

OZARK ONE EARTH ONE CHANCE SIERRAN

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Ha Ha Tonka State Park

photo by Claus Wawrzinek

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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 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: **Bob Sherrick**, *Editor*; **Barb Conover**, **Ed Fullerton**, **Keet Kopecky**, and **Claus Wawrzinek**

Join us October 9-11 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 9th-11th this year at beautiful Lake of the Ozarks State Park. We had the Reunion there since 1997. We will be at Camp Pin Oak, with its big dining hall with the pin oak leaf motif, and our

usual rustic cabins.

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, seeps, fens, caves, and deep valleys. A board-walk 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

continued on page 4.....

"Camp-out"



Michael Wilson and son Andrew at Devil's Promenade in Ha Ha Tonka State Park

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 Sunday 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 across Missouri in conjunction with the Conservation Committee meetings.

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. 🐾

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 9 — S u n . O c t 11

Registration Form for '98 Camp-out

Send in your registration form today!
deadline Sept 30th

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.

- ◆ 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 30rd
- ◆ Camping fees will be refunded for cancellations received prior to Oct. 5th
- ◆ We will mail you an information packet containing map in advance of the Camp-out date.



Page Freeway Faces Crucial November Vote

On November 3, St. Louis County voters will make one of the most important decisions in the history of the St. Louis region. County voters will decide whether to reverse an action taken late last year by the County Council to grant an easement across Creve Coeur Lake Memorial Park for construction of the Page Freeway. This 10-lane superhighway will encourage more urban sprawl in St. Charles County to the detriment of St. Louis City and County. While this vote will not by itself stop this freeway, it will be widely interpreted as a referendum on the project itself, and on the broader issue of urban sprawl.

This is not St. Louis County vs. St. Charles County. Instead, at issue is the future character of the region and whether it will develop in a more sustainable, infrastructure efficient, and fiscally sound manner. That's going to become critical as the global economy continues to put American cities in competition with those in developing countries.

The Sierra Club is working with a broad-based coalition of organizations to defeat this project. Our partners include the Missouri Coalition for the Environment, the St. Louis County Municipal League, a number of individual municipalities, and several church organizations representing sixty or more congregations.

There are dozens of reasons to oppose the Page Freeway. Here are some of them.

Editor's Note: This article draws heavily on a July, 1998, White Paper prepared by Tim Fischesser of the St. Louis County Municipal League, one of our strongest allies in opposing the Page Freeway. Ginger Harris, Claralyn Price-Bollinger, and Ron McLinden also contributed.

Sprawl and Traffic

The Page Freeway will encourage sprawl, forcing us all to travel farther and cope with greater traffic congestion and air pollution. Sprawl spreads us farther apart, thus making us more reliant on private motor vehicles and causing us to consume more transportation than we need -- or want. Sprawl-creating projects like Page are part of the reason a national travel study found that U.S. vehicle miles traveled (VMT) increased during one period of the 1980's by 41% while population grew only 7%.

"In St. Charles County, the cumulative potential for a wide spectrum of induced development from...the Page extension would be very great. Initially, this would mean additional residential projects in St. Charles County. Ultimately, it would yield more commercial and economic development in St. Charles County." [Source: Page Avenue Environmental Impact Statement] Thus, MoDOT's EIS implicitly admits that the Page Freeway will contribute to population loss from St. Louis City and County since the region's overall population is not increasing as fast as sprawl. From 1950 to 1990 the St. Louis metro area's population increased by 35% while its urbanized land area skyrocketed by 354%.

Sprawl causes decreased investment in the core of the region. In the last ten years, two major shopping centers in St. Louis County have closed because of the shift in population to the fringe of the region. There is significant disinvestment in Affton, Lemay, and many older areas due to the transfer of tax base to outlying counties. The Southtown Sears and Famous Barr stores have closed in the city. The Page bridge will cause more disinvestment.

cont'd on page 6... "Page Ave"

The Page Freeway will connect to I-270 in Maryland Heights, dumping five new freeway lanes of traffic onto I-270 and surrounding roads that are already congested.

Taxpayer Burden

New suburban development does not produce enough tax revenue to pay for all the new schools, fire protection, and other public services that it requires. St. Charles County's sales tax rate is the highest in the metro area. Statewide gasoline taxes have more than doubled in the last 10 years (from 7 to 17 cents), but revenue still does not cover needed repairs. A governor's commission has recommended a huge transportation tax of 1% on all retail sales, not just on gas.

The Page Freeway would cut into the tax base of St. Louis City and County, taking funds needed for school, police, fire protection, cultural, and other local services. When people move out and stop contributing taxes for roads, MetroLink, the Zoo-Museum District, the new stadium, and Metropolitan Sewer district, but continue to use all these services for

free, it places a greater tax burden on remaining City and County residents.

David Shorr, former director of the Missouri Department of Natural Resources, cites a study that says existing property owners pay thousands of dollars to subsidize each housing unit in new developments.

Creve Coeur Park

Noise and air pollution generated by the Page Freeway will permanently damage the natural beauty and public enjoyment of Creve Coeur Lake Memorial Park.

The Page Freeway will desecrate Creve Coeur Park by building a 10-lane road through an old-growth forest and a high bluff directly across the southern cove of the lake and through a wetland area our tax dollars has restored.

While Page promoters boast of the benefits of expanding the park's size by adding some adjacent farm tracts, this is a classic case of increasing quantity, while decreasing quality.

Motor boats are prohibited on the lake in order to protect the serene

Portland Shows the Way

In Portland, Oregon, during the 1960s and early 1970s, the central city suffered from the same urban decay that plagued other U.S. downtowns. Jobs and households were moving to the suburbs, leaving empty buildings, underused land, and social problems. The city embarked on a series of mutually-supportive initiatives that reversed those trends. The city:

- used money slated for a new freeway to instead build a light-rail and bus mall.
- limited downtown parking.
- promoted mixed-use development, ground-floor retail and urban residential construction.
- encouraged higher densities in areas with the best transit service.
- implemented pedestrian-friendly design guidelines.

As a result of these coordinated actions:

- Since 1972, more than 30,000 jobs have been added to Portland's downtown without appreciable increases in the number of parking spaces or car trips into the downtown.
- Transit ridership to the downtown has increased by more than 50% and now accounts for more than 40% of the work trips to the downtown.
- Over \$800 million in development has occurred along the light rail line, and more is planned.
- Violations of carbon monoxide standards have dropped from more than 100 per year to zero.
- Downtown Portland is now a living, vibrant area with activity at all hours of the day.

setting. Ironically, Page will carry tens of thousands of noisy cars and trucks across the lake daily, shattering its serenity forever.

Missouri DOT Credibility

MoDOT officials have recently criticized their predecessors for not calculating inflation in their cost estimates, causing promised plans to be put aside. Now they refuse to include inflation in their Page estimate, thereby understating its true cost to taxpayers!

In 1988, MoDOT asked voters to raise the gas tax to build eight new bridge lanes to St. Charles County. After the vote they changed it to 18 lanes!

MoDOT has allowed highways to fall apart, but now says "studies are needed" before repairs can be prioritized to fix these crumbling roads.

Suburban homebuilders who benefit directly from new roads such as Page have a "permanent" seat on the highway commission. Is it any wonder existing roads are ignored?

Although new development and congestion and pollution continue to follow new roads, MoDOT pretends the new roads will not fill up. Yet MoDOT's own head admits they cannot build their way out of congestion.

MoDOT called an emergency telephone meeting of the highway commission immediately following a Maryland Heights court decision in order to quickly award a construction contract for bridge piers. Given the

current uncertainty of Page, MoDOT's rush to spend taxpayer dollars under risky circumstances adds to its the credibility problems.

When legislation was proposed this year to stop funding the Page project until a route was finalized, MoDOT officials said construction should continue in some places because if the park easement was denied, the highway would be built through a nearby neighborhood. MoDOT completely ignored the role that local officials play in making such a decision.

MoDOT apparently assumes that beginning construction on a highway that has an uncertain route will make voters accept the project as "too far along to stop." Most taxpayers find such arrogance offensive, and believe that stopping a project after spending \$20-30 million is far better than spending \$1 billion to complete an unnecessary and harmful one. The Meramec Dam was stopped after construction had begun; so can the Page Avenue Freeway.

MoDOT has threatened the St. Louis area by claiming that money earmarked for the Page Freeway will be spent elsewhere in the state if the project is canceled. MoDOT fails to disclose that it has a formal agreement with St. Louis' East- West Gateway Coordinating Council to provide a specific level of funding for the region, and to allow regional leaders to select the transportation projects best suited to the region.

MoDOT has stated that federal surface transportation funds cannot be used for rail projects. When challenged,

Other States Take the Lead

The New York Times reported on June 9, 1998, that:

- New Jersey's conservative, tax-cutting governor, Christine Todd Whitman (R), has proposed a gas tax increase to preserve half of the state's undeveloped land.
- Georgia, Connecticut, Minnesota, and over 100 U.S. cities or counties have committed funds to curb urban sprawl by purchasing undeveloped land.
- Florida, Maryland, New Jersey, and other states direct development away from rural areas and toward areas that already have roads, sewers, and water lines.
- A number of major US cities have canceled proposed freeways and instead built transit lines, including Washington, Portland, Sacramento, Baltimore, and Boston.

the agency said the next transportation act might not permit such "flexing" of roads for rails. In fact, the new TEA-21 law allows federal highway funds to continue to be flexed to other modes such as transit and bicycling.

According to East-West Gateway's long-range plan, deferring maintenance can cost four or five times more than timely repairs. Yet MoDOT defers needed maintenance in favor of new roads.

Unfair Distribution of Road Funds

Just one example is the \$1 billion of state and federal money needed to build the Page Freeway and connecting roads that will subsidize economic development in St. Charles County and further west at the expense of inner ring suburbs. It is comparable to adding new rooms onto the back of a house when the original house is in poor condition and there aren't any new, additional residents.

Over the last ten years, economic development in St. Charles County has been subsidized by the construction of the six-lane Route 370 Freeway (located 2 miles north of Interstate 70) and by the expansion of U.S. 40. Coca-Cola and MasterCard have announced plans to leave St. Louis County and take 2,500 jobs to sites along these new freeways in St. Charles.

St. Louis City and County residents voted in 1993 to tax themselves for MetroLink, but St. Charles residents have twice voted not

to tax themselves for the rail system. Yet state and regional officials continue to allocate disproportionately large amounts of funds to highway projects in outlying counties.

Over the next three years, one of every three state and federal highway dollars spent in St. Louis County (\$70 million annually) will be spent on the Page Freeway.

Based on population, number of jobs, and vehicle miles traveled, St. Louis City and County should receive more road funding than they now get. However, state and federal funds continue to be spent on new highways in surrounding counties. To make matters worse, money for Page construction on the St. Louis County side of the river (\$163 million through 2001) is counted against St. Louis County, even though the purpose of the bridge is to benefit St. Charles County commuters.

Legal Status

The St. Louis County Water Co. filed suit against the Page Freeway, citing increased flood levels if it is built. If the Missouri River had risen another three inches in 1993, St. Louis would have lost its drinking water supply. In response, MoDOT has lowered the freeway to protect the water supply, but this leaves the freeway itself ten times more likely to flood.

On July 18, 1997, the State of Missouri unilaterally seized from Maryland Heights the municipal power to regulate construction in its flood

Why Should You Care?

While the Page Freeway vote looks like a local issue, it has far-reaching implications, and every Missourian should care what happens. It will be seen as a citizen referendum on sprawl, and can help focus state-wide attention to this problem. It is a referendum on MoDOT, which can't afford to build all the roads it promised in 1992 when the 10-cent gas tax increase was passed, but now it presses stubbornly ahead with the biggest urban freeway project ever undertaken. There's a major equity issue involved. If Page is completed, there will be 30 bridge lanes across the Missouri River at St. Charles, all paid for with state and federal money. In the Kansas City area, when bridges currently under construction are finished, there will be 27 bridge lanes across the Missouri between Jackson and Clay Counties, but 17 of those bridge lanes will have been paid for in part by local taxes and tolls.

plain, even after the legislature decided not to give the State such power.

Here Are Some Solutions

- Adopt "smart growth" development policies and practices throughout the region.

- Shift Page money to MetroLink. By transferring Page money to MetroLink we could help the older St. Louis County suburban jurisdictions, bolster City neighborhoods, ease congestion on the area's major highways, reduce the need for more traffic lanes, and help reduce air pollution. Federal laws permit such transfers.

- Implement ITS systems. Another way to reduce congestion is "intelligent transportation system" technology (e.g. message boards telling motorists which routes are least congested), which yield an 8:1 return on investment.... [Missouri Highway Commission Minutes, Dec. 4, 1997]


- Re-invest in older areas. Several metropolitan areas have realized that it

was a mistake to raise highway taxes for roads to new subdivisions that only attracted the middle class away from the city. Civic leaders in these "smart growth" areas have decided to use highway funds to invest in light rail transit and renew older areas of their cities. Such areas have preserved open spaces rather than develop them, reduced pollution, and funded programs to reduce crime and improve schools.

- Limit new fringe development. Several progressive urban areas have adopted policies to allow new land development on the fringes no faster than the growth of the region's population. This yields efficient, real growth, not the costly population shifting we see in St. Louis. In the long run, the St. Louis region may become too inefficient to compete in a global economy -- taxes will have been spent for "no-gain" expansion projects instead of maintenance of existing assets like MetroLink, stormwater controls, crime programs, refurbished schools, etc.

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



The Yampa

by David Royce

It seems that all that appears in the news are trips from hell. Everything that can go wrong does, and then some. But how about trips where everything goes right? Or is that just a statistical impossibility? Well, I'm happy to report that I just completed such a trip. It was the Sierra Club's Yampa River Raft Trip through the

that time of year afternoon thunderstorms are typical. A trip two years before had snow and freezing temperatures. That would not have been my idea of fun.

What makes the Yampa special is the fact that it is the only remaining major free-flowing tributary of the Colorado River. The Bureau of Reclamation proposed damming it back in the 60's, but the Sierra Club strongly opposed it. Happily the opposition was successful. Unfortunately the Bureau of Reclamation simply diverted their



Dinosaur National Monument in eastern Utah. Perhaps not one of the better known rivers because it is only floatable about two months out of the year. But when the water is good, it's great.

I had floated the Colorado River about 30 years ago during the summer, and, while it was a very good trip, the sun and heat were quite oppressive. This time I wanted to take a trip where the weather would be more moderate. Our trip was the last week of May and the weather was perfect. The days were sunny and the temperatures ranged from 50 at night to 80 during the day. There was no rain. Some luck was involved. During

attention and built the Glen Canyon dam instead.

The Yampa gets its water from Rocky Mountain snow melt which is why it is only floatable two months out of the year. But when the river is running it moves right along. I would estimate a speed of four mph, perhaps five. There are lots of rapids covering the spectrum from small Ozark stream-like riffles to huge. There are plenty of good sized rapids and not much opportunity to get bored. Then there is Warm Springs Draw. That will rival anything on the Colorado. On our trip one of the boatmen broke his oar and was bounced out of the raft trying to negotiate Warm Springs. Amazingly

he was able to get back in the raft before getting to the end of the rapid.

Demographically the trip members came from across the country, Massachusetts to California. Ages ranged from 20 somethings to 60 somethings, evenly spread. Equal numbers of males and females. Only one "problem" passenger: a young man who was made to go by a mother who hoped that separating him from his computer and putting him outdoors with adults would improve his social skills. I'm afraid the operation was not a success. But no

controls the river so it is never crowded. We saw other rafts, but it was never even remotely like an Ozark stream on a summer weekend. River runners are assigned campsites so there is never any conflict or overcrowding. The campsites are pristine and one hardly gets the impression that anyone has been there before you. The principle governing everything is "Take nothing but pictures and leave nothing but footprints." Everyone takes this very seriously and not once did I see any evidence of human impact. Though



one let his unhappiness spoil their vacation.

Every day involved hikes. Some were short and easy, but some were difficult, involving some pretty perilous conditions. We saw Indian pictographs and a granary, a waterfall, and breathtaking vistas.

The outfitter running the trip was called Adrift Adventures based in Jensen, Utah. They were excellent in every respect and very environmentally conscious. They worked liked galley slaves, but were relentlessly cheerful. If they ever had any dark thoughts, even momentarily, they never showed it.

The federal government tightly

driftwood abounds there was never any evidence that anyone had ever been tempted to have an illegal fire. It was remarkable and inspiring to see the lengths to which our outfitter went to ensure that there wasn't a trace of our presence when we left a campsite.

And you know what I, as a Midwestern camper, appreciated the most? No ticks, chiggers, or mosquitoes! Bugs and other assorted pests were nonfactors.

Environmental Voter Education Campaign Update

The Sierra Club's Environmental Voter Education Campaign (EVEC) continues to make press and make progress. During June and July, the St. Louis Post-Dispatch published three letters to the editor written by voter education volunteers and an opinion editorial written by EVEC organizer Rachel Locke. The Post-Dispatch also took a position against the environmentally destructive riders being attached to various spending bills by writing a strong editorial against these sneak attacks on wilderness areas and public health.

EVEC volunteers helped staff the Sierra Club information booth during Fair St. Louis, giving out Sierra Club information and buttons and talking with visitors about the things Sierra Club members do.

EVEC volunteers also went "urban hiking" in June and July, exploring neighborhoods in Webster Groves and Olivette while dropping flyers on people's doorsteps about Page Avenue and Missouri Senators' environmental voting records.

Washington D.C.: Senators Bond and Ashcroft Vote Against Local Control of Land Use

Missouri's U.S. Senators claim they want to get the Federal government off our backs. But they sure have a strange way of showing it. In a recent critical Senate vote about local control of land use, Missouri's Senators Bond and Ashcroft were caught siding with big polluters and

land speculators at the expense of Missouri families.

Despite Bond's and Ashcroft's efforts, the Senate refused to go along. It rejected the deceptively entitled "Citizen's Access to Justice Act of 1998."

Specifically, the bill would have allowed developers to bypass local and state courts and go directly to Federal court when they wanted to challenge local zoning laws. Developers and speculators perceive that federal courts will be more lenient on them than local and state courts. Federal courts may also be more willing to make taxpayers pay developers and speculators not to pollute or build destructive projects.

This so-called "takings" legislation would literally have turned local zoning disputes into federal cases. It would have made it easier for big polluters and speculators to ignore local people and demand that taxpayers pay them to obey laws that protect the environment and local property rights.

In voting for H.R 1534, Senators Bond and Ashcroft appear to be sending the message that local residents and local government haven't the good sense to make sound judgments for their own communities.

If this bill had passed, no longer would developers have had to deal with concerned local citizens. They wouldn't have to deal with shouting

Upcoming EVEC events: Mark Your Calendars for October 24! Senator Bond's record on the environment is VERY SCARY, and with Halloween approaching, we're going to tell this to 10,000 voters in St. Louis. We expect ghosts of Halloweens' past, the headless horseman, hidden things lurking in the pumpkin patch, and who knows what else! We need 150 volunteers to distribute 10,000 voter guides, so contact Rachel Locke, the EVEC organizer, at (314)771-2861 or rachel.locke@sierraclub.org if you can come to this gala Halloween event. It will be the last EVEC event for 1998.

moms who don't want incinerators near their neighborhood school. They wouldn't have to deal with residents who are concerned about certain types of businesses, such as livestock factories, destroying the value of the only property they own - their homes.

Although supporters like Bond and Ashcroft claimed this bill would have promoted access to the court system and simplified the judicial process, it would in fact have undermined protections for neighboring property owners, average citizens, and the environment.

It's a good thing the Senate couldn't garner the support needed to pass this dreadful legislation. But Senators Bond and Ashcroft should know better. Sierra Club members should contact Senator Bond at (202)224-5721 and Ashcroft at (202)224-6154 and urge them to oppose "takings" legislation when it again comes before the Senate. Tell Senators Bond and Ashcroft that in the future they need to support legislation that will protect Missouri's average citizens and ordinary property owners, for our families, for our future.

Washington D.C.:Senators Bond and Ashcroft Continue to Support Stealth Attacks on Public Health and National Wilderness Areas

Once again, we have reached that time of the year when politicians use back-door methods to pass anti-environmental legislation. Congress knows that most citizens support measures that protect public health and national wilderness areas, and Congress knows that directly assaulting such laws would be political suicide. That's why every summer some members of Congress resort to sneaky, underhanded attacks: they bury their anti-environmental and anti-public health "riders" deep inside various funding bills.

Unfortunately, Missouri Senators Bond and Ashcroft and Missouri's nine Representatives have yet to speak out against this legislative subterfuge.

Just this June, four riders that would severely scar America's wilderness areas have already been passed as part of various appropriations bills. These riders will allow motorized traffic along two previously serene trails in the Boundary Waters Canoe Wilderness Area, punch a highway through Petroglyph National Monument, force a road into Alaska's Denali National Park by circumventing longstanding environmental laws, and undermine a program to protect air quality in national parks.

On June 25, the Senate, including Senators Bond and Ashcroft, approved riders to the Defense Appropriations bill that would allow a dangerous class of chemicals called PCBs to be imported into the U.S. and allow an Air Force bombing range to be expanded over the Owyhee Canyonlands in southern Oregon. This first set of riders has opened the floodgates for riders to future funding bills. Riders are expected that would, among other things, waste \$30 million taxpayer dollars to blaze a road through a remote wildlife refuge in Alaska, mandate doubled logging levels on America's only temperate rainforest, and encourage overgrazing and destructive mining on our western public lands.

Without a doubt there will be other riders that mysteriously appear as the summer goes along. Call Senators Bond, (202)224-5721, and Ashcroft, (202)224-6154, and urge them to change their ways and opt for a legislatively open approach that allows for lively debate and rigorous public review. Urge them to vote against any funding bills that contain environmentally destructive riders.

Staff Report: *Capsule Comments*

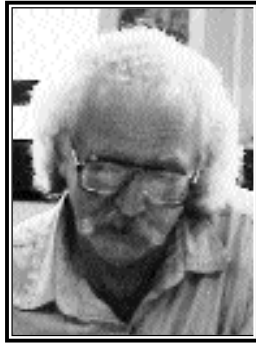
by Ken Midkiff

A few weeks ago, I did a little research on the "Rancher vs. Grizzly Bear" story that the so-called Wise Use gurus have been circulating around the country. While indications were that there was a grain of truth in this myth, it was very clear that whether intentional or not, a considerable fact-free fictional structure was built upon a very small foundation.

Agents from the U.S. Fish and Wildlife Service in several western states relayed that they had all heard the story which in case you missed it, goes something like this: Rancher goes out to check a disturbance in his corrals, is attacked by grizzly bear, shoots bear in self-defense, is hauled into federal court by overzealous agents of the U.S. Government, and fined huge amounts of money. Nice story, but it appears to be either: 1) completely untrue, or 2) a fabrication consisting of embellished versions of several events.

Of the two cases that seemed closest to the above generic myth, federal wildlife agents had been working with ranchers who indeed had "problem bears". The USFWS agents had promised to trap and remove the bears if any more problems arose. In neither case was the rancher actually attacked or even threatened by the bear, and in both cases, the ranchers ran the bears down in a pickup truck and fired multiple shots. In one case, a cub was killed. In the other, an examination of the carcass revealed that the bear was running away from the direction of the bullets.

But, there were many other cases in which ranchers had simply taken the law into their own hands, in true Wild West tradition. What seems to be the thing that really rubs against the



grain is that ranchers, loggers, miners, and others who have longed lived off government largesse with free rein on public lands are now being subjected to restrictions.

Having historically eliminated or drastically decimated major predators from the public range lands - by shooting everything in sight that didn't contribute to the health and welfare of their livelihood - ranchers now find it unacceptable that society is attempting to restore populations of grizzly, wolf, and mountain lion to their former habitats. Even bison and elk are problematic because they compete with cows for already-sparse grazing and browse.

The irony in all of this is that ranchers and others have long had almost free access to the vast public lands of the west. Unlike eastern national forests, the public lands of the west have never been in private ownership. Too vast, too remote, too barren for private purchase, these lands have always been owned by the public. Not just the public around these lands, but owned by all of us.

But, through a system of grazing permits, timber sales, and mining patents, all acquired at bargain basement prices, extensive private uses developed on these public lands. Private companies and larger ranchers have long controlled large portions of the public holdings.

Westward expansion was once a national goal, and the public lands were used as an enticement to achieve this goal. What wasn't leased, was simply given away or sold. And the strategy worked: the West was developed and populated. In the process, however, considerable damages were incurred.

Some of these damages are well-

documented: the aforementioned wholesale slaughter of the bison, bears, wolves, mountain lions, and other populations of large predators and grazing animals.

Other destruction, while more incremental, occurring over a century or two rather than decades, is just as significant: the plowing of the vast tallgrass and shortgrass prairies; the overlogging and clearcutting in the forests of the mountains and high plateaus; the mine tailings leaching and poisoning trout streams and subsurface waters; the overgrazing and desertification of the rangelands; and the damming and channelization of the streams and rivers.

In the meantime, the habitat has been destroyed for hundreds of species, small and large. Lots of habitat has been created for what are occasionally called "weed species", plants and animals that thrive in disturbed areas. But species that have become adapted to specialized or niche habitats, or that require large areas in which to roam, have become extinct or are in danger of becoming so.

One of the most frustrating - and hyperbolic - statements made is that environmentalists (and The Government) care more about plants and animals than they do about people. Wise Use groups like to state "ranchers (or loggers, or miners, or farmers) are an endangered species". Of course, no rancher is in any danger of becoming physically extinct-- and in fact our particularly species of humans seem to be thriving. But, being charitable, we will assume that the endangerment referred to is that of their livelihood.

There is a grain of truth in this, but it is not environmentalists or the government that has caused the

problem. Destruction of their own habitat through overgrazing, overlogging, boom-and-bust mining techniques have decimated the profits to be extracted from the public lands. In their zeal to manipulate and re-create the West, these interests have destroyed the very values which made the western lands so valuable and so lush.

The herds of bison are gone, as are the grizzly, the wolf, and the mountain lion, for the most part. While there are remnant populations that may serve as the seed stock for restoration of these species, others may be gone forever.

It is impossible to use the land without considering the intricate and complex web of connections between living organisms. The lush prairies were that way because they had not been disturbed by the plow and because of the relationships between and among

the prairies grasses and the huge herds of grazing animals. When the land was plowed and the bison were slaughtered, a few generations of humans were able to eke out a living. But now, where once grasses grew in abundance as far as the eye could see, the lands lay barren and fallow. Useless to all. This is the key: In protecting the habitat for all species, we protect them and ourselves. We are part of the earth. If we devastate and destroy its resources, eventually we will destroy ourselves. This is not about rancher versus grizzlies - it is about coexistence,

This is as true in the rolling green hills of Missouri as it is in the high plains of Montana. Protection of endangered species and their habitat is not frivolous -- it is a necessity.

It is impossible to use the land without considering the intricate and complex web of connections between living organisms.

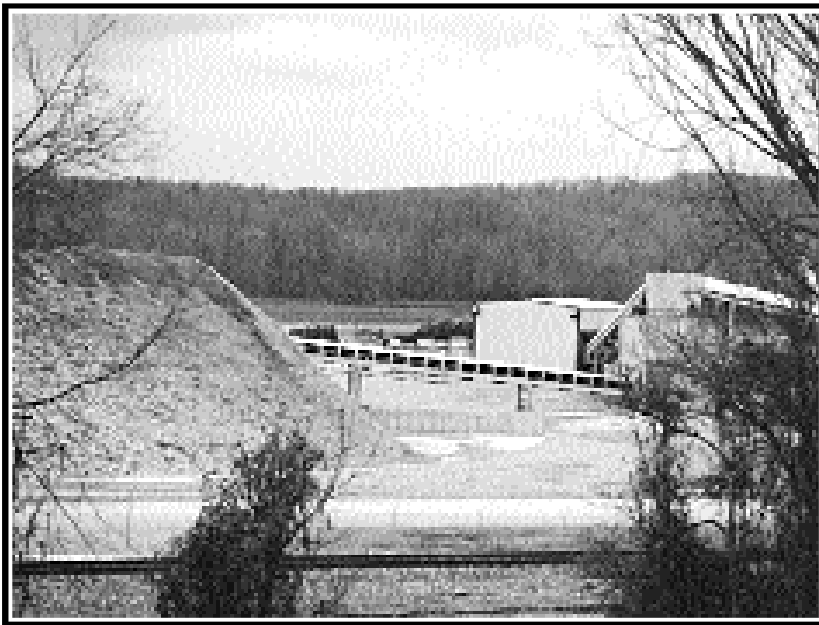
Scientists Recognize Chip Mills as Threat to Area' Forests

by *Caroline Pufalt*

As chip mills have cut their way across the southeastern U.S. and moved into Missouri, we have tried to sound the alarm about their detrimental impact on our forests. High capacity chip mills can consume acres faster than traditional sawmills. They also operate primarily on lands that have been clearcut. They are a threat to sustainable forestry. Concerns of citizens, landowners, and traditional mill owners were vindicated recently when one hundred scientists wrote the Environmental Protection Agency regarding the chip mill threat asking for a ban on new chip mills. The scientists were from Missouri and the southeastern states, the area hardest hit by chip mills. Missouri scientists such as Dr. Peter Raven from the Missouri Botanical Garden, Dr. John

Faaborg from Mizzou, and five other Missouri scientists were among those who signed the letter.

At this writing Governor Carnahan has recognized the potential hazards of chip mill economies and has expressed support for a state sponsored study. A moratorium on permitting of new mills is also a possibility. Missouri's Department of Natural Resources and Department of Conservation have also expressed concern. In addition to a ban, many activists have expressed support for a region wide environmental impact study regarding chip mill impacts. If you haven't already done so, it's not too late to write to the governor and express your concern and support for a ban.



Willamette chip mill at Mill Springs photo: Caroline Pufalt

Conservation Department Ponders Management of Confluence

by Caroline Pufalt

It's the meeting of two giants, the place of much history, and a potentially rich and varied riverine ecosystem. It's the confluence of the Mississippi and Missouri Rivers. Specifically, the area know as Columbia Bottoms Conservation Area; a 4,318 acre tract recently purchased by the Missouri Department of Conservation(MDC) from the City of St. Louis. Now MDC is pondering how to manage the area and what development, if any, should occur on the property.

Currently the property includes a levee set back of varying distance from the existing river bank. The levee provides some protection for farmland and homes from the inevitable flooding of the mighty rivers. During the 1993 flood, however, almost the entire tract was underwater. The uncontested fact that the area is an active flood plain is point number one in management considerations. Point number two is that many people want to see the confluence of the rivers, and point number three is that the area is a wonderful opportunity for restoration of rare riverine ecosystems. MDC is asking for public input in helping it sort out how to manage these three, sometimes conflicting, factors.

The confluence of the Missouri and Mississippi is an area of national interest. The National Park Service reports that one of the most commonly asked questions at the Gateway Arch is how can one view this confluence? Thus, developing the area for access and viewing could result in significant

visitor numbers. With those numbers comes concern of attending development on the site and on access roads and neighborhoods. Yet, the opportunity for Americans, young and old, to visit this historic site and gain



some appreciation of big river ecology is a desirable vision.

Currently the area is open to the public with minimal access opportunities via two trails. It is a

four mile walk or bike ride to the confluence. Much of the site behind the levee is cropland. The City of St. Louis leased this farmland. Those leases expire in 1999, but MDC has the opportunity to extend them. MDC has the option to move and adjust the levees in order to increase the acres subject to more regular flooding. This could result in the restoration of rare ecosystem types such as fresh water marshes.

MDC recently hosted a gathering of representatives of interested groups and neighbors to brainstorm on uses and management for the area. Participants were challenged to come up with lists of desirable and undesirable activities and make suggestions for land management. Everyone appreciated the historical and environmental importance of the area. There were varying views on how to restore and preserve it as well as make the confluence accessible to the public. For example: wildlife viewing was considered important, but opinions differed on the role of food plots and hunting; access was important, but opinions differed on whether motorized traffic should be acceptable,

and, if so, how much of a road system should be provided. Any structures need to be able to survive flooding or at least be easily and cheaply repaired. The group did seem to agree that any recreation in the area should be as low impact as possible and aimed at enjoyment of the immediate resource. There was also concern for security and safety. There is no way to predict with certainty the number of visitors the site will attract. Obviously that depends in part on the facilities provided. The primary road to the site is Columbia Bottom Road, a two lane road with access to Hwy 270.

MDC is currently conducting a soil and topography study of the area and hopes to have a preliminary plan available in the spring of 1999. If you want to voice your opinion on the

management of the Columbia Bottom Conservation Area, send your comments to the Columbia Bottom Planning Team, 2360 Highway D, St. Charles MO 63304.



Interior Department Memo Reveals Mining Threat to Scenic Rivers

by *Caroline Pufalt*

If you are a regular reader of the Ozark Sierran you will already know that Missouri's Scenic River watershed is threatened by potential lead mining near the Eleven Point Scenic River. Doe Run mining company has asked for exploratory drilling permits in the National Forest District that includes the Eleven Point River. The Forest Service has always claimed that exploration and mining are separate steps and that permission to drill does not confer a permission to mine. Now an Interior Department memo reveals that to be untrue. The memo was an evaluation of the legal issues surrounding the proposed drilling in Missouri. It states that if exploratory drilling is approved and that drilling reveals a viable ore body, Doe Run will have the right to mine.

As we, the Sierra Club, and other concerned groups and citizens have long argued, regulations and historical precedent result in a

"property right" to mine if exploratory drilling is successful. Now we are vindicated by the Department of the Interior. While it is good on one level to have the Forest Service and Doe Run's charade of separation exposed, the important point is that the scenic river watershed is at immediate risk. An approval of the exploratory drilling permit is tantamount to giving the Eleven Point to our state's biggest polluter, Doe Run.

Thus, it is more important than ever that we write to the Secretary of the Interior and express our opposition to exploratory drilling. If you wrote earlier to the Forest Service on this issue, please take the time to write another letter to the Department of the Interior. The decision is now before that agency.

Please write to:

Secretary of the Interior Bruce Babbitt
Attn. John Leshy
1849 C St. NW
Rm. 6352
Washington DC 20240

Chapter Conservation Committee

by *Caroline Pufalt*

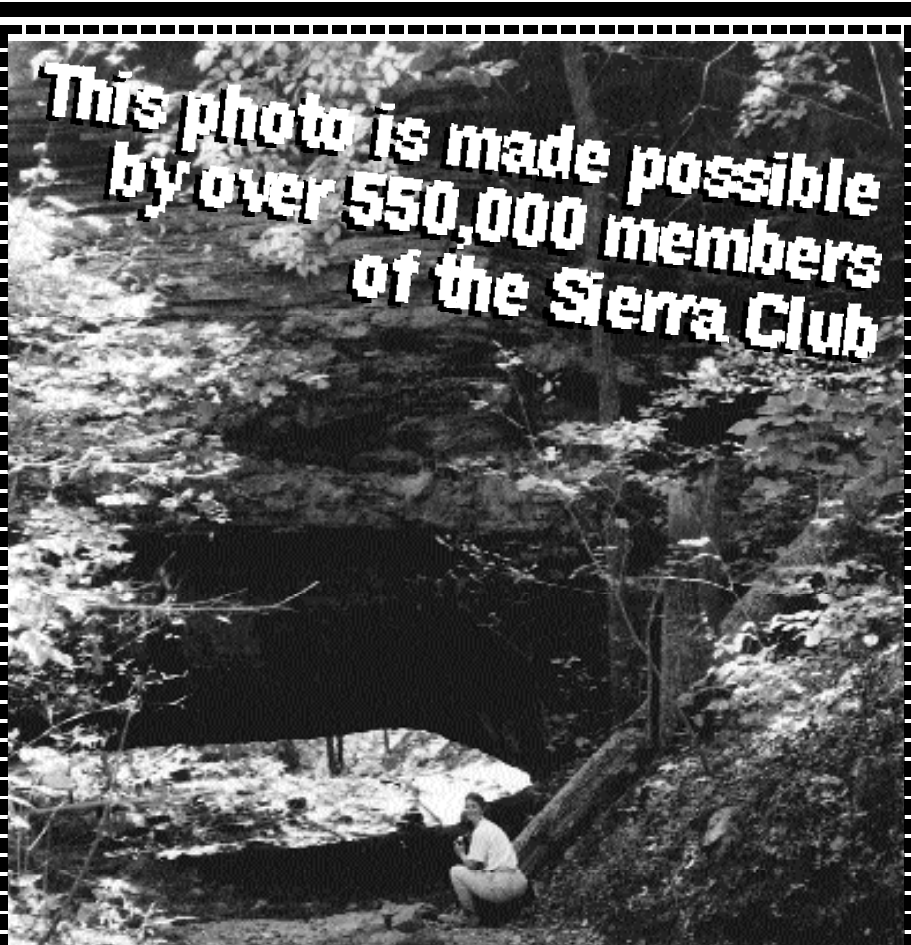
Sierrans are busy people and we all contribute what time we can to forwarding the Club's goals of preserving, protecting and enjoying our natural heritage. We are familiar with what inspires us most; a particular place, an issue, or a project we work on together. Attending a Chapter Conservation Committee Meeting is one way to learn how much other Sierrans are doing across the state.

At a recent meeting we discussed a variety of topics such as appealing a timber sale, political endorsements, navigation and the Mississippi River, consumption as a conservation issue, pollution limits for Missouri's rivers, mass transit, and concentrated hog and chicken operations. If any of these

items interest you, consider attending a Conservation Committee Meeting the next time we are in your "neighborhood".

The Ozark Chapter's Conservation Committee meets every other month to discuss and make decisions regarding conservation issues. We take our meetings around the state in hopes of meeting with Sierrans in all areas of Missouri. In June we met in St. Louis and in August in Cape Girardeau. Our meetings are open to all Sierrans and are usually followed by a pot luck dinner and general socializing. The following day the our chapter's Executive Committee meets. Our next Conservation Committee Meeting will be in Springfield MO on November 21.

Statement of Purpose "To explore, enjoy and protect the wild places of the Earth; to practice and promote the responsible use of the Earth's exosystems and resource; to educate and enlist humanity to protect and restore the quality of the natural and human environment; and to use all lawful means to carry out these objectives."



Without their commitment to the wild places of this earth, photos like this would be impossible. **Join us!**

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| CONTRIBUTING | <input type="checkbox"/> \$100 | <input type="checkbox"/> \$108 |
| LIFE | <input type="checkbox"/> \$750 | <input type="checkbox"/> \$1000 |
| SENIOR | <input type="checkbox"/> \$15 | <input type="checkbox"/> \$23 |
| STUDENT | <input type="checkbox"/> \$15 | <input type="checkbox"/> \$23 |
| LIMITED INCOME | <input type="checkbox"/> \$15 | <input type="checkbox"/> \$23 |

Contributions, gifts or dues are not tax deductible; they support our effective, citizen-based advocacy and lobbying efforts. Your dues include \$7.50 for a subscription to SIERRA magazine and \$1.00 for your Chapter publications.

Protect America's Environment
 For our Families...For our Future

Enclose check and mail to:
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 P.O. Box 52968, Boulder, CO 80322-2968

OZARK CHAPTER SIERRA CLUB OUTINGS

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

Eastern Missouri Group

Sept 12 (Sat) Highway Cleanup. Attend 12 times a year and earn a safety vest. Diane DuBois, (314)721-0594.

Sept 13 (Sun) Outing Leader's Party. Bring a covered dish and vacation pictures or slides. Diane Favier, (314)894-5549 (before 9 p.m.).

Sept 18 (Fri) Evening Urban Prairie Hike. Savor the wisdom of the blue sage at the highway prairie and hike to a nearby restaurant for supper. Diane DuBois, (314)721-0594.

Sept 18-20 (Fri-Sun) Visit Prairie State Park And Other Prairies. Camp on the prairie. Diane Favier, (314)894-5549 (before 9 p.m.).

Sept 19-20 (Sat-Sun) Trail Maintenance on the Blair Creek Section of the Ozark Trail. We will attack the summer's growth of weeds and brush encroaching on the trail. All tools will be furnished. Common commissary Saturday night. Paul Stupperich,

(314)429-4352, or Bob Gestel, (314)296-8975.

Sept 19-20 (Sat-Sun) Canoe the Spring River on the Missouri/Arkansas Border. Class 1 (easy) with small drops. Car camping Fri and Sat nights. Possible side trip to Grand Gulf State Park to visit a

collapsed cave system. Canoe rental available. Colin Maag, (314)772-7946.

Sept 23 (Wed) Beginner Backpackers Planning Meeting. At the club office at 7:30 p.m. You need not own any equipment. We will show and discuss equipment and tell you where you can borrow, rent, or buy equipment. Bob Gestel, (314)296-8975.

Sept 25 (Fri) Hike Pickle Springs and Hickory Canyon Natural Areas. Distance is four miles. Moderate difficulty. Optional lunch in St. Genevieve afterward. Dick Klosterman, (314)776-1339, or Suzanne Smith, (618)281-4762.

Sept 26 (Sat) Creve Coeur Lake Memorial Park. Three mile hike. Visit old growth forest threatened by Page Avenue Freeway. Mark

Kaufmann, (314)434-4743.

Sept 26-27 (Sat-Sun) Sixth Annual Current River Equinox Canoe Trip. Paul Stupperich, (314)429-4352.

Oct 2 (Fri) Evening Walk At The Arboretum. Harvest moon without the harvest; hayride without the hay. Helen McCallie, Work (314)451-3512 (toll free), or home 1(314)742-4380.

Oct 3-4 (Sat-Sun) Overnight Canoe Trip (Eleven Point River). Optional camping Friday night. Canoe rentals available. Experienced only. Steve Finch, (314)644-2553, and Jo Aerne, (314)664-8299.

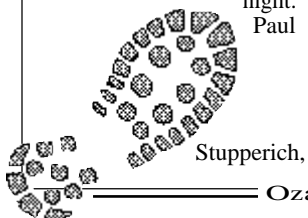
Oct 3-4 (Sat-Sun) Day Hike at Johnson Shut-Ins State Park. Seven or eight miles. Enjoy the early fall colors. Paul Stupperich, (314)429-4352.

Oct 4 (Sun) Beginner Hike. Pickle Springs and Hawn State Park. Call by Sept 24. Margaret Gilleo and Chuck Guenther, (314)991-1305.

Oct 9-11 (Fri-Sun) Ozark Chapter Reunion at Camp Pin Oak, Lake of the Ozarks. Call the Sierra Club office for information, (314)909-0890.

Oct 10 (Sat) Highway

*continued
on next page
continued on next page*



Outings Continued

Oct 17-18 (Sat-Sun) Mark Twain Forest Watchers Weekend. Join us as we hike and motor tour in the Salem District of the National Forest for a day or the weekend. We'll visit scenic natural communities like Grasshopper Hollow and old growth as well as observe timber management. Ann Eggebrecht, (314)725-1560, or Hank and Katie Dorst (417)932-4623.



Cleanup. Well, you know the drill. When the downy gentians bloom and the American Wigeons return it's time to clean that road again. Diane DuBois, (314)721-0594.

Oct 10 (Sat) Tour de Bluff Bike Ride. Ride on top of and below the Illinois bluffs where natural features and history abound. 15-25 mile ride. Frequent stops. Optional visit to winery afterwards. Ted Horn, (618)397-9430.

Oct 10-11 (Sat-Sun) Beginners Backpack Trip To Wildcat Mountain. A short three mile hike to our campsite and then we will climb to the summit of

Wildcat Mountain, or "The Wall", or just lay around camp and relax. There will be common commissary for Saturday night dinner, followed by camp fire talks on backpacking and wild tales of past adventures. Bob Gestel, (314)296-8975.

Oct 10-11 (Sat-Sun) Glade Restoration. Gather native grass seed from healthy glades in Washington State Park to be sown in the area where we have been clearing Eastern red cedar for the past four years. Come one day or both. Free camping. Penny Holtzmann, (314)487-2738.

Oct 10-11 (Sat-Sun) Twelve Mile Hike At Sam A. Baker State Park. Car camp Sat and day hike Sun on the Mudlick Trail. New backpackers can gear-check new tents, bags, stoves, etc., and increase your hiking distance Sunday with only a day pack. Steve Viggers, (314)984-8752.

Oct 16 (Fri) Hike the Weldon Spring Trail. The 5.2 mile front loop features scenic, heavily forested terrain and several spectacular views of the Missouri River. Moderate

difficulty. Optional lunch in Augusta afterwards. Dick Klosterman, (314)776-1339, or Suzanne Smith, (618)281-4762.

Oct 17-18 (Sat-Sun) Fall Color Trip on the Current River. Akers to Round Spring. See the river without the crowds. Toni Armstrong and Richard Spener, (314)434-2072.

Oct 17-18 (Sat-Sun) Poetry in the Wild. Bring your own work or favorite poems and join us around the campfire for a literary night under the stars. This is an overnight with an optional short day hike at a site near St. Louis. Diane Albright, (314)966-3645, or John Pleimann, (314)645-7091.

Oct 18 (Sun) Three Mile Hike at Creve Coeur Lake Memorial Park. Visit old growth forest threatened by Page Avenue Freeway. Mark Kaufmann, (314)434-4743.

Oct 18 (Sun) KATY Trail. Visit the some historic places where Lewis and Clark made their journey and walk part of the trail. Diane Favier, (314)894-5549(before 9 p.m.).

Oct 23 (Fri) Great for Fall Color Hike the hills, prairies, forests, and ravines of Pere Marquette State Park.. Distance is 3-4 miles. Moderate difficulty. Optional lunch at the lodge or in Grafton afterwards. Dick

continued on next page

Oct 3-4 (Sat-Sun) Shawnee National Forest Weekend (Southern Illinois Ozarks). A great outing for the entire family. Canoe effortlessly through cypress/tupelo swamps on the Cache River. Hike along scenic bluffs and through deep sandstone canyons. Sleep in rustic shelters with bunks or bring your tent. Rental canoes available. Call before



Sept 12 to register. Ted Horn, (618)397-9430, or Terry Allen, (618)398-1087.

Outings

Klosterman, (314)776-1339, or Suzanne Smith, (618)281-4762.

Oct 24 (Sat) New Members Get-Acquainted Hike. At Powder Valley Nature Center near I-270 and I-44.

This morning hike is for new and old members. Hike a mile and a half or three miles on the paved hiking trails over the bridges and through the woods as we get acquainted. Enjoy visiting the creative Nature Center. Limit: fifteen. Marsha Armentrout, (314)892-4279, or Liz Burton, (314)240-6575 (before Oct. 22).

Oct 24-25 (Sat-Sun) Trail Maintenance. Early Halloween Party in the Pioneer Forest. Bring your costume for our Saturday night party with common commissary. Menu suggestions wanted. Bob Gestel, (314)296-8975.

Oct 25 (Sun) Day Float on the Mineral Fork. A clear bluff lined gem about one hour from St. Louis. Jonathan Lehmann, (314)991-3969.

Oct 25 (Sun) Day Hike at Weldon Springs. 5.3 miles. Ellet Hoke, (314)391-9459.

Oct 31-Nov 1 (Sat-Sun) St. Francis Fall Classic Backpack Trip. Join us on this annual mystical 16 mile hike from Bell Mountain to Johnson Shut-Ins. Your trip leaders will be the legendary "Ozark Trail Humps" Paul Stupperich, (314)429-4352, and Steve Viggers, (314)984-8752.

Oct 31-Nov 1 (Sat-Sun) Car Camping in the La Rue Pine Hills of the Shawnee

National Forest (Murphysboro, Illinois). See Little Grand Canyon, Pomona Natural Bridge, and Turkey Bayou. Kathy Wodell, (314)240-0675.

Thomas Hart Benton Group

Sept 12 (Sat) Moonlight hike at the Kemper Outdoor Education Center (Lake Jacomo). This is a ranger lead program followed by picnic. Dan Fuller, (816)779-7284.

Sept. 17-20 (Thu-Sun) Walnut Valley Bluegrass Festival (Winfield, Kansas). Dan Fuller, (816)779-7284.

Sept 26-27 (Sat-Sun) Piney Creek

Wilderness(Cassville, Missouri). Kickoff the fall backpacking season with a trip to an area new to us. A good trip for beginners. Jeff Pierce, (913)559-3966.

Oct. 3 (Sat) Konza Prairie hike (Manhattan, Kansas). We'll hike some trails and learn about the prairie from a naturalist. Grasses will be tall and showing their fall colors. Bob & Doris Sherrick, (816)779-6708.

October 17 (Sat) Touristy Frou-Frou Hike. A uniquely urban trek along the proposed route of Kansas City's future light rail transit line between the Plaza and River Market. We'll talk about public transit, the pedestrian

environment, and points of interest along the way.

Pedestrian license will be issued. Meet at Nichols Fountain, 47th and Main, at 9 a.m. Hike ends at River Market about noon, where you are on your own for lunch and shopping for fresh produce. Return to starting point via KCATA transit bus. Ron McLinden, (816)545-5223.

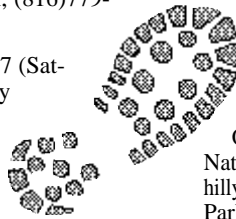
Oct 23-25 (Fri-Sun) Irish Wilderness Backpack (Oregon County, Missouri). Backpacking near the Eleven Point River in South Central Missouri. Moderately strenuous. Bob Wilshire, (913)441-2449.

Oct 31 (Sat) Parkville Nature Sanctuary. Hike the hilly, wooded sanctuary near Park College and observe woodpeckers, cardinals, and many other birds, and enjoy many native trees in their fall colors. Ana Royal, (816)531-2371.

Nov 7 (Sat) Perry Lake Trail Maintenance. A service outing requiring some hard work that results in a lot of fun. Steve Hassler, (913)599-6028.

Nov 21 (Sat) Outings Leadership - Backpacking Workshop. Participants learn outdoor leadership skills. Claus Wawrzinek, (816)561-7863.

Nov 28 (Sat) Squaw Creek Eagle watch. Spectacular wildlife viewing at the famous refuge north of Kansas City. Dan Fuller, (816)779-7284.





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