

Salmon-Selway Defender

News of the Big Wild

Friends of the Clearwater

November 1998

WILDLANDS: The Geography of Diversity

by Gary Macfarlane

The only pine martens I have ever seen were in designated wilderness or roadless areas. The same is true of mountain goats. Only in wildlands have I heard wolves howl and felt the texture of the dried mud where they placed their huge feet. My sister and I were 40 miles from the trailhead, near the southeast corner of Yellowstone National Park—the furthest one can get from a road in the lower 48 states—when we caught a far-off glimpse of a grizzly sow and cub ambling away toward the one hole in the dark sky, appropriately occupied by the setting sun.

The wild in wildlife and wilderness are inseparable. Rod Nash, in his seminal book, *Wilderness and the American Mind*, reminds us of the etymology of the word wilderness—literally, the place of wild beasts.

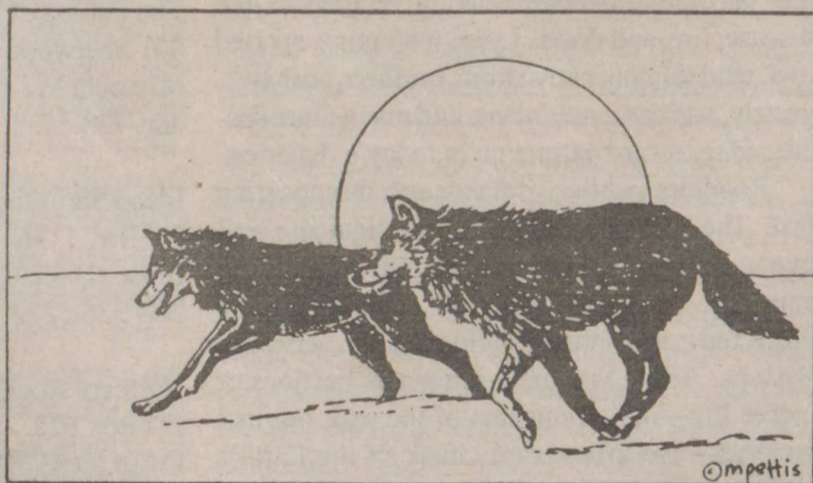
Wilderness, roadless areas, wildlands are the last vestiges of what we once were. Humans evolved in the wilderness and, despite the barbaric crush of civilized industrial society, it is our real home. True, wilderness, while beautiful and quiet, is often savage and uncomfortable, even deadly. In that respect we, with our Pleistocene brains, are mirrors of the landscape.

Here in the Big Wild is the largest relatively intact system remaining in the lower 48 states. The Northern Rockies Ecosystem Protection Act (NREPA) developed by the Alliance for the Wild Rockies and strongly supported by Friends of the Clearwater would protect this region.

Nearly every species native to the region is still found here. Even the Great Bear probably persists as a very few individuals in the most remote corners. Grizzly and salmonid (salmon, steelhead, bull trout, Westslope cutthroat) recovery are top priorities. Wolves are making a comeback but threatened by political machinations.

Threats are real. Grizzly recovery is facing opposition by politicians in spite of citizen support. Roadless lands are constantly under siege. We need to redouble our efforts on behalf of this wonderful corner of America.

Two publications are indispensable for those wishing to learn more about the Big Wild and the importance of wildness: "Roadless Areas and Wilderness!" and "The Greater Salmon-Selway Ecosystem: Land of the Big Wild in Peril". These can be obtained by writing Big Wild Advocates, PO Box 318, Conner, MT 59827. A donation to cover printing and mailing costs would be appreciated.



Helen and the Puppet: NRPP Chases Helen Away

by Natalie Shapiro

No one ever said it was easy being an environmentalist in Idaho, the state with Helen, Larry, and Phil. But it can sure be a barrel of fun. Just add a little creativity to the typical hold-up-a-banner protest, and heads will turn. Especially when the creativity involves a giant puppet chasing salmon.

Last September, Helen Chenoweth held hearings on her latest "let's pretend to save the salmon but really save the industries" scheme. This ingenious plan would transfer management of listed salmon from the National Marine Fisheries Service (NMFS) to the Fish and Wildlife Service (FWS). Her stated motive is to streamline management. The suspicion is that the FWS is more friendly toward projects that harm wildlife and fish. However, NMFS seems to sign off on just about as many projects as FWS does. Who knows why Helen does what she does?

Regardless of the real reason, this proposal is a waste of time. With salmon going extinct, why shuffle management from one agency to the other? Really. Something had to be done.

On the day of the hearings, local environmentalists got wind of a pro-industry rally being held on the state Capitol steps with featured speaker Helen Chenoweth. The usual bad guys organized this pre-hearing rah-rah event. Environmentalists made a good showing in protest.

As the first industry representative began speaking, Helen showed up, a tad late, floating down the sidewalk. People turned and stared. The speaker paused in shock. They had never seen Helen look quite like this. She was 15 feet tall with a long, flowing blue robe. Her large cardboard hands were stuffed with money and her cardboard face was all smiles, complete with lipstick.

Nearby, cardboard sockeye salmon hats bobbed on the heads of eager young activists. Helen settled down near the protesters, still smiling, and waited.

"Salmon don't need water!" proclaimed one speaker. "When plants and animals become more important than people, there is a problem!" warned another. "We can have it all!" cried another speaker. Helen got really excited and inspired—they spoke to her heart and wallet. She couldn't control herself. She jumped up and started chasing the sockeye salmon screaming "Kill the fish! Kill them all!" The fish swam bravely out of her flapping giant greedy hands. Fortunately for the fish, Helen ran into someone in the crowd and the fish got away.

The message was clear: Helen is not good for the fish! Along with that message and fun theatrics, the Idaho Statesman was quite good to us for a change, giving us brilliant coverage on the front page of the local section. Oh, but what about the real Helen Chenoweth and her speech? She never showed up; the paper later said she cancelled her speech after the puppet show.

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President's Message

As the recently elected president I would like to say hello and to introduce myself. I first came to Idaho in the spring of 1994 to participate in the effort to halt the Cove/Mallard timber sales. That was the year that twenty of us walked from the ranger station in Grangeville to Jack summit in protest. It was also the year of the granting of a temporary injunction which forced the forest service to put a hold on road building and cutting for the season. So while the freddie's hands were tied, I took the opportunity to take extended trips into the backcountry familiarizing myself with the sale area and beyond; I rambled deep into the Frank Church/River of No Return Wilderness. That was the year I fell in love with the wildlands which for me are Idaho. After interning on an organic farm this summer I spent three weeks in the once pristine roadless area now encompassed by the Otter/Wing timber sale. Friends of the Clearwater (FOC) is one of a number of groups suing the Nez Perce National Forest over the flagrant illegalities of the Otter/Wing sale. Other critical projects we are working on include efforts to restore the Grizzly bear, protecting and restoring fish populations and habitat, and promoting zero-cut on public lands as the only sane solution to the seemingly endless extraction. Being on the FOC board will be a great opportunity to get more involved in education, outreach, and legal work, and I look forward to working with all of these incredibly intelligent and devoted people.

For the Wild,
Dieka Gericke

LATE NEWS FLASH!

Moscow, Idaho environmental and human rights activists Lori Graves and Sarah Scranton had their front porch firebombed and a burning cross was put on their lawn early December 1, 1998. Both have been active in protecting Cove/Mallard. Lori participated in an anti-Nazi rally in Coeur d'Alene this past summer. A threat letter told Graves' to stay out of Coeur d'Alene, though it also disparagingly referred to forest activism and a male associate. Wet weather and Graves' and Scranton's prompt action prevented any structural damage from occurring.

Forest Defender Killed

David "Gypsy" Chain was killed on September 17, 1998, defending the California Redwoods in the Headwaters Region. An angry logger, who less than an hour earlier threatened forest defenders in the area, cut the tree that crushed the young man. In spite of the threats and the fact that the logging was in violation of law (the company has since been cited and temporarily shut down), the official investigation is a corrupt cover-up. Condolences to all of Gypsy's friends and family.

Grassroots: Big Wild Advocates

by Big Wild Advocates

Big Wild Advocates (BWA) is a service organization designed to support and enhance efforts of cutting edge wildland groups. With our vast experience on the front lines of wildland conservation, we identify various areas in which vital work needs to be done, and we get it done. In other words we identify empty niches in the wildland movement and fill them. It's been said that "nature abhors a vacuum," and so do we.

The Problem

Modern humans preside over the greatest extinction event since the late Cretaceous period, some 60 million years ago. That event, known for the demise of the dinosaurs, was probably triggered by a gigantic collision with a meteor in what is now the Gulf of Mexico. Today life on Earth collides with humanity's drive to convert most of the planet's life and land to human biomass and its support structures. Primarily due to habitat destruction, literally dozens of species of plants, animals, invertebrates, and microbes bite the eternal dust, daily. In addition, entire ecosystems plunge toward extinction, too.

In the United States, habitat destruction is rampant. Desertification (due to overgrazing by livestock) claims millions of acres of former grasslands throughout much of the West. Native forests are falling and being replaced by simplified tree farms and eroded wastelands. The U.S. Forest Service converts over one-half million acres of public forest each year to tree farms and

wastelands. Native fisheries have been decimated. Dams, highways, logging roads, and urban sprawl fragment healthy habitat into increasingly tiny chunks. As wildlife populations become isolated, their genetic vigor plummets and they become vulnerable to natural cataclysms like disease, fire, and flood. Lynx, wolverine, spotted owl, wild salmon, native trout, northern goshawk, grizzly, various amphibians, and many more species edge toward extinction in today's America.

Roadless public wildlands are disappearing fast. The BLM and Forest Service liquidate well over a million acres of roadless public wildland annually. These are lands that could instead be protected in the National Wilderness Preservation System. As we lose these remaining bastions of native life—these remnants of the real, original America—we lose a vital chunk of the Earth's ability to sustain life, and in the end, a vital chunk of our sometimes hidden, wild, wondrous selves.

Humanity's assault on nature and resources transcends most cultures, political ideologies, and individual political leaders. Our task, quite simply, is to begin to reverse at least 2,000 years of human momentum. We can think of no better place to begin than in the Northern Rocky mountains of the U.S.A.

Despite human history, we believe ours is not a lost cause. Inspired by conservation giants of the past and present such as John Muir, Bob Marshall, Aldo Leopold, Rachel Carson, David Brower, Marjory Stoneham Douglass, and other visionaries, we know that individuals do make a difference. We believe that a hundred voices are a thousand times stronger than one, and we dream that with enough educated outrage, the destructive trends of today's galloping gobbling of habitat can someday become a dim memory—a shameful period of the long forgotten past.

The Salmon-Selway Defender
is a publication of:
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Friends of the Clearwater is devoted to the protection of Idaho's Greater Salmon-Selway Ecosystem, the largest relatively intact wild area left in the lower 48 states. This undiscovered gem on America's public lands contains many unprotected roadless areas and provides crucial habitat for countless species. Friends of the Clearwater helps defend this ecosystem through an aggressive Forest Watch program and with a proven track record. Friends of the Clearwater is a 501(c)(3) non-profit organization. All contributions to Friends of the Clearwater are tax-deductible.

The Salmon Selway Defender welcomes contributions of artwork and articles pertaining to the protection of the Greater Salmon-Selway Ecosystem. Articles in the Salmon-Selway Defender do not necessarily reflect those of Friends of the Clearwater. The deadline for the next issue is FEBRUARY 15, 1999. The theme of that issue is corporate dominance over public land policy.

Other Groups Defending the Big Wild

We can't fit all the groups here that we'd like to mention. Here is a partial list, and we will continue to provide addresses in upcoming issues. Please see past Defender issues for others.

All of these groups do good work and deserve support.

Big Wild Advocates
PO Box 318
Conner, MT 59827

Alliance for the Wild Rockies
PO Box 8731
Missoula MT 59807
406-721-5420

The Ecology Center
801 Sherwood Street Suite B
Missoula MT 59802
406-728-5733

Idaho Sporting Congress
PO Box 1136
Boise ID 83701
208-336-7222

Northern Rockies Preservation Project
PO Box 625
Boise ID 83701

Idaho Conservation League
PO Box 9783
Moscow ID 83843
208-882-1010

Cove/Mallard Coalition
PO Box 8968
Moscow ID 83843
208-882-9755

The Lands Council
517 S. Division
Spokane WA 99210
509-838-4912

Printed on recycled newsprint. We will be testing various recycled and tree-free papers in coming editions of the newsletter. Let us know which one you prefer

Artists in this issue include Karen Coulter, Peggy Sue McRae, Margaret Pettis, Greg Mack, Sue Ring, and Asante Riverwind.

Roads in the Wild

by Erika Cunningham

One of my first projects at the Friends of the Clearwater and Cove Mallard Coalition offices was to read the FOIA'ed (Freedom of Information Act) information we received on endangered forest carnivores, specifically wolverine, marten, fisher, and lynx. The stack was about a foot and a half tall, and consisted of all the information the Forest Service had compiled on these endangered animals for about the last five years. The information wasn't as extensive as I had hoped for, considering that part of the Forest Service's job is to protect and conserve **OUR** (that's you and me, citizens of the United States) forests and the wildlife within them.

While reading all this information, I stumbled across Bill Ruediger's research report for the USDA Forest Service. Mr. Ruediger was at this time (1996) the Threatened, Endangered, and Sensitive Species Program Leader, Northern Region, Missoula, MT.

What I found most intriguing was this report was about the only thing I found in the foot and a half tall stack that said **anything** specific, not to mention at all, about the impact of roads and highways on forest carnivores. What follows is an attempt to shorten this report a bit, bring you the highlights of what was recommended to the Forest Service only two years ago by one of their own experts.

Abstract: *One of the most severe conservation issues facing rare carnivores is the impact created by highways. There is a paucity of information relative to highway impacts on rare carnivores, and how to effectively mitigate these impacts. Carnivores are particularly vulnerable to highway habitat fragmentation because of the large spatial requirements of individuals and populations. Large spatial needs require individual animals to regularly cross busy highways. Highways are habitat issues that need to be addressed...at all levels. Highways adversely affect carnivores by increasing direct and indirect mortality, displacement of animals and avoidance of habitat near highways, habitat fragmentation, direct habitat loss and habitat loss due to associated human developments. The impacts on carnivores resulting from upgrading, and newly paved roads is permanent and severe. The author hypothesizes that: 1. There is an increasing adverse affect on carnivores as the standard of road or highway increases. That the extirpation of carnivores in the lower 48 states is partially a factor of highway densities. Resolving carnivore/highway conflicts will require more coordination at the highway planning and reconstruction phases, more involvement of wildlife biologists in highway planning, educating wildlife biologists, highway engineers and the public on the crisis relating to carnivore conservation and highways, adaptive management, monitoring and more research.*

While we seemingly have one of the most efficient and beautiful highway systems in the world, one of the unforeseen costs of such a system is an almost unfathomable slaughter of wildlife on our roadways, serious fragmentation of terrestrial and aquatic ecosystems, and the near certain loss of important species- not the least being our mid-size and large carnivores. The public shares a lack of understanding about how highways affect wildlife, fish and native plant

communities- and what the future outcome will be for many species if we fail to address the issue of roads. There are several points to discuss.

I. There is a paucity of information on both carnivores and the effects of highways on these species over much of their range. This pretty much sums it up. At the time of this report Ruediger says that the existing information about not only highways, roads and their affects on animals was almost null and void, the research on the animals themselves was about in the same boat, pretty shameless considering that protecting the animals in our national forests is part of the Forest Service's main duties.

II. Why are carnivores such a concern when coordinating highways? carnivores have certain biological traits that suggest vulnerability to highways. These include low population densities, low reproductive rates, and large (huge) home range sizes. The home range sizes of some of our mid size and large carnivores will require that they regularly cross highways, and most must cross many highways to fulfill their biological needs. Low reproduction rates and low population densities suggest that mortality will be additive rather than compensatory- factors that have already been known to have contributed to extirpation or adverse population affects to grizzly bear, black bear, wolverine, lynx, and fisher. As such, carnivores often exhibit ecological stress before other species are affected.

World Wildlife fund and Western Forest Carnivore estimate that a functional ecosystem for carnivores in the Northern Rocky Mountains probably needs to include a landscape from west-central Wyoming to mid British Columbia and Alberta. In such a situation a carnivore would have to cross at least 4 highways in Wyoming, 17 highways in Idaho (including Interstates), 23 in Montana (including 2 Interstates) and 17 in British Columbia and Alberta (including the TransCanada Highway). **This totals 61 highways for one population of carnivores.**

III. Highways are a carnivore habitat factor. Why is this important? Because land management agencies such as the USDA Forest Service, USDA Bureau of Land Management, and USDA National Park Service view themselves as primarily habitat providers. And if they continue to build roads where the carnivores are expecting to be able to live, they are working conversely to what is expected of them as agencies. What we the citizens of the United States pay them to do.

IV. How Highways effect carnivores. There are a few factors involved with how highways affect carnivores. The degree to which these carnivores are affected is just coming to light, but the impacts are severe-even where human population densities are relatively low. Here are a few of the factors.

1. Direct Mortality. Carnivores are particularly susceptible to highway mortality because of their large home ranges, low biological productivity, and enormous size areas required to sustain populations and individuals. An example of large home ranges would be the Wolverine in Central Idaho. This home range extends entirely across the largest roadless-wilderness complex in the lower 48 states, indicating that even the largest undeveloped areas in the lower 48 states are too small for individuals and populations and hence many such areas must be linked together to provide adequate habitat (Paquet 1995).

2. Displacement and Avoidance. This can result in a number of concerns from disproportionate use of habitat, to fragmentation of populations. Many carnivores avoid the highways and roads, often letting their home range end at a road when it normally would include the road and beyond.

3. Habitat Fragmentation. Rare carnivores are generally present only in locations with the lowest highway densities.

4. Direct Habitat Loss. This is an obvious impact that is rarely documented.

5. Associated Human Development. This impact is severe and permanent for carnivore communities.

The gist of Mr. Ruediger's report is that highways and roads directly effect forest carnivores, their habitat and their populations. If we as the public continue to ignore the effect of roads on forest carnivores we are as irresponsible as the employees of the Forest Service, the BLM, and the NPS.

FOC Says Thanks!

Thanks to the Foundation for Deep Ecology, Maki Foundation, the Mennen Foundation, Patagonia, and Y2Y for generous support of our programs. These organizations are to be commended for supporting volunteer, grassroots conservation work.

A special thanks to volunteers, supporters like you, and past board members (Erika Cunningham, Greg Mullen, and Wayne Price), and our past president (Peggy Sue McRae).



FOC Appeals Incinerator

While Friends of the Clearwater usually works on forest issues, we stepped up to the plate to appeal the decision to construct a hazardous waste incinerator at Washington State University in Pullman. Pullman is only a few miles upwind of Moscow, Idaho. Concerns with dioxin and radioactive waste incineration and the lack of using the best available technology were some of the issues raised in the appeal.

Local Hero

Ken Jones of Kamiah tried for several months to bring a bark mill located near his home into compliance with federal and state laws. He extensively documented—with letters, photographs, and video footage—several violations such as illegal filling of wetlands which had caused major stream channel diversions and debris stacked along the creek. He also documented problems with air quality.

In spite of the fact that many official responses were not very helpful, Mr. Jones persevered. He contacted the FOC office and some FOC members visited the area to see first hand the problems he encountered. As a result, FOC sent letters to two federal agencies about this issue.

The bark mill recently closed. Economic factors and poor management appear to be the reason for the closure though some have wrongly blamed Mr. Jones. A lot of cleanup work needs to be done in this area so the issue is not over. However, hard work and by Ken Jones brought problems to the attention of the p

Is Wilderness Really Wild?

by Gary Macfarlane

It is naive to believe that once a Wilderness Area is designated by congress it is protected. The same agencies that wanted to develop that area before are now in charge of its care. While there are dedicated wilderness rangers in the Forest Service, BLM, Park Service, and Fish and Wildlife Service who want to keep Wilderness Areas wild, the agencies usually opt for policies which destroy wilderness.

Threats that face designation Wilderness Areas include; excessive recreation use that degrades the wilderness, improper regulation of outfitters, inappropriate deference to nonconforming uses, and an ingrained philosophy of managing wilderness—an oxymoron—rather than managing human use of wilderness.

The Frank Church-River of No Return Wilderness, the largest designated Wilderness in the lower 48 states, is a good case study of this problem. This magnificent area contains the wild stretches of the Middle Fork and Main Salmon Rivers, the rugged Bighorn Crags, headwaters of the Selway River, and the incomparable Big Creek drainage, haunt of the mountain goat, steelhead, Chinook, cougar, bighorn, and wolf. Yet, this area contains many nonconforming uses not normally allowed in Wilderness, but are exceptions congress allows in specific instances where that use predates designation. Examples include maintenance and use of backcountry landing strips on meadows, mining, and motorized boat use on the Main Salmon River. While allowed, these uses are supposed to be carefully managed. That has not been done.

Exploding recreation use on the rivers has caused the local extinction of harlequin ducks, ospreys, and bald eagles so those species no longer nest on the Main and Middle Forks of the Salmon River. Many areas contain illegal outfitter camps which destroy wilderness values and send the wrong message to those outfitters who abide by the regulations.

Recently, the Forest Service released a draft management plan for public comment on this Wilderness. While the plan proposes some limitations of peak recreation use on the Middle Fork of the Salmon it shifts that use to other times. That is insufficient to allow the recolonization of the osprey, bald eagle, and harlequin ducks in the river corridor, a violation of both the letter and spirit of the Wilderness Act. Use on the Main Salmon could increase. Direction for maintaining pristine areas with little human use is nonexistent. There is no clear direction to regulate nonconforming uses. Information on airstrip use is minimal. Noncompliance by some outfitters with the Wilderness Act is a serious concern. Establishing priorities for the trail management needs more thought.

The draft plan contains almost no information about the impacts of current recreation and nonconforming uses on the Wilderness, including the effects on sensitive species of plants and animals. Wilderness is not merely, or even mainly, a recreational resource.

Natural fire is not part of this draft plan because of an existing fire plan. Often, the Forest Service lights fires in the same areas it drops in smoke jumpers to put them out. Managing wild-

ness destroys wilderness. The simple solution is to let natural fires play their role in the Wilderness.

The good intent of many wilderness rangers who work in the Wilderness must be met with good policies, ones that manage human uses in wilderness, rather than ones that seek to manage wilderness. Only then will the requirement of the Wilderness Act, "an area where the earth and its community of life are untrammelled by man" be met.

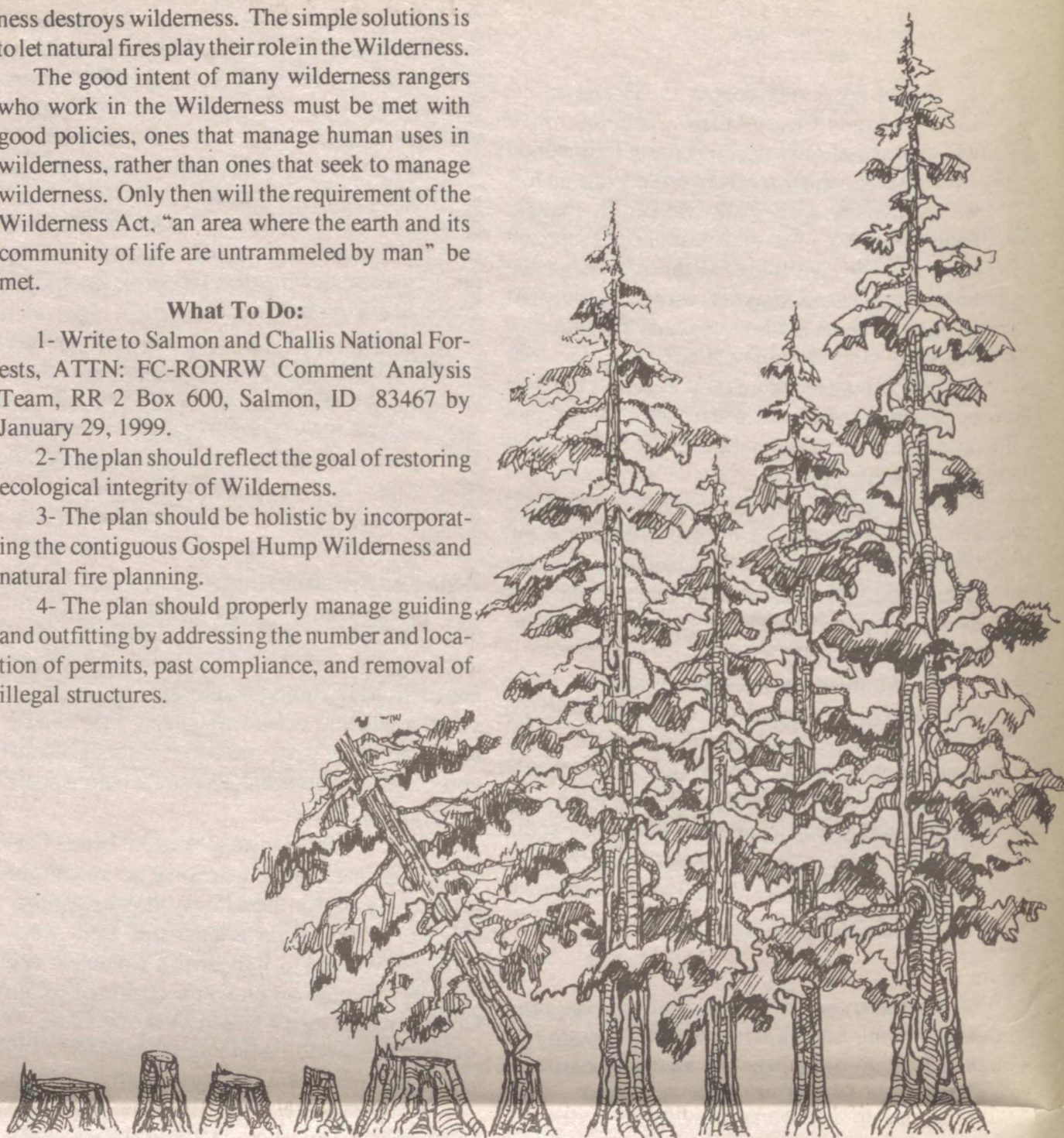
What To Do:

1- Write to Salmon and Challis National Forests, ATTN: FC-RONRW Comment Analysis Team, RR 2 Box 600, Salmon, ID 83467 by January 29, 1999.

2- The plan should reflect the goal of restoring ecological integrity of Wilderness.

3- The plan should be holistic by incorporating the contiguous Gospel Hump Wilderness and natural fire planning.

4- The plan should properly manage guiding and outfitting by addressing the number and location of permits, past compliance, and removal of illegal structures.



Road Survey Fun

by Kristin Ruether

If you're a dedicated reader of the SSD, you'll recall that Friends recently got a grant from the Yellowstone to Yukon fund to conduct road surveys in the Clearwater National Forest (CNF). Yep, surveying roads. Driving and mountain biking through the clearcuts. Measuring the lengths of roads. Checking the culverts on roads. Scouting for any "ghost" roads, those not marked on the official CNF map. This sedentary, yet occasionally adventurous, activity is important for several reasons.

It is important to demand accountability for the mileage of roads on National Forests. Most National Forests have stipulations written into their Forest Plans or some road density guidelines they must follow to protect wildlife habitat.

Forests will try to break these stipulations by under-reporting the mileage of roads they have constructed. Roads allow access all sorts of things they like: logging, putting out fires that might burn merchantable trees (yikes!), and driving off-road vehicles (ORVs).

Unfortunately, it is often up to citizens to enforce the road density limits on National Forests.

Many wildlife species are harmed by roads. Elk are known to frequent forests less often if the road density exceeds one mile per square mile. Wolverines require roadless habitat to reproduce. Grizzly bears are averse to roads. Roads have contributed to lynx decline. Lynx are adept at

hunting in deep snow, and thus out-competed other predators in roadless deep-snow areas. Now coyotes and bobcats can enter their habitat on roads and compete with lynx for food.

Logging roads are a major culprit in the decline of sensitive fish in the West. Roads, since they always have loose dirt on their surface, "bleed" sediment into creeks. Sloppy road building or poor road maintenance exacerbates the effects.

The CNF is rather notorious for poor road building. Like any good Northern Rockies National Forest, they shamelessly clearcut and build roads on outrageously steep slopes. The CNF is part of the fragile Idaho Batholith and has an unusual type of granitic soil which is more prone to erosion and landslides than other types.

For two seasons, 1995 and 1996, larger than usual rains came down in the Clearwater country. This meant that it was "payback time" for all the steep-slope logging on the CNF. Scores of huge landslides slipped down the steep slopes dumping tons of sediment into the already-beleaguered creeks.

We knew we had to field-check the maps and road density figures provided to us by the CNF. We went to the CNF Headquarters building and pored over aerial photos of the Forest looking for any suspicious lines on the maps which could be unreported roads. Soon enough, my pal Alex and I were making plans to hit the Forest roads and investigate. We chucked two bikes and our stacks of maps in his jacked-up pickup truck and took off.

For several days, we drove on the endless

(see Roads, page 6)

The Mountain

by Dean Stewart

I went to this mountain willingly. I figured it would be worth the climb. Almost any climb up almost any mountain is. It was. Hardly punishing, the climb was still demanding enough of a pull for this 50 year-old who has spent too much time on his butt and not much time in his boots lately. The view, of course, expanded as we ascended. We were being rewarded with extended looks, further out, across another ridge, out into forest of fir, mostly unbroken, dipping occasionally into a creek and back up the other side, all the time whatever critters underneath grazing, lolling, soaring, skittering, watching. I knew that every inch of it way out there was just as interesting, rich and diverse as every inch of it just under my nose where I had to watch my footing between rocks and roots and brightly speckled dirt.

I'm not much of a botanist, or a geologist either, but my wife, my camping/climbing partner knows loads more than I do about the sparkling stones and intricately shaped leaves and flowers. Neither of us knows what kind of scat it was there on the side of the trail with little chunks of fur and bone in it, but she did make sure to wrap some up in her dainty handkerchief she pulled out of her jeans, making a rather interesting surprise later for her mother who unwrapped it.

We tracked some deer for a while. No big feat on this game trail. Except now and then the trail would lead us into a thicket where the deer, for all we could tell, sprouted wings.

It was a beautiful hike on a beautiful day until inevitably, up higher we began to see the emerging patches we knew would be up there. Honestly, we were looking for them, as much as for the other things, the wonders.

At first, you know, they look rather harmless, just patches of green, or brown, or some of both. You wouldn't call the patches geometric, but they clearly were pieced out by somebody with something like a plan, something like the scar on my lower lip where a surgeon several years back cut out a piece of what he told me was some dangerous-looking skin. The trees, though, certainly didn't look dangerous, even to those who had them ripped out of this healthy forest, leaving less and less of a home for those who need them for more than "commerce."

The patches, though, which multiplied in number as we climbed, looked less and less benign. And they multiplied until truly in every direction around us there were mountains and hillsides full of scars, and wrapped in gory ribbons of logging roads, gift for no one. Here in the practically unpopulated belly of Idaho there was nowhere to look without being overwhelmed by the desperately scabbed forest, diseased by the greed of those who look at forests and see only profit.

This same summer, only a month before, I had been up another mountain, this one in the country of Jordan, the one from which Moses is believed to have looked out after forty years of wandering, over the Jordan River into the land promised by God. I looked from that same spot up on Mt. Nebo, and frankly, it wasn't much to look at. Hazy, mostly sand-blown and rocky, with a patch of green way out there. Surely Moses was seeing more than that. Surely Moses was seeing what the promise looked like.

And that, as you may know, was the same mountain-top that Dr. King referred to, when he talked of having been to that mountain and having seen what most of us now are too faint-hearted even to hope for: mercy, justice, safety, trust. And he saw all that promise even while he looked right in the face of scarred and abused people whose dignity and freedom had been clear-cut as ugly as those mountainsides in the Clearwater National Forest in Idaho. Martin saw the vision with his heart and with his faith. It was a vision that cost him dearly, because he saw it with his soul. When you see the promise with your soul, nothing stops you short of its realization.

I went to both mountains and had a hard time seeing what I needed to see. I know that if I see only the scars, only the greed, only the barrenness I will not follow the dream, the promise that I believe to be every bit as real as the threat to it. I need to see both: scars and promise; nightmare and vision. I need to see with my soul. And lace up my boots for the real climb.



Fifteen resources

to enlighten, encourage and possibly, to enrage to action

compiled by Gretchen Stewart

Clearcut: The Tragedy of Industrial Forestry. Bill Devall, ed. San Francisco: Sierra Club Books and Earth Island Press, 1993.

A Conspiracy of Optimism: Management of the National Forests since World War Two. Paul W. Hirt. University of Nebraska Press, 1994, 1996.

The End of Nature. Bill McKibben. New York: Random House, 1989.

"Keeping the Earth: Religious and Scientific Perspectives on the Environment". 27-min. 1996, by the Union of Concerned Scientists (MIT), in cooperation with the National Religious Partnership for the Environment, narrated by James Earl Jones. Discussion guide. Union of Concerned Scientists. P.O. Box 9105, Cambridge, MA 02238. (617) 547-5552.

Let the Mountains Talk, Let the Rivers Run: A Call to those who would save the Earth. David Brower. New York: HarperCollins, 1995. Available only from The Brower Fund, 300 Broadway, Suite 28, San Francisco, CA 94133 or E-mail: mdavis@earthisland.org

Lost Landscapes and Failed Economies: The Search for a Value of Place. Thomas Michael Power. Washington, D.C.: Island Press, 1998.

Refuge: An Unnatural History of Family and Place. Terry Tempest Williams. New York: Vintage, 1992. [any book by this author]

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Suit Filed to Protect Otter and Wing Creeks

by Gary Macfarlane

The Wing-Twenty Mile Area, formerly a 60,000 acre swath of roadless land adjacent to the Gospel Hump Wilderness, encompasses the beautiful Tenmile, Twentymile, Wing, Otter, Huddelson, and John's Creeks. A 1989 EIS planned to destroy the most important remaining wildlife habitat left in the South Fork Clearwater.

This place is home to steelhead, bull trout, elk, and elusive creatures like lynx and wolverine. The forests are mixed, open-stands of ponderosa pine are found on the few dry sites, stands of Pacific yew cling to the steep drainages, and massive, old grand firs belie the myth that fires burned everywhere frequently. The north aspect makes bogs with alder and other water-loving species normal, even in dry years.

Thus far the Forest Service has refused to do a supplemental EIS on the two sales that have yet to be completed—Otter-Wing and Mackey Day. This refusal by the Forest Service shuts citizens out of the process. Many of the people concerned about this magnificent area were not informed or were unaware of the decision in 1989. That is why the law requires public review and revision of old documents every five years or so. As a result, Marc Fink and Bernie Zaleha, on behalf of Friends of the Clearwater, The Ecology Center, Northern Rockies Preservation Project, Idaho Sporting Congress, and several individuals filed suit in August.

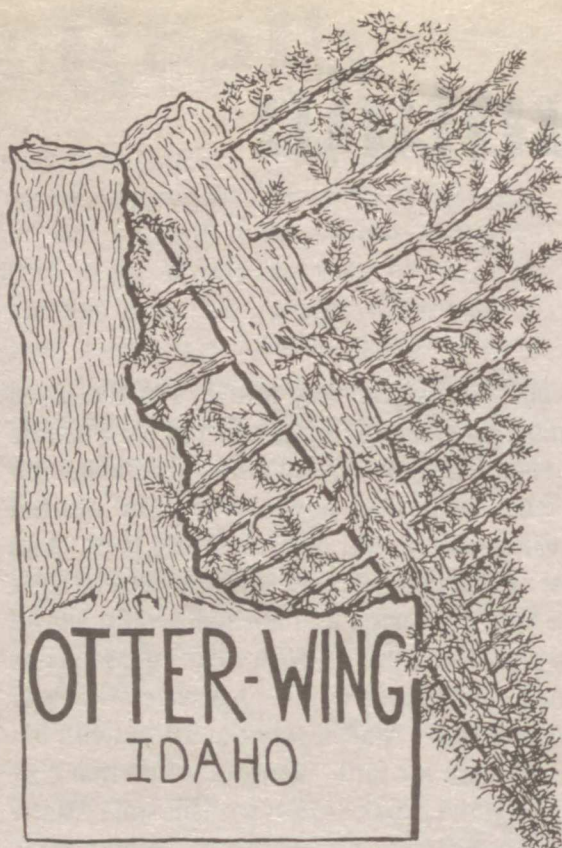
The judge turned down our temporary restraining order, based partly on the fact the Forest Service said no logging would occur this year. Guess what? The Forest Service lied, big time. Logging started in Otter-Wing in September and road building has been going on since August. (NOTE: Nothing happened on the Mackey Day sale this year.)

We are now waiting on the Preliminary Injunction to stop the sale. However, the judge is sitting on it, failing to rule. The weather has cooperated, making any logging difficult. People can express their outrage by writing to Mike Dombeck, Chief, USFS, PO Box 96090, Washinton, D.C. 20090-6090. Let him know that the agency lied to the court earlier this year and he should stop the Otter-Wing timber sale.

Roads (from page 4)

For several days, we drove on the endless maze of logging roads in the heavily-cut areas of CNF checking the potential ghoas roads we had identified. Once we passed where a timber sale was going on.

In the end, we found only two ghost roads the entire time (both on Sheep Mountain), totalling about three miles, as well as several small unreported landslides and blocked culverts. We'll use those roads as more ammunition in the Wild Clearwater lawsuit. Turns out the CNF was doing a better job than we feared, at least in the few areas that we surveyed. We'll be back for more.



Forest Protectors Face Vigilante Violence

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MISSOULA, Montana, September 28, 1998 (ENS) - Three forest protectionists climbed a tree outside the U.S. Forest Service Region 1 Headquarters in Missoula last Wednesday to dramatize their demand for a meeting with Regional Forester Dale Bosworth. They sat in the tree outside Bosworth's office for five days.

This morning they got their meeting. They wanted to tell Bosworth how eight people at a tree-sit and protest camp in the Nez Perce National Forest of Idaho had been attacked by drunks with guns. They wanted to inform him that Forest Service law enforcement officers turned a blind eye to the August 25th attack and ignored evidence after the event. They want an investigation.

They wanted to tell the man who oversees 25 million acres in the 12 National Forests and four National Grasslands across northern Idaho, Montana, North Dakota, and part of South Dakota that there is illegal logging and road-building taking place in these forests, and the activists protesting these activities are at risk of their lives. They wanted to tell Bosworth how a Montana man, who wishes to remain anonymous out of concern for his safety, had his car fire-bombed at his home in Libby, Montana in early September. The man, a project coordinator for the Yak Valley Forest Council, was working to protect roadless areas in the Kootenai National Forest. After his brief meeting with the activists this morning, Bosworth was not available for comment.

These attacks are further incidents in a growing wave of violence against activists trying to prevent logging in the forests of the western United States. Part of the pattern is the death of Earth First! member David "Gypsy" Chain on September 17 in the Headwaters Forest of northern California. Chain was crushed by a tree felled by a logger.

UNDER SIEGE IN THE NEZ PERCE NATIONAL FOREST

One of the people holding vigil in front of the Missoula Forest Service office is Michael Bowersox. He was present on August 25 when drunks invaded the protesters' camp in what they say is the "illegal" Otter-Wing Timber Sale. The area is within the 52,000 acre Wing-Creek/Twenty

Mile Roadless Area in the Nez Perce National Forest of Idaho. The Forest Service is "out of control with their law enforcement," Bowersox says. "They're going to get the road built no matter what the cost to people's lives and species."

Bowersox claims a road-building company began building an unauthorized road into the Otter-Wing Timber Sale in early August before National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (FWS) had granted the required permits. This timber sale is within the last viable spawning habitat for steelhead and bull trout on the South Fork of the Clearwater River, said Bowersox.

Activists went into the forest behind the road-builders and set up the second in a series of tree villages. This one stopped all heavy construction machinery from entering the area. The Forest Service law enforcement had been there all week, said Bowersox, and all the day of August 25, but all law enforcement disappeared from the area at 2 pm.

"I was in the support camp, and two people were up in old-growth trees connected by traverse lines to five other trees," Bowersox described, and another man was up a tree a short distance away. A diesel truck drove up, and a man yelled, "I'm going to come back with 10 loggers and wait on the trail and beat hell out of you. The cops aren't here to protect you."

"He left but came back a few hours later with eight very drunk people threatening to beat up the protesters, Bowersox said. Five men surrounded the unarmed tree-sitters, threatening to cut down the trees, or shoot the protesters down. Four of the men armed with pistols and shotguns ran to the support camp. The activists scattered. The attackers threw the campers' belongings onto the fire, spilled all food on the ground, slashed sleeping bags, and gear, and stole a backpack. They returned to the tree-sit area threatening to kill people and cut down trees. They said if we were still there the next day, they would come with 100 loggers and kill every one of us," Bowersox said. On Saturday, Forest Service law enforcement officers were called and came out to take statements. They handed the matter of the Idaho County Sheriff's Department in Grangeville.

When a sheriff's deputy came to the forest, he told the activists that some of these people are ex-Vietnam vets, who must make payments on cars and houses and give their daughters an education. We are not going to come up and babysit you, the deputy said. We think you should just leave, we are not going to protect you. The activists in-

formed the officers about the murder threats, but Bowersox recalls they said, "We'll investigate that if we find your dead bodies." The activists pointed out tire tracks and footprints, beer cans and a cigarette pack dropped by attackers, but this evidence was ignored, Bowersox says. The activists turned over to the Sheriff's Department a video they took of the incident.

OF DOGS AND THE LAW

On Sunday afternoon, when workers were preparing to build the road around the activists still up in the trees, the Forest Service brought up 10 officers with a canine team and surrounded tree-sits. The tree-sitters were not able to get food and water and were forced to come down. On September 3, the Forest Service received approval for the Otter-Wing road-building from FWS and NMFS. The agencies decided that the logging of the timber Sale is not likely to lead to the extinction of any species.

Highland Enterprises, the company building roads in the Otter-Wing Timber Sale, last week was granted a temporary restraining order against the activists. Roadbuilding in Otter-Wing has been challenged by eight tree-sits to date, and a dozen protestors have been arrested. Bowersox has been arrested twice. On September 3 he was arrested and held in Boise, Idaho without bail for six days. He is now out on his own recognizance and faces charges of impeding the felling of a tree. Jake Kreilick of Missoula's Native Forest Network questions whether the Forest Service should even be allowed to let corporations log within National Forests. "Less than 4 percent of our Nation's timber comes from National Forests. However, in a case of corporate welfare, taxpayer's are forced to spend nearly \$1 billion a year cutting down their National Forests which are of far greater value to our local economy left standing," Kreilick said.

On June 11, Forest Service Chief Mike Dombeck released the 1997 Forest Management Program Annual Report which he said emphasizes the changing nature of the Forest Service's timber management program from timber sales to "stewardship."

Nationally, the Forest Service offered for sale 4.0 billion board feet of timber, with 3.7 billion board feet being sold, and 3.3 billion board feet being harvested in the 1997 fiscal year. This translated into more than 55,000 jobs and \$2 billion in employment income - mostly in rural America.

"Our data confirms that the emphasis of our forest management program continues to shift from sales designed to produce commercial timber volume to sales with primarily stewardship objectives," said Dombeck.



The Roadless Moratorium and Cove/Mallard

by Gary Macfarlane

Nearly one year ago the Chief of the US Forest Service announced that the Clinton Administration was considering a temporary moratorium on building roads in some roadless areas on the national forests. Even such a mild gesture raised protest from corporate socialists like Idaho's Senator Larry Craig and Congressman (sic, sick?) Helen Chenoweth. True to the administration's record of broken promises, this proposed policy has yet to see the light of day.

While the proposal was not visionary, it would have protected some important roadless areas in the Clearwater drainage. It would have also protected that most famous area in the lower 48 states, *Cove/Mallard*.

There is no better example of a threatened roadless area in the national forest system than *Cove/Mallard*. The LA Times reported it as the flagship of threatened roadless areas, noting it is part of the largest roadless area left in the lower 48 states.

Three of the nine proposed sales in *Cove/Mallard* have been cut, devastating about 10,000 former wild acres. Generous grants from Patagonia allowed Friends of the Clearwater to participate with other organizations and monitor the Noble and Jack timber sales (two of the three completed *Cove/Mallard* timber sales). What we found was a shocking lack of compliance with our nation's environmental laws on the part of the US Forest Service. This effort was successful in that no development occurred in *Cove/Mallard* this past summer—the Forest Service was busy trying to paper over its errors. None of the remaining six proposed sales have been sold but one of the most

contentious, Lone Park, is scheduled for bid and sale in January of 1999. Thus, the moratorium will have to occur soon if it is to protect what remains wild in *Cove/Mallard*.

A recent letter, from Friends of the Clearwater to the Clinton Administration noted legal concerns with the proposed sales:

"Supplemental EISs must be prepared for the *Cove/Mallard* Timber Sales to rectify serious errors. The current EISs are 8 years old and are clearly out of date. It is normal Forest Service procedure to supplement site-specific documents after 5 years."

Cove/Mallard is microcosm of the problems of too many roads on our national forests. There are 400,000+ miles of documented roads, not to mention many thousands of miles of roads which are undocumented, that scar our public forests. Even the Forest Service has noted that roads pollute streams, destroy fish habitat, fragment wildlife habitat and decrease diversity. The remaining undeveloped areas on the national forests are all good reasons to end this idiotic subsidy to corporate fat cats who pay pennies on the dollar for trees ripped from formerly remote and fragile forests.

Here in Idaho, about one million acres of roadless land has been destroyed this past decade. From the steep slopes of the South Fork of the Clearwater in Otter-Wing to the fragile soils of the South Fork Salmon River, many areas face threats. For some areas it is too late—Jack Creek, and Noble Creek in *Cove/Mallard*, the Middle Fork Face on the Clearwater, lower Salmon on the North Fork Clearwater, Pony Meadows, the slopes of French and Elkhorn Creeks, and others.

Will the saws whine on and the bulldozers scrape? Not if the administration does the right thing and implements the moratorium. Keep your pen ready. Write to: Vice President Al Gore, Old Executive Office Bldg., Washington, D.C. 20501



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Road Obliteration and You

by Gretchen Stewart

Friends of the Clearwater supports road removal and restoration of the land on national forests, parks, and other public lands. Along with other groups like the Wildlands Center for Preventing Roads (Wildlands CPR) and their Road Removal Implementation Project (ROAD-RIP, see below), we promote reversing the 50-year-long trend of road-building into unprotected wilderness areas. We want to see the public land that is burdened with this massive system of roads returned to vast roadless landscapes. This will require road-removal projects, road closings, revegetation programs, and certainly no new road construction on our public lands.

Why are we and so many others, including conservation biologists, working for road obliteration? Because this massive road building was a monstrous, multi-faceted mistake in the first place! Even Forest Service Chief Michael Dombeck, in late 1997, called for removing 25,000 miles of Forest Service roads over the next five years. The 370,000 miles of roads under U.S. Forest Service jurisdiction alone have cost not only hundreds of millions of dollars of U.S. taxpayer money, but have cost the forests themselves an even more incredible amount. Each mile of logging road itself obliterates ten acres of forest!

Then comes the actual destruction-by-logging on our public lands: in many places the once magnificent forests are reduced to patchwork tree farms and plots of stubble and rubble so that a few private individuals and corporations can make short-term financial profit. Of course, clearcuts, roads, and fragmented forests impinge not only on humans seeking beauty, solitude and wildness, but on all the plants and animals that once were part of and dependent upon a whole and balanced large forest ecosystem. Because of the stresses on plants and animals that come with roads and roadbuilding, many wild species have been pushed further toward extinction.

The water quality of streams for fish spawning beds and for municipal water supplies has been degraded by massive landslides and erosion. Roads into wilderness have allowed humans to degrade pristine areas more easily and rapidly with pollutants from motor vehicles such as carbon monoxide, nitrogen oxides, and noise. Noise pollution shatters previously peaceful places of solitude for humans as well as alters some animal activity patterns and in some species, interferes with reproduction. When one road is built into the habitat of some wild animals, such as grizzly bears or lynx, their life-sustaining range is effectively cut in half because they avoid or will not cross roads.

The Clearwater National Forest (CNF) does have a Road Obliteration Program. Friends of the Clearwater was invited to participate in a Road Obliteration Field Trip on September 11, 1998, on the Orogrande Creek Watershed, North Fork Ranger District. We did attend, along with about 20 others representing many groups and individuals, from Wildlands CPR and Idaho Conservation League to lumber companies, ATV users, and

congressional representatives.

We were glad to see that the Forest Service has capable people in place to identify and prioritize, plan and review road obliteration projects. We saw roads in "before," "in-process" and "after" obliteration condition. We learned of the many problems with old, poorly-built, and unmaintained roads. The Clearwater National Forest has 4500-4700 miles of classified roads, plus an untold number of extra unclassified roads. (NOTE: The Forest Service lists 5,083 miles of classified roads on the Clearwater National Forest in the latest monitoring report. The agency can't keep its numbers straight.) Of those, approximately 134 miles were scheduled for obliteration activities in FY98. From the beginning of the program in FY1992 (when 9.5 miles were obliterated) through FY2001, the goal is approximately 450 miles, or 10% of the classified roads. This is a start, but we would like to see more funds freed up for this urgent work.

At the present time, road obliteration costs between \$2,000 and \$10,000 per mile, depending on the kind of work to be performed and how many surprises (like buried timber structures and culverts) are found as work progresses. Forest Service staff have also learned something about what works and what doesn't in road obliteration. On some completed revegetation sites, we saw lots of small dead or dying trees in the old road bed. When this was raised as a question, it was revealed that if the decompaction is not done to a depth of 3 or 4 feet, the trees will live only a few years. Meanwhile, the Forest Service personnel and many of those who attended the field trip still talk in terms of "if we had done 'so and so', we would have a bigger stand of timber now;" and when they talk of replanting the road, the planting is to get the road acres back into productivity. So, from our point of view, there is still a long way to go, not only in miles of road obliteration, but also in convincing many people that the best purposes for all—for us, for the forests, and for the critters—do not include any more extraction of any kind from our public lands.

For more information, you may write for the excellent and understandable 40-page "The Road Ripper's Guide to Wildland Road Removal" by Scott Bagley. This fifth in a series of citizen guides explains with clear text and helpful diagrams how to make sure roads are removed correctly. The information in the guide applies to road removal as a concept and practice, regardless of land ownership. Focused on road removal in mountainous regions, whether forested or not, the guide also includes case studies of road removal in other ecosystems. Make checks payable to Wildlands CPR, P.O. Box 7516, Missoula, MT 59807 for \$7.00.

For the 8-page Clearwater National Forest Obliteration Briefing Paper, write Ranger Doug Gober or Anne Connor at the North Fork District, Clearwater National Forest, 12730 B Highway 12, Orofino, ID 83544. This small briefing paper gives a brief but helpful history and overview of roads and road obliteration on the Clearwater National Forest (CNF). It lists in detail priority areas for road obliteration on the CNF through FY2001 and answers frequently asked questions about road obliteration.

Book Review

by Gretchen Stewart

For those of us living in the Big Wild, reading about people, places and issues very close to home makes for an absorbing read. For me, the best new book about close-to-home issues this fall (1998) is Science Under Siege: The Politicians' War on Nature and Truth, written by Todd Wilkinson, with a foreword by David Brower. Wilkinson presents the players in their own words and often allows the reader to decide who is the scientist, who is the anti-scientist, who the persecuted, who the persecutor. The number and depth of interviews Wilkinson conducted for this book are astounding; the cases covered, full of life—the voices, thinking, and emotions of the players quite evident.

Jeffrey De Bonis once had a reputation as a Forest Service manager with a "beastly" appetite for timber no matter what the environmental cost. We follow his conversion from "timber beast" to a man thoroughly shaken by his own complicity in landscape-level destruction. He realizes he can no longer live a lie. He cannot "continue to go along with their farce that clearcutting was having no discernible effects on wildlife, fisheries, and rivers. I wasn't then, and I still am not, opposed to logging, but I am opposed to logging like that. Clearcutting isn't forestry." He is founder of two organizations, Public Employees for Environmental Responsibility (PEER) and Forest Service Employees for Environmental Ethics (FSEEE). Jeff also currently advocates a temporary halt—at least for a few human generations—to all corporate logging in national forests.

Another dramatic tale is that of Dave Mattson, the world-reknowned grizzly bear researcher who served on the Yellowstone Interagency Grizzly Bear Study Team, and his ordeal with his superiors, Dick Knight and Chris Servheen, as well as other bureaucrats. Based upon his findings as a government wildlife biologist, Mattson criticized the policy of bear managers and furnished his tax-funded findings to those in the public arena who asked to see them. He was ousted and is currently living in Moscow, ID, finishing up his Ph.D. program at the University of Idaho.

Each of the eight chapters is a striking and suspenseful recent case-study of a civil servant simply trying to do the job he or she had been hired to do. Each employee found that to do one's job might actually cost him his job or, at least, very much grief. To the uninitiated, these stories seem bizarre, incredible, not possible in our time and place. But true they are, and the reader is grateful to Wilkinson for digging them out, carefully investigating them, and sharing them with us in his engaging style.

Science Under Siege will encourage those in difficult and lonely places to continue to live and work bravely and ethically. Ideally, a copy should be in the hands of every university professor and student in the resource management fields, of those in the environmental and political science departments, and on the desk of each government employee who is charged with caring for our public treasures. Stories of ordinary people who persevere in the face of personal and professional trauma are heartening and helpful to others. In this book, then, lies hope. Let's spread it around.

