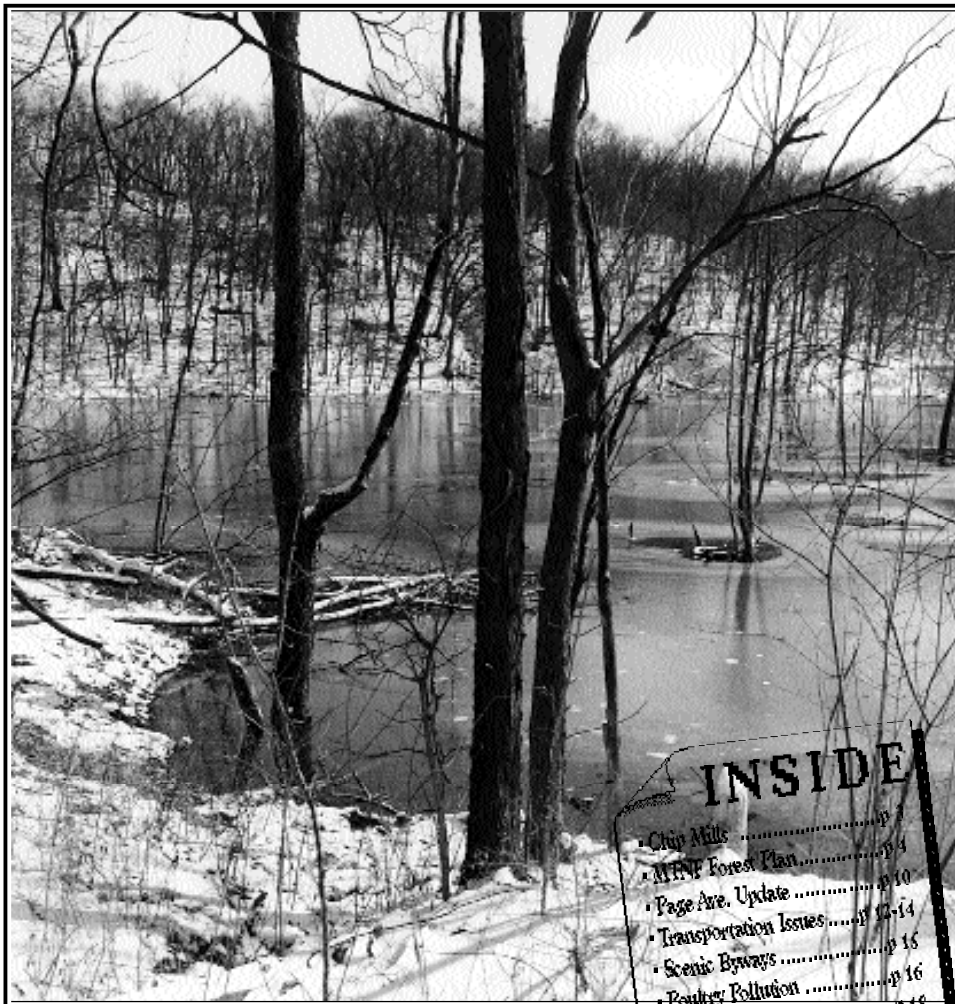


OZARK ONE EARTH ONE CHANCE SIERRA

VOLUME 30 • NUMBER 1

JANUARY / FEBRUARY 1998



The air is still and crisp... critter tracks crisscross the path ahead... the trees' skeletal structure revealed. Winter is a great time to hike. See pages 22-23 for a selection of outings you won't want to miss.

photo by Sherry Best

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Chapter Executive Committee

AT LARGE:

Gale Burrus, *Chapter Chair, SC Council Delegate*
9828 Willow Avenue, #1A, Kansas City, MO 64134;
(816) 763-5120

Andrew Gonzur, *Vice Chair*
4037 McDonald Ave., St. Louis, MO 63116

Keet Kopecky, *Treasurer, Newsletter Editor*
9211 Olmstead, Kansas City, MO 64138;
(816) 966-9544

Ginger Harris
556 Oakhaven La., St. Louis, MO 63141;
(314) 432-2618

Chris Hayday, *Political Chair*
700 West Blvd. N., Columbia, MO 65203;
(573) 875-4507

Wallace McMullen
2805 Mohawk Dr., Jeff. City, MO 65101;
(573)636-6067

Rebecca Schedler, *Membership Chair.*
1103 Jewell Avenue, Apt. 1, Columbia, MO 65203;
(573) 443-4401

Claus Wawrzinek,
P.O. Box 45542, Kansas City, MO 64171;
(816) 561-7863

GROUP REPRESENTATIVES

Eastern Missouri Group: **open**

Thomas Hart Benton Group: **Bob Sherrick**
10807 E. 205th St., Peculiar, MO 64078;
(816) 779-6708

Osage Group: **Hank Ottinger**
511 Westwood Ave., Columbia, MO 65203;
(573) 443-4954

Trail of Tears Group: **Brian Alworth**
2826 Whitener St., Cape Girardeau, MO 63701;
(314) 334-7978

White River Group: **Bob Rodgers**
RR 5 Box 323, Rogersville, MO 65742;
(417) 753-5051

Chapter Committee Chairs

Conservation: **Caroline Pufalt**
13415 Land-O-Woods, #3, St. Louis, MO 63141;
(314) 878-3165

Transportation: **Ron McLinden**
3236 Coleman Rd., Kansas City, MO 64111;
(816) 931-0498

Highlands Activity Section: **Lori Anne Clark**
3027 Hogan Dr., Jefferson City, MO 65109

Population: **Robert Elworth, M.D.**
RR 2 Box 5324, Willard, MO 65781;
(417) 742-2775

Legal Chair, Deferred Gifts Officer: **Roger Hershey**
18308 Hanthorne Drive, Independence, MO 64057;
(816) 795-7533

Legislative: **Joe Engeln**
2407 Topaz, Columbia, MO 65203

Sierra Club Board of Directors: **Roy Hengerson**
(*Treasurer*) 2201 Weathered Rock Rd., Jefferson City,
MO. 65105; (573) 635-8066

Staff

Chapter Office

Ken Midkiff, *Program Director*

Terri Folsom, *Administrative Assistant*
914 N. College, Suite 1, Columbia, MO 65203;
(573) 815-9250 voice/answering machine;
(573) 442-7051 FAX/modem
(800) 628-5333 Water Quality Hotline

EMG Office

Claralyn Price-Bollinger, *Staff Member*
325 N. Kirkwood Rd., Suite 100
St. Louis, MO 63122;
(314) 909-0890 (phone)
(314) 909-9770 (fax)

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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; Anne Brown, Barb Conover, Nancy Feraldi, and Ed Fullerton.

Will Missouri's Forests Be Chipped and Shipped?

by Hank and Katie Dorst and Caroline Pufalt

In previous issues of the *Ozark Sierran* we have described new forms of accelerated logging moving into the Missouri Ozarks. High capacity chip mills have been the focus of our concern. Our forests face a grave threat from chip mills and whole log exports to out-of-state mills. The momentum comes from the south where timber supplies are tight due to over-cutting. In the southern region only Virginia and North Carolina are growing more pine than is cut annually. Vast acreage of pine and hardwoods are clearcut for paper production on private lands across the south. Clear cutting private lands in Missouri is likely to increase to feed the high volume demands of the chip mills.

Two high capacity chip mills are under construction in Missouri. One is owned by Williamette Industries at Mill Spring northwest of Poplar Bluff, and another called Canal Chip is being built in Scott City near Cape Girardeau. The Scott City facility is on the Mississippi River and is partly owned by a Japanese company. It will probably barge chips down river to a Gulf port for shipment to the Far East. Williamette Industries will load chips onto trains bound for its paper

plant at Hawesville, Kentucky, and could ship excess chips for export.

Chip mills are highly automated. The new Williamette Industries mill will employ only six people. Industry and agency economists have calculated that for every one million dollars invested in chip mills only one job is created. However, one million dollars invested in a saw mill creates 8 to 10 jobs and one million dollars invested in the furniture industry creates 40 jobs!

Chip mills focus on small trees but can also use larger trees. The smaller trees they use represent not only the future forests, but the future source of saw logs for flooring and furniture. Even without the influx of chip mills into Missouri, our state's saw timber production has increased. We cannot afford the extra pressure from chip mills.

Unfortunately, we cannot expect the Missouri Department of Conserva-

cont'd on page 4... "Chip Mills"

Dates You Need to Know

1/24 Chapter ExCom meeting:
Chapter Office, Columbia, MO
contact Gale Burrus (816) 763-5120

1/17 Chapter ConsCom meeting:
Jefferson City, MO
contact Caroline Pufalt (814) 878-3165

2/1 Mar/Apr Ozark Sierran
Deadline
contact Keet Kopecky (816) 966-9544

Help (still) Wanted

The Ozark Sierran is looking for members and others who would like to volunteer. We still 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. The Ozark Sierran is produced in Kansas City, so for deadline/budget considerations, we really need volunteers in the Kansas City area, but if you are out-state, we'd still like to hear from you.

If this job interests you...or if you think you'd like to volunteer but these are not your skills, please contact Barb Conover at (816) 822-8136.

Chip Mills... cont'd from page 3

tion (MDC) Forestry Division to be in the forefront in responding to the high capacity chip mill issue. Although some in the department have expressed concern, there have also been outright expressions of support for chip mills in Missouri from MDC personnel. Some see chip mills as a way to "utilize excess forest growth" or to make use of small or "low quality" trees.

Thus, it is up to Missouri's citizenry to bring pressure on state officials to confront the chip mill issue. These mills may affect wildlife habitat, watershed quality, community economics, and local quality of life. Chip mills are, of course, private businesses. But they can operate only if they comply with required permit conditions for water runoff. The conditions of those permits have been under

review. High capacity chip mills represent a new level of industrialization in Missouri forestry practices. Missourians can therefore justify the need for comprehensive study of chip mill impacts and request a temporary moratorium on permits for new chip mills until such study is completed. ■

Chip Mill Letter Writing Alert

Our Governor and State Legislators need to hear about your concerns regarding the impact of chip mills on Missouri's forests. At the turn of the century much of our forests had been decimated by excessive logging and other abusive practices.

We do not want to see history repeated through high capacity chip mills. Please write a letter asking for:

1. a state study regarding the potential environmental and economic impacts of high capacity chip mills;
2. a moratorium on permitting any new high capacity chip mills during the study period.



Write to: Governor Mel Carnahan
Rm 216 State Capitol
Jefferson City, MO 65101

Missouri Senators and Representatives
State Capitol Bldg
Jefferson City, MO 65101

What Direction for Forest Planning in Missouri?

By Caroline Pufalt

It's forest planning time for the Mark Twain National Forest. But what does that mean? How can forests be planned? Before you conjure up visions of trees in rows, please bear with the following explanation of planning and its regulatory history.

Forest planning is a process through which each National Forest develops a plan for managing its land for a 10 to 15 year period. These plans are intended to provide an overall framework under which each forest will operate. Plans should consider all

cont'd on page 5... "Forest"

Forest... cont'd from page 4

conservation needs, such as wildlife, plant communities, watershed and soil protection, and resource outputs such as timber and recreation. Forest plans provide a framework under which individual "site specific" decisions are made. Forest plans should be developed by an interdisciplinary team of resource specialists, such as wildlife biologists, soil scientists and foresters. The planning process should include public outreach and public input.

Several laws have conspired to bring us the forest planning process. In 1974 the Forest and Rangeland Renewable Resource Planning Act (RPA) required the Forest Service to develop national-level, long-range multiple use plans. Later, the National Forest Management Act (NFMA) required planning at the individual forest level. Those forest plans are officially called Land and Resource Management Plans or LRMPs. One step further down the chain is the individual site-specific decision: for example, a timber sale or a new trail to be built.

All of this decision making should comply with the National Environmental Policy Act (NEPA), which requires consideration of public input in decisions and agency requirements for analysis. Finally, the content of the forest plan needs to comply with other federal laws such as the Endangered Species Act (ESA), the Clean Water Act, and laws protecting historical and cultural sites.

Fortunately, in order to participate in forest planning you needn't be able to distinguish NFMA from NEPA, or RPA from ESA! You only need to be concerned about the Mark Twain National Forest. What's most important to understand is that the forest planning process is an opportunity to make some significant changes in how The Mark Twain National Forest is managed.

The MTNF contains about 1.5 million acres in Missouri. Most of that land has some degree of forest cover

but many acres are characterized as glades, pasture, or other non-forest habitat. The MTNF is spread over much of southern Missouri. The forest is comprised of several districts which have administrative offices and are headed by district rangers. Only one of those districts, the Cedar Creek District, is north of the Missouri River. The MTNF is a national forest of fragmented ownership. That means that land owned by the federal government is often in irregular segments with adjoining acres of privately held land. The MTNF forest plan will cover management plans for the entire MTNF. Thus the document must consider all issues relevant to all of its districts.

Our Chapter was involved in the development of the current 1986 plan for the MTNF. We will work to influence the upcoming plan which is scheduled for final completion in November, 2000. Before that time, the MTNF will conduct three stages of public outreach. We are in stage one now, which is simply gathering information on items that need change.

In future issues of the *Ozark Sierran* we will update our readers on MTNF forest planning. To begin we have provided a brief summary of some issues that we would like to see addressed in the new plan.

RECREATION: A few years ago many Sierrans were involved in defeating a proposal for extensive off road vehicle (ORV) trails in the Salem and Potosi Districts of the MTNF. We may see pressure to revisit similar issues in the new plan. The MTNF has improved its facilities at the existing ORV recreation site, the Chadwick Motorcycle Trail. At the same time, it has closed campgrounds elsewhere across the forest. We will need to defend and promote appropriate low impact recreation opportunities in the MTNF.

MINING: Our chapter and many individual Sierrans provided comments on the recent proposal to permit exploratory drilling for lead and

cont'd on page 6... "Forest"

Forest... cont'd from page 5

other minerals in the MTNF. That specific proposal will likely continue to be an issue in 1998 and beyond. In the meantime we can address the overall appropriateness of mining in the MTNF or in certain districts within the MTNF through the forest planning process.

ENDANGERED SPECIES AND OTHER WILDLIFE NEEDS: Wildlife habitat is a primary amenity provided by our national forests. Habitat protects the heritage of our native biodiversity and provides recreational opportunities. Recently the MTNF has had to confront its need to protect the Indiana Bat, a federally listed endangered species. For years the Ozark Chapter and other environmental groups have listed our concerns about habitat needs for the bat. Its numbers have continued to decline. A recent court ruling has raised this issue further. (*See previous two issues of the Ozark Sierran for Indiana Bat information*).

LOGGING: Another acronym for forest planning fanatics is ASQ for "allowable sale quantity." The Forest Service defines ASQ as "the maximum amount of timber that could be harvested on a sustained basis." As you might guess there's a lot loaded into that definition. Specifically, what does sustained mean? Sustained for what purpose? Another problem with ASQ is that the term "maximum" somehow gets translated into the word "required." Timber is just one "product" provided by the forest. The Forest Service is not required to put the maximize timber over other issues, although it usually does. In addition to issues of volume, the issue of method is also involved in forest planning. In past years the only logging method the MTNF seemed to appreciate was clear cutting. In response to public pressure it has acknowledged that there is more than one way to cut a tree. But it still practices some clear cutting as well as other forms of "even-aged management" (EAM). EAM results in

a forest of trees of approximately the same age and is thus often regarded as not adequately mimicking natural forces. Both ASQ and EAM will be issues in the new forest plan.

SENSITIVE AREAS: The MTNF has seven "Sensitive Areas." Most of those areas were at one time part of an inventory for potential wilderness acres. Although these areas are not federally designated wilderness, they are afforded some protection to preserve their roadless state. Management of these Sensitive Areas under the current plan has at times been controversial. Sierrans may recall earlier efforts regarding the Loving Ridge and North Fork roads. Those issues were both related to the protection of Sensitive Areas. Our experience with the MTNF's management of Sensitive Areas under the current plan has been mixed. We clearly need to reinforce their protection in the new plan.

These are just a few of the topics to be covered in forest planning. Based on your own use of the MTNF you can probably think of more. Now is the time to let the MNTF know what's important to you. Our chapter has a Public Lands Committee which will work on inputs to the planning process. If you would like more information, contact me at the address on page 2.

It's also important to contact the MTNF, express an interest in this process and be placed on the mailing list for further information. You may write to:

Planning Team, MTNF
401 Fairgrounds Road
Rolla, MO 65401;
(573)364-4621, fax (573)341-7475 ■

Natural Areas Conference

The 1998 Missouri Natural Resources Conference will be held February 18-20, 1998 at the Tan-Tar-A Resort on the Lake of the Ozarks. On Friday, February 20, 1998, 8 a.m.-12:30 p.m., a Missouri Natural Areas Session is scheduled to take place. This session includes eleven technical papers on the areas of scientific studies and management issues related to the Natural Areas of Missouri. For example, there are five papers on prairies, two on insect distribution and response to seasonal burn events, one on the deer impact on native flora species, and one on the composition of understory vegetation in oak savannas. Registration is required to attend the various functions over the three day conference. This annual event is attended by several hundred professional and academic stewards and students of Missouri's public and private natural resources. Members interested in the state of our national heritage will find the proceedings of interest. For more information contact Mike Currier at (573)526-2990 or mcurrier@mail.state.mo.us

Progress on the Big Muddy National Fish and Wildlife Refuge

The US Fish and Wildlife Service has released the draft Environmental Impact Statement regarding the expansion of the Big Muddy National Fish and Wildlife Refuge. Public comment on the draft was completed January 7, 1997. The agency proposes the expansion of the refuge from its currently approved 16,628 acres to a total of 60,000. The refuge is spread out along the Missouri River from St Louis to Kansas City. It has been referred to as a "string of pearls," and to those of us who appreciate natural aquatic habitat it is a jewel. If you want to become involved contact the EIS Project Manager below. It is not too late to express your support before the final EIS decision.

Judy McClendon, EIS Project Manager
US Fish & Wildlife Service
24385 State Highway 51
Puxico MO 63960

Chipping Forests and Jobs

This 82 page report on the impacts of chip mills in the southeastern United States was produced by the Dogwood Alliance and the Native Forest Network. The report summarizes the environmental and economic impacts of high capacity chip mills and includes recommendations for citizen and legislative responses to the problems chip mills pose. The report analyzes the players involved: timber companies, local mills, state and federal agencies, impacted communities and the forest itself. Given the fact that high capacity chip mills are moving into Missouri, this booklet provides valuable and timely information. You can order your copy of "Chipping Forests and Jobs" by sending \$7.00 to The Dogwood Alliance, PO Box 4193, Chattanooga, TN 37405-0826.

Publications of Interest

Missouri Department of Conservation Wildlife Diversity Report

July 1996 – June 1997, prepared by Dennis E. Figg and Carol Davit., 76 pages.

The Missouri Department of Conservation (MDC) reports on its many natural history activities (other than the education, hunting, fishing, and forestry functions). Report subject areas include: Restoration & Recovery, Research, Surveys, Monitoring, Wildlife Diversity Planning, Natural Areas, Natural Heritage Data Base,

and Rare & Endangered Species summary. Those who wish to be informed about the status of the native flora and fauna of Missouri will find much of interest here. For the MDC, the stewards of about 900 thousand acres of select public lands in the State, there is ample subject matter. Copies are available by writing to: Missouri Department of Conservation, Natural History Programs, PO Box 180, Jefferson City, MO 65102-0180.

Big Muddy Wildlife Refuge Environmental Impact Statement (DEIS) Draft

200 pages (DEIS Draft Summary is 27 pgs).

The Missouri River once meandered 544 miles on its path from Rulo, Nebraska, to its mouth just north of St. Louis. It now courses less than 500 miles between those two points. Between 1879 and 1972, 50% of the original water surface area was lost and 98% of the land surface area of river islands was eliminated*. The channelizing and levee proliferation that produced this phenomenon was paid for by the U.S. taxpayer and executed by the U.S. Army Corps of Engineers. The 1993 floods abruptly reversed various parameters of these trends and produced an opportunity to try to salvage some of Missouri's most threatened plant and animal communities. Hence the Big Muddy Wildlife Refuge was established in 1994 with authority to purchase 16,628 acres from willing sellers. The US Fish & Wildlife Service (USF&WS) is now proposing to increase the authorized acreage of the Big Muddy Wildlife Refuge to 60,000 acres.

The public is invited to send comments on the proposal to Ms. Judy McClendon, EIS Project Manager, US Fish & Wildlife Service, 24385 State Highway 51, Puxico, MO 63960, or to call 1(800)686-8339. Comments must be received by January 7, 1998.

Ask the USF&WS to restore the threatened natural communities of our native flora and fauna.

* "Changes in the Channel of the Lower Missouri River and Effects on the Fish & Wildlife," by John L. Funk & John W. Robinson. Aquatic Series No. 11; Missouri Department of Conservation, 1974.

Book Review: *Integrating Sustainability into Academic Programs*

by Hank Ottinger

As an occasional teacher of environmental studies, I tire quickly of students (and, if truth be told, of environmentalists as well) who begin their proclamations of environmental cures with, "We need to ____." Fill in the blank: we need to reduce population... we need to consume less... we need to develop sustainable solutions to our problems. I want to shout: "don't say 'need to:' tell us *how!*"

One possible way is through education. *Integrating Sustainability into Academic Programs* is an easily understood, well-organized book that provides some cogent answers to how sustainability can become something other than an abstraction. Co-editor and contributor Robert Wixom (a longtime, loyal Osage Group Sierra Club member) has put together a solid group of thirteen authors from a wide range of disciplines to address this crucial issue. The papers that comprise the text were presented at a recent symposium sponsored by the Friends Association for Higher Education.

If there is to be educational progress on reversing trends of the unsustainable, it should be clear to all that no one academic discipline holds the key. Fortunately, all the contributors to this book are united in their support of interdisciplinary approaches to problem-solving. Time and again this theme is sounded.

The first two essays present the relevance of the 1992 UN "Earth Summit" to higher education. The core of the book is broken into three sections, each explaining how sustainable principles can be integrated across the curriculum.

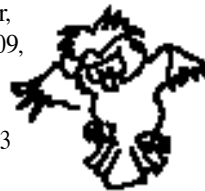
Essays from teachers in the life and physical sciences, the social sciences, and the humanities provide practical information for interrelating the disciplines as well as moving beyond the walls of academia into the local community.

Central to these discussions are the "Four Emphases of Sustainability": environmental concerns, academic programs, scientific investigations, and religious motivation. As Wixom states in his concluding essay, "all four are needed in the search for truth...."

Integrating Sustainability into Academic Programs is a useful tool for those seeking to bring these crucial ideas into a college or university setting. Finding the book may not be easy; it can be ordered, however, from the Friends Committee on Unity with Nature, 179 N Prospect Street, Burlington, VT 05401-1607. ■

Legacy

What will yours be? You joined the Sierra Club because you are concerned about the well-being of the Earth. Continue your involvement by remembering the Sierra Club in your will. For more information and confidential assistance contact John Calaway, Sierra Club Planned Giving Program, 85 Second St., 2nd floor, San Francisco, CA 94109, (415) 923-5538, or locally, contact Roger Hershey (816) 795-7533



Progress on Stopping the Page Avenue Freeway

by Claralyn Price-Bollinger

We continue to score more victories on the way to stopping the Page Avenue Freeway. By December 1, 1997, 20 of the 92 St. Louis County municipalities had passed resolutions expressing their opposition to this wasteful highway project. Here's the list of municipalities: Bellefontaine Neighbors, Blackjack, Clayton, Dellwood, Ferguson, Florissant, MacKenzie, Maplewood, Normandy, Northwoods, Pagedale, Pasadena Hills, Shrewsbury, St. Ann, St. John, Town & Country, University City, Vinita Park, Wildwood, and Woodson Terrace. The Florissant Valley Chamber of Commerce and the St. Louis County Municipal League have also opposed the Page Avenue Freeway.

By the time you read this issue of the *Ozark Sierran*, the Eastern Missouri Group will have sent an update on the Page Avenue project to over 800 municipal officials, school board members, and state representatives and senators in St. Louis City and County. We last contacted these officials at the end of August; since then, 18 municipalities have passed their resolutions.

The following is an excerpt from this update:

We refer to the "Page Avenue Extension" as the "Page Avenue Freeway" since that is what this project truly is: a new, ten-lane highway project through Creve Coeur Lake Memorial Park, a magnificent park dedicated to war veterans which receives over 1,000,000 visitors per year.

Over the past several decades, our metropolitan region's population has remained virtually stagnant, but our urbanized land has increased at an alarming rate. As a result, some established areas are cannibalized when assets are shifted to newly

developed areas of the region. We see one example of this situation in the region's schools. Some outlying areas build new schools, while established districts wrestle with dwindling resources.

We need to stop the Page Avenue Freeway because of the economic impact it would have on St. Louis. Our gasoline tax dollars are being used to drain the tax base out of our cities and school districts. Time after time, we have seen businesses and jobs follow our tax dollars out of town because adequate funds are not available to rebuild and maintain our existing infrastructure. It is time for established areas to be supported by our transportation decisions.

We do not think that the Missouri Highway and Transportation Commission should cater to developers and continue with this harmful project that would be detrimental to our entire metropolitan region. We should have learned by now that we cannot build ourselves out of traffic congestion. One in three state and federal transportation dollars spent in the St. Louis metropolitan region in the next nine years will go to the Page Avenue Bridge and Freeway. Why should we spend so much of our tax money on this one project, which will not solve traffic congestion problems and will hurt our tax base?

Here is the Sample Resolution we have offered to municipalities and organizations:

WHEREAS, the region's population has increased by very little in the last 25 years, but the amount of developed land has dramatically increased; and

WHEREAS, this imbalance between the rate of population increase and the rate of land development has been

cont'd on page 11... "Page Ave."



Page Ave.... cont'd from page 10

unsustainable, causing disproportionate highway expenditures for expansion projects as compared to maintenance and modernization of the built system; and

WHEREAS, the proposed Page Avenue Freeway and Bridges will bring the total freeway bridge lanes between St. Louis County and St. Charles County to 32, from 9 in 1977; and

WHEREAS, 32 bridge lanes across the Missouri River exceeds the number of freeway/interstate lanes between St. Louis City and St. Louis County; and

WHEREAS, the \$250,000,000 Highway 370 Freeway and Bridge across the Missouri River recently opened; and

WHEREAS, Highway 40 is scheduled to be widened and improved to interstate standards in St. Charles; and

WHEREAS, the Missouri Department of Transportation's official cost estimates for the Page Avenue Freeway have increased from \$372,000,000 to \$550,000,000 since 1995; and

WHEREAS, the Page project is scheduled to utilize one-third of the region's state and federal highway funds for the next three years, and with additional costs, will utilize similar percentages for the next eight years; and

WHEREAS, state gasoline taxes have increased ten cents per gallon in the last ten years, and the Governor's Total Transportation Commission has recommended a one cent statewide sales tax increase primarily for highways, thereby providing further proof of our inability to sustain patterns of highway expansion and maintenance projects and outward development of land; and

WHEREAS, this pattern of development has contributed to a shift in population, tax base and employment locations with little or no net gain to the region; and

WHEREAS, this pattern has also assisted in the continuing loss of middle class residents in many at-risk areas of the region; and

WHEREAS, this pattern can be changed to promote quality development throughout the region if there is the political will to do so; and

WHEREAS, the environmental and scenic impact on Creve Coeur Lake Memorial Park by construction and use of the Page Avenue Extension is exceptional and will change the entire character of the Park; and

WHEREAS, the Page Avenue
cont'd on page 12... "Page Ave."

What Can I Do?

If you live in St. Louis County, please call or write St. Louis County Executive George "Buzz" Westfall (314)889-2016 and your county council member (314)889-2432, both at 41 South Central Ave. St. Louis, MO 63105. St. Louis County Sierrans should also contact their municipal officials to find out if they have passed a resolution opposing Page Avenue (see sample).

If you live elsewhere in the St. Louis metropolitan region, please contact your elected officials to ask for their opposition to the Page Avenue Freeway project.

Anybody outside of the St. Louis metropolitan region, please write to Governor Carnahan at Missouri Capitol Building, Room 216 P.O. Box 720 Jefferson City, MO 65102-0720.

You can also write letters to the editor of your local newspaper. Reach out to neighbors, friends, family and coworkers and discuss how our tax dollars are spent. Currently, there are volunteer opportunities in the St. Louis area to help stop the Page Avenue Freeway. You can attend mailing parties, phone banks, volunteer regularly in the Eastern Missouri Group office or other activities on an as needed basis. Please contact Claralyn Price-Bollinger, Staff Member for the Eastern Missouri Group to offer your assistance. My e-mail address is claralyn.price-bollinger@sierraclub.org.



Page Ave.... cont'd from page 11

Freeway project presents the possibility of flooding of the St. Louis County Water Company, thereby threatening the region's water supply; and

WHEREAS, the state of Missouri usurped the authority of all local governments, including the City of Maryland Heights, to control state-sponsored projects in flood plains; and

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF _____, ST. LOUIS COUNTY, MISSOURI, AS FOLLOWS:

The City of _____ expresses our opposition to the proposed Page Avenue Freeway.

The Page Avenue Freeway project affects all Missourians, not just those in the St. Louis metropolitan region, since it would be paid for by gasoline tax dollars. Are there bridges falling apart in your community? What about the rural roads all over our state? Many of them are in a very sorry condition due to lack of funds. Situations like this will only continue when projects such as Page Avenue gobble up massive amounts of our tax dollars. ■

ISTEA Not Yet Reauthorized

by Ginger Harris

Congress failed to reach agreement this year on reauthorization of the Inermodal Surface Transportation Efficiency Act (ISTEA). Hours before adjourning for the year, Congress instead passed a stop-gap transportation authorization bill (S1519) that extends funding until May 1, 1998. The Senate expects to take up "ISTEA-II" in February, but the House expects to wait until after a budget resolution process in March with the hope of allocating more federal funds to transportation.

A troubling provision of the stop-gap bill allows states to temporarily shift funds among program categories. Since states have already spent most of their regular highway funds, it's feared that states will be shifting money from air quality, enhancements, transit, and safety categories to continue building highways, and will then persuade Congress to renege on promises to pay these funds back to the programs from which they were borrowed.

Meantime, take advantage of the delay in reauthorization to ask your Representative and Senators to do the following:

1. Preserve CMAQ (Congestion Mitigation and Air Quality program). Don't let this money be used for reducing highway congestion by adding highway capacity!
2. Preserve NEPA (National Environmental Policy Act). Don't let this provision be "streamlined" as some Congressmen propose. They want to:
 - (a) allow projects to receive permits before environmental assessments are completed ("concurrent permitting");
 - (b) devolve NEPA review to the states;
 - (c) mandate narrow time frames for environmental agency or public review;
 - (d) allow one federal agency to usurp review authority of other agencies;

cont'd on page 13... "ISTEA"

ISTEA... cont'd from page 12

- (e) allow DOT Secretary to determine the purpose of a highway project, thereby limiting alternatives analysis;
- (f) preclude raising legitimate issues after the scoping or planning process.

If Congress amends NEPA in the above ways for transportation activities, it may do so eventually for all applications of NEPA.

- 3. Restore highway maintenance as a funding category. On September 16 a "Potholes and Politics" report was

released showing that states are spending a majority of federal transportation funds on new road construction even though 58% of urban freeways and expressways are rated in only poor to fair condition.

- 4. Leave transit funds directly under the authority of MPO's; don't allocate these funds through the states.
- 5. Restore Sustainable Transportation program research funds.
- 6. Keep Amtrak in ISTEA, so that federal funds can be used for inter-city rail operations. ■

Short Trips

by *Ginger Harris and Ron McLinden*

St. Louis Smart Growth Alliance

...is alive and well. Metropolitan Congregations United for St. Louis (MCU) is negotiating with St. Louis County and City to agree to jointly fund a study of the costs of sprawl. MCU continues to meet with Missouri legislators to introduce a bill on urban growth boundaries in January. Other members of the Alliance are putting their efforts into stopping the Page Bridge/Freeway. The Alliance continues to share insights into how best to respond to the consequences of sprawl. EMG's Sierra Club office has copies of a Sierra Club Midwest Region publication called "Sprawl Costs Us All." Call (314)909-0890 if you would like a copy.

Urban Growth Committee Holds Hearings

The House Interim Committee on Urban Growth, formed at the urging of the Smart Growth Alliance and chaired by Rep. Ron Auer, held hearings on sprawl in St. Louis and St.

Peters on October 29 and 30. Several dozen witnesses presented a wide range of views. Smart Growth Alliance supporters enumerated the negative impacts of suburban growth on the city and older suburbs. Suburbanites generally defended their right to better themselves and said the city should put its own house in order and not blame them for the city's problems. In short, lots of finger-pointing. Our (slightly biased) assessment is that SGA supporters generally took a more constructive and analytical approach to the situation, while suburbanites were more likely to deny the problem. Claralyn Price-Bollinger presented a statement on behalf of the Sierra Club. Speaking personally, EMG Chair Arthur Towers pointed out the flow of taxes from the city to the outer suburbs. Also speaking personally, Ozark Chapter Transportation Chair Ron McLinden emphasized that sprawl is occurring all over the state, and that state policies should be reviewed to determine how they affect urban growth patterns. Rep. Auer expects to report the Committee's

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Short Trips... cont'd from page 13

findings to the Speaker of the House, and to introduce legislation in January.

Proposition M Gets Mixed Reviews

A proposed quarter-cent sales tax for light rail extension squeaked by with 50.4% of the vote in St. Louis City, but the same Prop M in St. Louis County and a half-cent sales tax in Madison County (Illinois) went down to defeat on November 4. The campaigns were not as aggressive as the successful 1994 Prop M campaign in St. Louis City and County, but there were other reasons for defeat.

Seven weeks prior to the election, the Board of East-West Gateway Coordinating Council adopted the "North-of-the-Park" alignment for extending MetroLink amid a lot of controversy. Subsequently, some environmentalists who had campaigned for the South-of-the-Park option decided not to work for Prop M. And some public officials, including several county councilmen and state legislators, took advantage of the split among environmentalists over the light rail planning process, and confusing news coverage to mount campaigns against Prop M. Citizens voted NO for opposing reasons: a few because the extensions would come too close to their homes; a much larger number because the extensions wouldn't come close enough. In addition, many citizens voted NO because the extensions were too far into the future: 2010 for St. Louis County, 2014 for Madison County. Unfortunately, by not passing the tax now to save up for future construction, the total future cost could almost double.

Because Prop M did pass in St. Louis City, it does not have to be submitted to the voters again in that jurisdiction. However, until it passes in St. Louis County, no taxes can be collected, even in the City. And it cannot be put back on the ballot in St. Louis County for at least one year.

Chamber Discovers Public Transit

The Greater Kansas City Chamber of Commerce has "discovered" public transit. In a report prepared by its special six-week task force, the Chamber declares that "the business community must be involved in planning a public transportation system (for) the citizens of Greater Kansas City." The report goes on to say that "the Chamber is ready to assume a leadership role," both for public transit in general and for seeking consensus on proposed light rail and commuter rail projects. The Chamber proposes to lead a year-long effort to determine how best to improve transit. Mid-America Regional Council will put \$100,000 of its federal planning funds toward the effort. The Chamber's involvement should be welcomed — and we wonder where they've been all along. We've expressed our concerns that next year's processes be completely open, keeping in mind that the Chamber will be helping MARC to do the "region's business," not the Chamber doing its own thing. Meanwhile, planning for the first stage of Kansas City's light rail system is side-tracked.

National Trails System Act threatened

The Rails-to-Trails Conservancy (RTC) successfully defeated an amendment by Jim Ryun (R- KS) which would have eliminated the national policy of land-banking unused rail rights-of-way for use as bicycle and pedestrian trails. This amendment is expected to re-appear next session, so be prepared to oppose it again.

For information on the above issues contact Ginger Harris at (314)432-2618 or Ron McLinden at (816)931-0498.

Scenic Byways Program Underway

by *Chris Hayday*

The Missouri General Assembly passed legislation in 1994 that would implement a Scenic Byways program here in Missouri. This program would allow highways to be designated as "Scenic Byways" and these routes would be highlighted on highway maps and protected from billboard blight. There are currently two applications pending: Highway 79 between Clarksville and Hannibal, and Highway 65 between Route EE and the Arkansas border.

To implement the program, the Scenic Byways Advisory Committee (SBAC) was formed, representing the various interests involved with Missouri's roads and tourism: Missouri Department of Transportation, AAA, Missouri Department of Natural Resources, Missouri Department of Conservation, the Department of Tourism, Outdoor Advertising Association and Scenic Missouri. The SBAC serves as an advisory committee and makes recommendations to the Highway Commission on designating a particular stretch of highway a Scenic Byway. I have been serving on the SBAC representing Scenic Missouri

and helping to develop the application format and criteria by which a proposed route is judged "scenic."

The SBAC is now open and ready for business. If there is a favorite stretch of highway you like to drive that you would like to be designated as a Scenic Byway, please submit your requests to the Missouri Department of Transportation. Perhaps it is Highway 94 through the Missouri River bottoms, Highway 19 near Hermann, or Route 32 leading into the Mark Twain National Forest. There are some procedures which must be followed, but most questions are answered by the information packet supplied with the application.

This is a great way to preserve those routes which have a unique scenic character. Missouri is a state with abundant natural scenery, recreational areas, parks, and historic sites. The Scenic Byways program can provide a means of promoting these areas while protecting them from unwanted billboards and development. If you have any questions, please contact the Scenic Byways Program, PO Box 270, Jefferson City, MO 65102 or call toll-free at 1(888)275-6636. You can reach Scenic Missouri at (573)446-3129. ■

Ozark Chapter Conservation Committee Report

by *Caroline Pufalt*

Our Chapter's Conservation Committee met October 25 in St Louis. Eastern Missouri Group (EMG) staff person, Clarayln Price-Bollinger attended and filled the group in on all the EMG's efforts to stop the Page Avenue Highway and

address the overall issue of urban sprawl in the greater St Louis area. Clarayln has helped greatly in mobilizing EMG members and in gaining needed publicity.

In a related issue the committee discussed the potential relation

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ConsCom... cont'd from page 15

between proposed funding mechanisms for Metro Link in St Louis and a statewide sales tax for transportation. Since our meeting, the Metro Link tax was unfortunately defeated. EMG had endorsed the Metro Link measure but our Chapter has not yet taken a formal position on the statewide sales tax. There are many reasons we question its appropriateness.

In other issues, the committee voted to approve a campaign to bring attention to water quality problems related to chicken processing facilities

in southwestern Missouri and to "industrial" hog farms in northern Missouri. In November, the Conservation Committee voted to support a statewide study on chip mills.

The Chapter's Conservation Committee will start 1998 with a meeting in Jefferson City on Jan 17. Our meetings are open to all Sierrans. The committee meets at different locations around the state to encourage attendance by local Sierrans. If you are interested in attending, contact your local Group for details. ■

Staff Report

by Ken Midkiff

Neosho

There are a lot of ways to look at the same thing. I have been roaming around McDonald and Newton counties the past few days viewing the area from the perspective of the people who live there. At the same time, there was an "official" tour for state policy makers, and we didn't come away with the same conclusions.

Several residents had invited me down and with these folks as my hosts, we spent a lot of time sitting around kitchen tables in farm homes around the countryside drinking coffee, eating cookies, donuts, cakes, homemade candy and whatever else they could force me to eat. Good food, strong coffee, and horror tales of living in "chicken hell" as one man described it.

A little background: there have been chicken farms in southwest Missouri and northwest Arkansas since just after World War II. The bony hills of the area didn't serve very well for row-cropping, so when GI's returned home or as a few city folks retired to the area, they would set up a little chicken farm for extra income. A few

of these chicken farmers hit the big time, building processing plants and contracting with other farmers to supply these plants.

About 12 to 15 years ago, the situation changed rapidly towards an increasingly centralized and concentrated system. A few large companies controlled the markets and if growers didn't contract with one of these companies, there was no market for the chickens. But, the companies promised the sky: they would supply the birds, the feeds, and a guaranteed market. All the growers needed to do was provide the land, the buildings, and the equipment (cages, food conveyors, and so forth).

An explosion of growth has occurred in the past few years. According to information obtained by the local residents that I visited, the county tax assessor told them that there are approximately 600 active chicken houses in McDonald County, each containing from 10,000 to 22,000



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Staff... cont'd from page 16

chickens. So, there are on any given day somewhere around 10 million chickens in McDonald county and a like amount in adjacent Newton and Barry counties, and all of them are grown either directly by the large corporations or under contract with them.

The processing plants in the area kill and pack about 3.5 million chickens a week. As can easily be seen, these are huge operations. By any definition, 10 million chickens is one big bunch of birds. And akin to all animals, they excrete. This many chickens excrete a lot, and the packing plants discharge a lot of waste (millions of gallons a day). All of this ends up on the lands and in the streams of the area.

Add into this the steep hillsides and karst topography of the area. "Karst" is used to describe an area of porous limestone with many springs, caves and sinkholes. Southwest Missouri is also blessed with once-splendid fishing and canoeing streams: Big Sugar Creek, Shoal Creek, Elk River, and others.

There are lots of people living in and around all of these poultry operations who are very unhappy — miserable, in fact. Most of them have been born, raised, and spent their lives in the area and have no intention of leaving. Others have tried to leave but have been unable to sell their homes. The stench is unbearable. Wells are polluted from runoff into the porous soils and rocks.

One couple, holding back tears, showed me photos taken recently of sludge that contained, in addition to fecal material, broken eggs and rotten chicken carcasses. This sludge was spread onto a field right up to the fence line of their yard. They could not open their windows or doors and flies swarmed on everything: their cozy farm home with neatly tended yard and gardens became a nightmare.

There were many such tales. In another incident, a grower who had gone broke (not an unusual situation)

simply abandoned a chicken house with over 10,000 laying hens in it. All of the caged chickens died and the reek of decaying flesh was overpowering. No agency would take responsibility, although the couple living next door called the health departments, the US EPA, and the Department of Natural Resources. This occurred two years ago, and the skeletons of these ill-fated birds are still there, packed in their small cages in an abandoned chicken house surrounded by weeds. A real-life Stephen King vision.

These localized incidents lead up to a big picture of an area overwhelmed by an industry that has simply grown too big too fast in a small space. The cool, clear-flowing streams of the area, once favorite vacation spots for thousands of families, are now algae choked. Some are little more than open sewers. The remaining fish are bottom feeders, and these have open sores; their guts are filled with tapeworms, and their flesh infested with parasites.

The Missouri Clean Water Commission didn't take my tour of farm homes, devastated people, and destroyed streams. Rather, the poultry industry leaders took them to a "model" growing facility and showed them a sterile, spotless operation. I asked members of the Commission if they had taken a look at the Elk River (algae choked) or Cave Springs Branch (open sewer), and the answer was, "No, but we saw a model chicken house." They saw the "reality" that the poultry industry wants to impart.

The poultry industry has formed a task force to deal with the "perception" that they are causing environmental problems. It is not a perception. It is real. But I guess it depends on what you choose to look at: money—or a destroyed quality of life in a ruined environment. ■

Water, Water Everywhere but Not a Drop to Drink

because its full of chicken and hog poop

by Ken Midkiff

Over the course of the past year, activists in the Ozark Chapter have been noting a decline of water quality in specific areas of the state. Most of these problems were called to our attention by local citizens who had become frustrated with inaction by state and federal resource protection agencies, and called the Chapter office for help.

Some of these problems are well-documented and well-known to Missouri Sierra Club members and the public.

In northern Missouri, giant hog operations have sprung up like mushrooms, with the wastes overwhelming local streams and resulting in catastrophic spills and fish kills.

In southwest Missouri, years of over-application of chicken manure and discharges from packing plants have slowly but surely filled local rivers, streams, and lakes with an overload of "nutrients" degrading and in some cases, destroying water quality and aquatic habitat. The Elk River once was a premier canoeing and smallmouth bass stream. It is now algae-choked and little used by recreationists.

In the south-central Ozarks, the problem stems from human waste with some horse manure mixed in. The level of fecal coliform bacteria reached the danger level in one of our favorite canoeing streams, the Jacks Fork River.

None of this happened overnight, but has developed over the course of several years. The large corporate swine industry claimed that their pollution problems were due to "start-up" problems, even though they had been in business for four to five years at the polluting sites. The poultry industry has been operating in McDonald,

Newton, and Barry counties for years. In both of these cases, however, there have been several periods of rampant and uncontrolled growth.

In the case of the Jacks Fork River, this, too, was not a startling new occurrence, but had built slowly and relatively unchecked for several years. Even though the Jacks Fork is a National Ozark Scenic Riverway, and a State and National Outstanding Resource Waters river, with very stringent water quality standards and all sorts of legal tools for protection of those standards, pollution levels have increased to the point where advisories should have been issued against bodily contact with the water. The sources were the Eminence wastewater treatment plant and two large campgrounds that release partially or totally untreated sewage. One of the campgrounds is a horse trail ride that occasionally has over 1,000 horses adjacent to the Jacks Fork.

What is going on here? Don't we have strong water quality protection laws? Didn't we just celebrate the 25th anniversary of the federal Clean Water Act? Don't all the polls show that Missourians value clean water over just about everything? Don't we have the DNR and the US EPA to protect our waters?

Well, yes, all of that is true. But laws are only as good as their enforcement. And citizens need to let government agencies know of their strong feelings. Sometimes, politicians are inclined to serve the wrong masters, thinking that large industrial corporations are in charge.

There is one other factor involved: individual citizens sometimes feel an appropriate sense of helplessness in moving their own

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government to do what should be done. In each of the above-mentioned areas there were concerned, but relatively unorganized, individuals.

For the past year or so, the Chapter has been assisting local citizens in getting organized. And for the past few months, I, as Chapter Director, have been assisting those organized citizens in taking their issues to the larger public and in presenting unified requests to affect the enforcement of clean water laws and regulations.

The Ozark Chapter has been running radio ads, doing press conferences and media events, and urging members and involved citizens to contact the Governor's office. The message: enforce the law. Pollution is a crime. Polluters should be fined, penalized, and ordered to "cease and desist."

In southwest Missouri in just one week, all of the local television stations ran stories on this issue. There were radio interviews devoted to the problems, and all of the local daily and weekly newspapers ran major articles and editorials on the problem of too

many chickens in one small part of the state. The *St. Louis Post-Dispatch* devoted the lead front-page story, with full-color photos, to the water quality problems (and social problems) caused by the poultry industry in southwest Missouri.

Citizens responded by calling and making their concerns known to the Governor's office. The poultry industry could not ignore all of this and they announced the formation of a task force to address the issue.

Similar media and public-involvement activities are planned for the other areas at risk. Some of these problems should have been dealt with years ago. Our searches of files in the DNR reveal years of documentation indicating that our state water quality protection agency was standing around taking notes while some of our finest streams were being severely impacted by pollution.

Thanks to our efforts and those of local citizens' groups, the Attorney General's Office is bringing lawsuits against major offenders in southwest Missouri (Simmons Industries) and in northern Missouri (Premium Standard "Farms"). The US EPA has taken an interest in the ongoing pollution of the Jacks Fork.

But degradation continues.

While I write this, and while you read it, partially treated wastewaters are illegally polluting the waters of the Elk River and the Jacks Fork, and the Big Pig operations continue to over-apply sludge from manure pits which then runs into neighboring streams.

So, we will continue to raise a ruckus and to help local citizens put pressure on our elected officials to put public health and the environment above the inflated profit margins of polluters. ■

Want to help protect Missouri's streams and rivers?

Call the Governor's Office at (573)751-3222 and ask that DNR be directed to stop those who are fouling our waters. If you want to do more, call the Ozark Chapter water quality hotline at 1(800)628-5333 and leave your name and phone number.



Show Me the Money

by Chris Hayday

Once upon a time, Missouri's campaign finance laws mirrored its motto: show me. Show me where the money came from and show me where it went. Over the years, there have been attempts to reform the system of campaign finance laws, each having varying degrees of success. Some focused on spending limits, others looked at where the contributions were coming from. Still other reform efforts looked exclusively at reporting requirements. This angle, beefing up the reporting requirements, has probably had the most success. The creation of the Missouri Ethics Commission established a central clearinghouse for reporting and investigating the financing of elections.

Perhaps the most notable and far-reaching effort was 1994's Proposition A, which sought to limit contributions and impose spending limits. Prop A passed by referendum with a high degree of support. It is not surprising that Prop A sold as well as it did. There was considerable voter distaste for the current system and people wanted change, no matter what that change might be. Unfortunately for campaign finance reform proponents, Prop A lasted about five minutes in the courts until most of it was found to be unconstitutional.

The downfall of Prop A was consistent with most campaign finance reform efforts, including the federal changes made after the 1973 Watergate hearings. In the attempt to close a particular loophole, several new ones were created. However, the failure of Prop A paved the way for the next stage in campaign finance reform and in a Phoenix-style birth, the Missouri Alliance for Campaign Reform (MACR) was created.

Formed three years ago, MACR is a state-wide coalition of roughly 35 different chapters and affiliated organizations, including the Ozark

Sierra Club. MACR is working to solve the abuses of the current system of campaign finance laws. While the groups comprising MACR are diverse in their agendas, all member groups do share the common desire to change the way in which elections are financed. Most groups have had similar electoral experiences and have fought similar battles and agree on one important premise: money plays too large a role in electing our public servants.

Most reform efforts have focused on the regulatory side of campaign finance laws and have all met with similar fate: the United States Supreme Court has consistently ruled that money equals free speech, and accordingly, free speech can be subject to only minor regulation. To get around this roadblock, MACR is proposing a campaign finance system that would accomplish the goals of campaign finance reform (spending limits, ending the money-chase for candidates and creating a level playing field for both candidates and contributors) and would also pass constitutional muster. This is a system of public funding called the Clean Money, Clean Election system in which candidates voluntarily agree to spending limits in exchange for full public funding of their primary and general elections.

The Sierra Club is involved in this effort because we know that only when we can elect candidates who are interested in protecting our clean air and clean water, and in public land stewardship can we expect the passage of laws which enhance these rights. Unfortunately, there is a shortage of candidates who have the money it takes to successfully run for office. Campaign finance reform is as important a tool as any in protecting the air we breathe and the water we drink.

MACR is hosting its annual

more photos on page 21... "Money"

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conference in Columbia on January 31, 1998, at 9:30 a.m. at the Columbia Ramada Inn. There will be training seminars to learn more about not only MACR, but also the Clean Money, Clean Election system and how you can become more involved in the

battle for a campaign finance system that equally represents us all.

To get more involved or to just learn more about MACR call, MACR's Executive Director Pat Harvey at (314)731-5312 or call me at (573)875-4507. ■



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OZARK CHAPTER SIERRA CLUB OUTINGS

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

Eastern Missouri Group

Jan 1 (Thu) New Years Day hike to Meramec State Park. 5-6 miles. Best hike of the year! Limit 15. Paul Stupperich (314) 429-4352.

Jan 3-4 (Sat-Sun) Winter backpack trip. Think snow. Where we will go will depend on driving conditions. Bob Gestel (314) 296-8975.

Jan 4 (Sun) Day hike at Washington State Park. About 6 miles through the forest, across the glades, and over the hills. Paul Stupperich (314) 429-4352.

Jan 10 (Sat) Highway cleanup. Will we find more holiday wrapping or champagne bottles? Come find out! Diane DuBois (314) 721-0594.

Jan 11 (Sun) Walking tour of old St. Charles. Dinner after at historic location. Kathy Wodell (314) 240-0675.

Jan 11 (Sun) Eagle watch to Grafton, Ill., and hike at Pere Marquette State Park. We will eat lunch at the lodge. Diane Favier (314) 894-5549.

Jan 17-18 (Sat-Sun) Glade restoration. Learn about Missouri's natural history while helping to restore an original landscape of unique ecological value at Washington State Park. Come one day or both. Penny Holtzmann (314) 487-2738.

Jan 18 (Sun) Day hike at St. Francis State Park. We will hike Swimming Deer Trail and do some cross country for a total of 8-10 miles. Gary Clifton and Bob Gestel (314) 296-8975.

Jan 20 (Tues) Sierra Club President Adam Werbach is Coming to St. Louis. He will speak at Washington University's Graham Chapel on Tuesday, January 20. Detailed information is available from your Group Representative listed on page 2.

Jan 25 (Sun) Afternoon hike to Tavern Cave, where Meriwether Lewis nearly broke his neck in 1803. We will also visit nearby Englemann Woods. Wayne Miller (314) 569-0094.

Feb 1 (Sun) Eagle hike. Have binoculars... will travel. Easy five mile walk. John and Dorothy Stade (314) 524-3322.

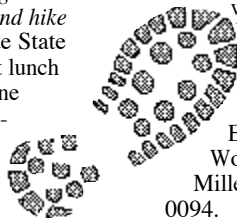
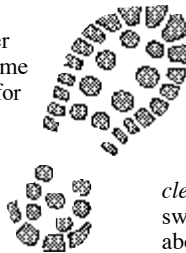
Feb 7 (Sat) Day hike at Cuivre River State Park. 6-10 miles through the Big Sugar Creek Wild Area. Paul Stupperich (314) 429-4352.

Feb 8 (Sun) Outings Leaders Workshop. If you have ever considered being an outings leader, come find out what is involved in leading a successful outing. Learn from our pros. Ann Eggebrecht (314) 725-1560.

Feb 14 (Sat) Highway cleanup. If you think your sweetheart will forget about you today, try picking up some new trash by the road. Diane DuBois (314) 721-0594.

Feb 14 (Sat) Water quality monitoring at Creve Coeur Creek, including chemical testing and macro invertebrate sampling. We need trainees to help us in this important project facilitated by Mo. Dept. of Natural Resources and Mo. Dept. of Conservation. Leslie Lihou (314) 726-2140.

Feb 14-15 (Sat-Sun) Valentines Day backpack trip. Take your sweetie on a romantic backpack at Meramec State Park. Gary Clifton and Bob Gestel (314) 296-8975.



Outings Continued

Feb 15 (Sun) Hike Taum Sauk Mountain to Hwy. 21. Limit 15. 6-8 miles. Paul Stupperich (314) 429-4352.

Feb 15 (Sun) Three mile hike. Creve Coeur Lake Memorial Park. View old growth forest threatened by Page Ave. extension. Mark Kaufmann (314) 434-4743.

Feb 21-22 (Sat-Sun) Glade restoration in Meramec State Park. Enjoy the warmth of big fires on a cold day. Come one day or both. Penny Holtzmann (314) 487-2738.

Feb 22 (Sun) Bell Mountain. Our Ozark Trail trek heads south from the wilderness area into the state park, all the way to the end of Bell Mountain, with an exit through Ottery Creek Shut-in. Wayne Miller (314) 569-0094.

Feb 28 (Sat) Day hike in Cuivre River State Park. Eclectic tour. Includes old growth forest, winter prairie and bluff views. Kathy Wodell (314) 240-0675.

Osage Group

Jan 10 (Sat) Birding & Banding. Join Dr. & Mrs. Elder at their home in the woods for a morning of winter bird watching and hands on bird banding. Elders (573) 442-5092.

Jan 17 (Sat) Winter float trip on the Big Piney — overnight option. Kay Stewart (573) 445-0114.

Jan 25 (Sun) Gans Creek Hike & Chili Pot Luck.

Hike the wild area of Rock Bridge State Park followed with the traditional chili pot luck. Randal Clark (573) 875-0514.

Feb 8 (Sun) Hike the KATY Trail. Enjoy the scenic Rocheport section of trail; photographing bald eagles, ice flows on the river and Indian mounds will be encouraged! Marti Kardinal (573) 698-2140.

Feb 11 (Wed) Full Moon Hike and Pot Luck. Hike a scenic nearby trail in the moon light, pot luck dinner follows the walk. Ken Midkiff (573) 815-9250.

Feb 15 (Sun) Explore Cedar Creek National Forest. Hike a little known area, while monitoring the management of this important area. Dick Luecke (573) 882-3691.

Trail of Tears Group

Jan 24 (Sat) Eagle-watching along the Mississippi. Possible picnic, cookout, or restaurant visit to follow depending on the weather. Joy Bell (573) 334-9580.

Thomas Hart Benton Group

Jan 10-11 (Sat-Sun)

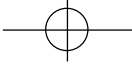
Perry Lake Winter Camping. Hike a few miles with day packs, then carry gear a short distance and spend the night in tents; great introduction to cold-weather camping. Scott Hooper (913)722-3882.

Jan 25 (Sun) KU Natural History Museum. Day trip to one of the region's superb museums. Steve Hassler (913)599-6028.

Jan 31 (Sat) Build-A-Trail-Day. You've no doubt hiked trails before — but have you ever helped build one? Join us for the day and see what it's like. Steve Hassler (913)599-6028.

Feb 21-22 (Sat-Sun) Winter Backpacking at Clinton Lake. Hike around the Woodridge area outside Lawrence and spend night in a tent. Anne McDonald (913)441-2449.

Feb 28 (Sat) Lied Rain Forest in Omaha, next to Henry Doorly Zoo. Doris Sherrick (816)779-6708.



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