

## ***EAGLE POST 29***

The eNewsletter of **Friends of Eagles Nest Wilderness**, apprising you of important activities in and around Eagles Nest, Holy Cross, and Ptarmigan Peak Wilderness Areas.

### **FRIENDS OF EAGLES NEST WILDERNESS**



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Dear **\*|FNAME|\***

Greetings!

August 2018:

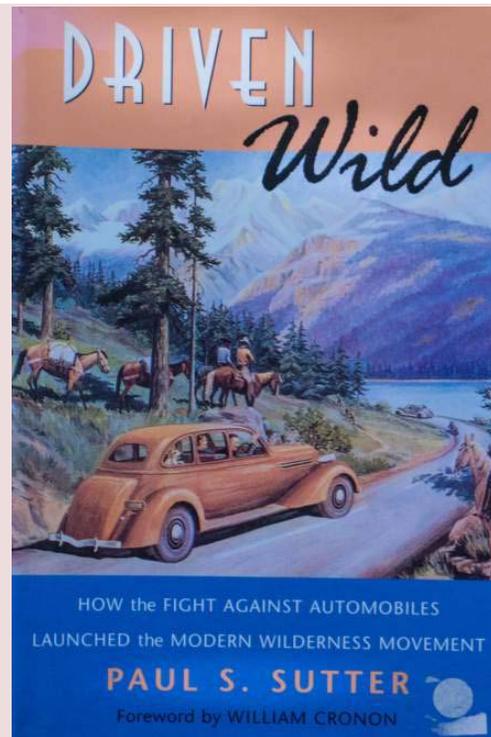
**DRIVEN WILD**

**Professor Paul Sutter**

Chair, Department of History

University of Colorado

Right: *Driven Wild* cover. The image is "Headin' for the Hills", 1937, by Irvin Shope, from a Montana State Highway brochure



## INTRODUCTION

In his book *Driven Wild*, Paul Sutter gave a fascinating and authoritative account of how the Wilderness Movement got its start nearly a century ago, grew into the founding of the Wilderness Society in 1935, and scored its greatest achievement, passage of the federal Wilderness Act in 1964.

In his essay below, Professor Sutter revisits those battles - the first one against a complex brew of the public's desire to see Nature, the explosive growth of the automobile industry, and the tourist boosterism of growing towns - all of which identified a singular initial target for preservationists: **roads**. Later battles of course arose with miners, dam builders, and loggers; Dr. Sutter brings us full circle to today's challenges.

Of the history, Sutter writes, "Wilderness was not simply about saving large swaths of wild land for the recreational enjoyment of Americans; it was about making sure large swaths of wild land were not sacrificed to the recreational enjoyment of Americans." Perhaps even truer today than nearly a century ago.

[Images below are from *Driven Wild*]



## DRIVEN WILD

**"The Automobile and the Making of Modern Wilderness" – by Paul S. Sutter**

Wilderness can seem timeless, a nature that exists outside of history. That is the power of its

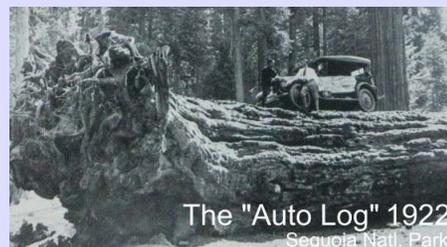
appeal. But as wilderness advocates face new questions about wilderness policy and management in the twenty-first century, it is worth remembering that the modern system of wilderness preservation arose as a response to a specific set of historical circumstances. The cultural appeal of wilderness has a history, as do the forces that imperil it, and effective wilderness advocacy requires that we understand that history.

How did a nation born of a devotion to transform wilderness come to embrace its preservation? That is the fundamental question in American wilderness history. When I first began to study the origins of modern American wilderness advocacy, I assumed that the story would hinge on some combination of ecological and ethical changes in how Americans thought about and sought to preserve wild nature. My research focused on the 1935 founding of the Wilderness Society, the first national organization devoted to the preservation of wilderness. Aldo Leopold, the great American conservationist, was one of the founders of



the Wilderness Society and had, in fact, first suggested wilderness preservation in a landmark 1921 article. Leopold was a pioneering ecological thinker who, in the most famous section of his masterwork, *A Sand County Almanac*, had formulated a “land ethic” premised on the idea that the natural world had values of its own that we were bound to respect. Given Leopold’s presence at the founding, the modern wilderness idea must have been a product of such ecological and biocentric thinking. These intellectual gestures, it initially seemed to me, were what separated wilderness from the scenic national park idea that had only found real purchase with the creation of the National Park Service in 1916.

But when I found myself one evening reading through the [first edition of \*The Living Wilderness\*](#), the magazine of the Wilderness Society, I was surprised to find a different set of motivations animating the society’s founders. Every article in that first edition bemoaned the threats that roads, automobiles, and the recreational modernization of America’s public domain posed to the nation’s remaining wildlands. The modern wilderness idea, I realized, emerged not as a more ecologically and ethically sophisticated antidote to the economic transformation of the natural world. To the contrary, wilderness was about checking Americans’ growing affection for outdoor recreation and the ways in which that affection, hitched to the powerful technological force of the automobile, was mechanizing and motorizing even the remotest parts of the continent. Wilderness was not simply about saving large swaths of wild land for the recreational enjoyment of Americans; it was about making sure large swaths of wild land were not sacrificed to the recreational enjoyment of Americans. [More from early issues of *The Living Wilderness* [HERE](#)]



Our experience of the landscape today is so profoundly shaped by the automobile and modern roadways that it is difficult to imagine the world without them, or how their steady creep across the landscape seemed alarming to conservationists. That the automobile democratized outdoor recreation and gave many Americans easy access to remote

parts of the continent should not be discounted. For just that reason, the early leaders of the National Park Service were keen to develop the national parks for motor tourists. But for the founders of the Wilderness Society, mechanized and motorized access was a kind of ruination. Once the machine



Motor home, 1925

was unloosed in the garden, escaping its mechanized presence seemed essential to a minority of wilderness lovers. Wilderness was a bulwark against these invading forces, and, to a certain degree, a critique of the ways in which the National Park Service was doing business.

The interwar years brought these threats to a boiling point. Not only did the number of automobiles increase dramatically, but this era saw the federal government move into road-building on a large scale. More than that, the Great Depression loosed onto the nation's public lands a vast army of conservation workers, and often they built roads, campgrounds, and other facilities for motorized access. Another founder of The Wilderness Society, Benton MacKaye, was driven to advocate for wilderness when he saw his big idea of the era – an



CCC roadbuilding crew, 1934

“Appalachian Trail,” which he envisioned in an article that also appeared in 1921 – increasingly compromised by plans for a series of skyline drives along the Appalachian ridgeline, roads that New Deal labor would play a major role in building. The interwar era was thus the moment in our history when getting back to nature increasingly meant driving to and through it. Wilderness preservation was a way of keeping at least some of the nation's wildlands free from those forces and thus open to a different kind of recreational experience. As Leopold observed as the 1930s came to an end, “Recreational development is a job not of building roads into lovely country, but of building receptivity into the still unlovely human mind.”

We live today in another distinct era in America's wilderness history, one that ought to remind us of the interwar years. The immediate postwar decades seemed different, as large-scale dam building and the aggressive move of the nation's timber industry onto the national forests brought the threat of wholesale transformation to huge stretches of remaining public wildlands. Those extractive threats certainly remain today, particularly in the form of energy development. But over the last several decades, new recreational threats and challenges have become central to wilderness preservation and management. In a curious reprise of the forces that drove the creation of modern wilderness advocacy, off road vehicles have proliferated on many of the nation's public wildlands that are not protected as wilderness. In a more vexing challenge to the nation's wilderness system, mountain bikers and their advocacy organizations have fought for access to wilderness areas, raising fundamental questions about whether these newer forms of mechanized transport belong in wilderness. Many wilderness areas, particularly those near urban areas, have become so heavily used that their essential wilderness qualities are threatened. Even the smartphone revolution has

fundamentally changed how Americans interact with wilderness.

The strength of the founding generation of American wilderness advocates is not that they provide clear and definitive solutions to these new wilderness conundrums. It is, rather, that their advocacy had at its core a deep and critical engagement with our modern outdoor recreational habits and the technologies that have shaped them. The modern wilderness idea, and the system of public land preservation that flowed from it, emerged from a reckoning with a similar set of questions – questions that go to the core of why we have the environmental commitments that we do. This history is a vital resource as we face the future of wilderness preservation in a changing world.

#### ABOUT PAUL SUTTER

Paul S. Sutter is a Professor of History and Chair of the Department of History at the University of Colorado Boulder. As an environmental historian, he is interested in the many ways in which humans have interacted with, impacted, and thought about the natural world over time. He is the author of a number of books, including *Driven Wild: How the Fight against the Automobile Launched the Modern Wilderness Movement*. Whenever he can, he escapes to his mountain cabin, from which he can walk (or ski or snowshoe) into the Indian Peaks Wilderness Area.



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#### Here's the 2018 Trail Projects schedule:

June 2 -National Trails Day

June 16 & again June 17 -Gateways Trail Day

July 27-29 -Slate Lake - llamas / 2 nights out

**Aug 2** -FENW/Colorado Outward Bound School at Piney Lake - llamas

**Aug 11 & again Aug 12** -Salt Lick Connector Trail with VOC. Register in advance after June 1 [HERE](#)

**Aug 17-19** -Gore Creek Overnight -

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llamas / overnight

Sep 15 & again Sep 16 -Deluge Lake Trail  
with VOC

TBD -Lily Pad Lakes Plank Bridge Project -  
llamas

\*Adopt-A-Trail on Deluge Creek– TBD

Learn about trail work [here](#).

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**Join us!** for our **Planning Meeting**

THURSDAY, August 9, 5:30 PM,  
USFS Offices (video link) Silverthorne  
([MAP](#)) and Minturn

Details at [www.fenw.org/](http://www.fenw.org/)

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# The LIVING WILDERNESS

ROBERT STERLING YARD, *Editor*  
PUBLISHED BY THE WILDERNESS SOCIETY

VOLUME I SEPTEMBER, 1935 NUMBER 1

## A Summons to Save the Wilderness

THE Wilderness Society is born of an emergency in conservation which admits of no delay. It consists of persons distressed by the exceedingly swift passing of wilderness in a country which recently abounded in the richest and noblest of wilderness forms, the primitive, and who purpose to do all they can to safeguard what is left of it. This for transmission, a sacred charge, to its preservers of the future.

It is true that every conservation organization realizes the tragedy that is enacting in the mountains and plains and would help if it could, and that every conservationist is sick at heart of what he sees on every hand, but is helpless. Furthermore, we believe that the great majority of careless and casual enjoyers of out-of-doors (and what American does not enjoy his out-of-doors?) would join heartily in preservation if only he realized the exquisiteness of primeval nature, the majesty of much of it, and that, once destroyed, it can never be returned to its thrilling sequence from the infinite.

The reason for prevailing helplessness is failure in leadership. Each organization in federal lands has its own other major objective, for which it was created and financed, and, to achieve which in times like these, it has not sufficient men and money. Each sees the wilderness crashing around it, but is powerless against the pressure of its own specialties to more than cry aloud with pointed finger. All could help a little, but none could plan and lead without tragic sacrifice of its own responsibilities. This is true in the federal land field, which contains a fifth of the forest. The remaining four-fifths are in state and private lands with no protecting organiza-

tions except local groups of limited vision whose activities are necessarily affected by local interests.

Of this dire situation was born last January the Wilderness Society.

The group that started it on January 21 never for a moment dreamed of itself saving the wilderness, but of transmuting, perhaps, a nation's yearning into power, as the cheer-leader tunes the inchoate vocalism of a multitude into one great voice that makes for victory. The Wilderness Society does not plan a large membership or a fine establishment. A few hundred or thousand picked workers will suffice, represented in states where there is wilderness to save. We are picking our members now, studying the field, planning methods, mapping opportunities, meantime spreading abroad, through every member, the intense need of wilderness salvation. This work will be backed, in time, by an ocean-to-ocean public opinion.

Among our members are already men widely known. This is, in a very special sense, an organization of youth. There is not a man in it who is not young in spirit, and few not young in years. They include executives of the most influential national conservation organizations.

Ten years of warfare in Congress saved the National Parks System from water power and irrigation, but left the primitive decimated elsewhere. What little of it is left is passing before a popular craze and an administrative fashion. The craze is to build all the highways possible everywhere while billions may yet be borrowed from the unlucky future. The fashion is to barber and manicure wild America as smartly as the modern girl. Our duty is clear.

## THE WILDERNESS SOCIETY PLATFORM

1. That the wilderness (the environment of solitude) is a natural mental resource having the same basic relation to man's ultimate thought and culture as coal, timber, and other physical resources have to his material needs.
2. That the use of this resource should be considered a public utility and therefore its commercialization should not be tolerated.
3. That the time has come, with the brutalizing pressure of a spreading metropolitan civilization, to recognize wilderness environment as a human need rather than a luxury and plaything.
4. That this need is being sacrificed to the mechanical invasion in its various killing forms.
5. That scenery and solitude are intrinsically separate things, that the motorist is entitled to his full share of scenery, but that motorway and solitude together constitute a contradiction.
6. That outing areas in which people may enjoy the non-primitive forest are highly desirable for many pent-up city people who have no desire for solitude, but that such areas should not be confused in mental conception or administration with those reserved for the wilderness.
7. That, since primeval succession can never return once continuity has been severed, it is manifestly the duty of this generation to preserve under scientific care, for the observation, study, and appreciation of generations to come, as many, as large, and as varied examples of the remaining primitive as possible.
8. That the wilderness remaining in America has shrunk to such a small remnant of the country's total territory, that what area does remain is all-precious and its preservation a vital need.
9. That encroachment upon our remnant American wilderness in any one locality is an attack upon the whole and creates an issue of national moment and not for local action alone.
10. That since the invasion of wilderness areas is generally boosted by powerful, country-wide organizations, it is essential that individuals and groups who desire to preserve the wilderness must unite in a country-wide defense.
11. That the means of achieving our objectives should be positive and creative as well as merely defensive, and hence that a long-range plan should be evolved toward bringing forth its mental and ultimate human uses.

## THE TYPES OF WILDERNESS RECOGNIZED

In order to define more specifically what we want to preserve, it seems desirable to divide what might broadly be termed the wilderness into five types.

Extensive Wilderness Areas are regions which possess no means of mechanical conveyance and which are sufficiently spacious that a person may spend at least a week of travel in them without crossing his own tracks. They may include timber, range lands, bare rocks, snowfields, marshes, deserts, or water. The dominant attributes of such areas are: first, that visitors to them must depend largely on their own efforts and their own competence for survival; and second, that they be free from all mechanical disturbances.

Primeval Areas are virgin tracts in which human activities have never modified the normal processes of nature. They thus preserve the native vegetative and physiographic conditions which have existed for an inestimable period. They present the culmination of an unbroken series of natural events stretching infinitely into the past, and a richness of beauty beyond description or compare. Consequently, primeval areas not only are of surpassing value from the standpoint of scenery, but of great scientific value.

Superlatively Scenic Areas are localities with scenic values so surpassing and stupendous in their beauty as to affect almost everyone who sees them. They may also include natural features of unique scientific interest, such as the geysers of Yellowstone.

Restricted Wild Areas are tracts of land in regions of concentrated population which, even though not having great size, virgin conditions, or superlative scenery, are at least free from the sights and sounds of mechanization. They are the closest approximation to wilderness conditions available to millions of people.

Wilderness Zones are strips along the backbone of mountain ranges or rivers which, although they may be crossed here and there by railroads and highways, nevertheless maintain primitive travel conditions along their major axes. Such zones not only are primarily free from man-made sights and sounds, but also permit long journeys under the impetus of one's own energies instead of those of a machine.

# Truck Trails in the Adirondacks

BY RAYMOND H. TORREY

*Secretary Association for the Protection of the Adirondacks*

CONSIDERABLE discussion and some objections have occurred among conservationists in New York State, in recent months, in respect to so-called "truck trails," proposed to be constructed by Civilian Conservation Corps camps in the State Forest Preserve in the Adirondacks. About fifty miles of such trails, which would be narrow dirt roads passable to trucks, were proposed by Conservation Commissioner Lithgow Osborne as projects under the present enlistments for CCC Camps.

Upon previous inquiry by conservationists, Commissioner Osborne gave assurances that the truck trails, when completed, would be restricted to the employes of his department, for fire protection, fish planting and similar conservation purposes; that they would never be opened to the public, and that, if it appeared the public could not be excluded, they would be abandoned.

As inquiries and objections continued, Commissioner Osborne sought an opinion of Attorney General John J. Bennett, Jr., asking if he could build these roads and prohibit their use by the public; if he could exclude automobiles but permit traffic by horse-drawn vehicles; if any difference in the answers would be made if such roads, before CCC work should be begun on them, were already passable by automobiles or horse-drawn vehicles.

The Attorney General replied that the construction of these roads would be justified to safeguard the Forest Preserves from fire. The public, he said, would have no right to use them, unless in furtherance of the purpose for which they are built, and under the Commissioner's direction. "I can conceive no other right it could have there," said the Attorney General. "To hold otherwise would be tantamount to holding that the State under the guise of the exercise of the police power could open public roads through the forest preserve. The bar of the constitution (Art. VII, Sec. 7) effectually prohibits the use of the preserve for such public use. The fact that, once constructed, they are physically available for travel, does not extend the authority to use them." Use of these roads

by horse-drawn vehicles, said the Attorney General, would be no less an infraction than automobiles. He concluded:

"It is my opinion and it is my answer that you have authority, in the exercise of the police power, to make such roads or trails as are reasonably necessary and justified to protect the preserve from the hazards of fire. You also have the authority and it is your duty to prevent their use as public highways."

The statements of the Conservation Commissioner and the Attorney General seem to indicate clearly that these roads may not be used by the general public. But there is some scepticism as to whether, when they are completed, the public can be efficiently excluded, and whether these roads will not, in effect, constitute new thoroughfares in the preserve, built without approval of the people, as is required for new state highways, through amendments to Section 7 of Article VII of the State Constitution.

The first instance of an attempt to enter one of these truck trails occurred in July, when the driver of an automobile sought the key of the gate of the trail on Hayes Brook, near Onchiota, from the local ranger, and was refused it. He then drove around the end of the barrier, breaking down several small trees, and entered the trail. He was identified by his license number and is to be sued by the Attorney General, at the request of Commissioner Osborne, for \$100, for trespass and destroying the trees.

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## ARTICLE VII, SECTION 7

Conservation Commissioner Lithgow Osborne, in a recent radio broadcast, declared he believed in strict interpretation of the constitutional protection of the New York State Forest Preserve, by Section 7 of Article VII, which declares that "the lands of the state, now owned or hereafter acquired, constituting the forest preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or ex-

*(Continued on page 5)*

# Fallacies in Osborne's Position

## An Open Letter to the Conservation Commissioner of New York

BY ROBERT MARSHALL

DEAR Mr. Osborne:

I have just received from Mr. Henry Goddard Leach a copy of your speech to the Jefferson County Sportsmen's Association. I appreciate the sincerity of your argument, but just as sincerely I want to explain why I think there are four important fallacies in your reasoning. First, you argue that the proposed truck trails in the Adirondacks are needed in order to provide enough CCC work to give the New York boys their fair share of the amount of Emergency Conservation funds being handed out. Second, you contend that they are necessary for the protection of the Adirondacks from fire. Third, you state it is your opinion that they can be kept closed to public vehicular traffic. Fourth, you neglect to consider whether, even if they are kept closed, they may not ruin some of the finest values of the Adirondack forests.

Your first contention, that these truck trails are important in order to make work, does not seem to be valid justification. The argument for these truck trails should rest on whether they are primarily desirable or undesirable. I cannot believe that if a project is undesirable or even of doubtful desirability that there is any excuse for commencing it just to make work. A lot of work could be made by dynamiting the capitol and building a new one, but I would not consider this desirable. Neither would I consider it as undesirable or irreparably damaging as the general truck trail program which the philosophy expressed in your speech would initiate. For obviously there is an exceptionally good chance that CCC work is likely to continue for at least five more years. If, as you say, you have virtually run out of definitely constructive projects already, what will you do to provide CCC work for five years? Will you put a truck trail up every drainage to eradicate completely every symptom of wilderness?

No one can deny that truck trails usually get men into fires more quickly than foot trails (I have known occasional cases where this was not

true), and other things being equal this is all to the good. However, under present Adirondack conditions, with no point more than 12 or 15 miles from a passable auto road, or a motor traveled waterway, with forests not of a highly inflammable character comparable to those of the northwest or California, with crown fires rare, and with a well planned and well manned protective organization, the necessity for truck trails in the Adirondacks is much less than in most forested regions. Furthermore, for the expense of building and maintaining a passable truck trail such as the one you propose from Wanakena to High Falls, you could station two or three men at the falls during the limited dangerous fire season for a good many years to come and have them ready to jump on a fire in that vicinity even more quickly than if they had to be gathered together in Wanakena and brought out on a slow wood road. Also, don't forget that it has been demonstrated that the dead leaves and the dead, woody material of the forest dry out more rapidly along the openings made by roads than in the unbroken forest, and thus the forest inflammability along rights-of-way is increased. I should think that if you spent the truck trail funds for disposing of some of the dead and down material along existing roads and foot trails through cut-over and burned areas, you would be doing fully as much for fire protection as by building truck trails. Fire protection is a lot more than merely getting to fires quickly.

In spite of the serious fires of 1934, the first bad ones since 1913, your record of protection is better than you are willing to take credit for. I dare say that your percentage of area burned over within the Forest Reserve for the past 20 years is not half of one percent annually. How much do you think even a complete truck trail system could reduce that half percent (assuming the figure really is that high, and if I have done the efficiency of Bill Howard's protective system an injustice, please set me right)? I don't be-

lieve it would be one-tenth of one percent annually, and it might be nothing at all. In the old growth forests I think you would increase the fire hazard even if you succeeded in keeping the truck trails closed to the public. I have known all sorts of disastrous forest fires in the west which started within half a mile of auto roads. In your own Adirondacks, I'll bet anything that if you calculate the areas within two miles of roads which are passable to autos, you will find a higher percentage of them burned during the past 20 years than you will of the more remote areas. You yourself admit that your bad fire of 1934 came in an area well developed for auto transportation.

You assume truck trails can be kept closed. You pledge that if it is impossible to exclude public vehicular traffic you will render the truck trails impassable to the public by blowing holes in them and taking out bridges. In spite of the unquestioned sincerity of that pledge, it means absolutely nothing unless you should be a far more permanent Conservation Commissioner than anyone has ever been in the past. Furthermore, even if you remain Conservation Commissioner for 30 years, you could not resist the public pressure to open up automobile roads already built. A constitutional amendment would take it clean out of your hands. A hard fight is always required to defeat constitutional amendments for new roads. It would be almost impossible to convince the public that an auto road which was already built anyway shouldn't be used by the public. An auto road is an auto road to most people, and the distinction between road A on which it is moral for the general public to drive and road B on which it is immoral for anyone but rangers and public officials to drive would be too subtle. I do not believe for a minute that once these truck trails are built you can keep them closed.

In your argument you have entirely neglected the most serious damage caused by the truck trails, their destruction of the wilderness. It is just as disconcerting for a person who wants to bury himself in another age and another world to break out of the primitive forests on the tire tracks of a ranger as it would be to stumble across the tire tracks of a chewing gum salesman from Brooklyn. It is almost the rarest thing a human being can do today to escape the signs of mechanization. It is of inestimable value to

make it possible for people to get where they know they must be on their own resources, where they must be competent to cope with nature without any possible help from the machine. Today in the Adirondacks there are still three separate areas of this nature, one in the Moose River country of 450,000 acres, one in the High Mountain section of 350,000 acres, and one between Cranberry Lake and Beaver River Flow of 300,000 acres. In these regions a person can be lost in a splendoredness of primitive living which to many people is unobtainable in any other sort of environment. The values which exist in such wilderness areas are very delicate. They depend not only on what one can see and hear, but also on what is in the back of one's mind. The mere knowledge that mechanization lies over the top of the hill is enough to destroy some of the finest inspirational values of the wilderness. The actual sight of truck trails and of rangers' cars along them would be ruinous to the wild environment and its emotional effect.

Your argument seems to boil down to the belief that because a more serious fire than has ever occurred in the Adirondacks since Bill Howard took over the fire protection in 1909 might occur in the future, and because this fire might be reduced in acreage if it could be reached more quickly through building truck trails, and because in a similar manner the difference between what all the fires which might burn if there were truck trails might be a small fraction of one percent less annually than what they might burn without truck trails (although there is also a chance it might be more if my guess is right that the truck trails can't be kept closed), that therefore the positive, known, irreplaceable value of the Adirondacks wilderness should be sacrificed. You are making a problematical, slight protective gain outweigh a certain, immense aesthetic value. It doesn't seem a particle reasonable.

Mobridge, S. D., June 29, 1935.

## TRUCK TRAILS

(Continued from page 3)

changed, nor be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed."

The Commissioner said that the forest preserve was acquired for the benefit and welfare of all the people of the state.

# Why the Wilderness Society?

By ALDO LEOPOLD

PERHAPS it is a truth, one day to be recognized, that no idea is significant except in the presence of its opposite.

This country has been swinging the hammer of development so long and so hard that it has forgotten the anvil of wilderness which gave value and significance to its labors. The momentum of our blows is so unprecedented that the remaining remnant of wilderness will be pounded into road-dust long before we find out its values.

Under these circumstances it is fitting that those who perceive one or more of these values should band together for purposes of mutual education and common defense.

I say mutual education because I doubt whether anyone who does not sense these values of his own accord can be genuinely convinced that they exist. The record of administrators who have adsorbed the custodianship of formally proclaimed "wilderness areas" bears out this doubt. The process of splitting seems often to go merrily on at almost the same rate as before. Possibly the Society can help retard this tendency toward demolition of existing wilderness areas, as well as push the establishment of new ones.

There is particular need for a Society now because of the pressure of public spending for work relief. Wilderness remnants are tempting fodder for those administrators who possess an infinite labor supply but a very finite ability to picture the real needs of his country.

The recreational value of wilderness has been set forth so ably by Marshall, Koch, and others that it hardly needs elaboration at this time. I suspect, however, that the scientific values are still scantily appreciated, even by members of the Society. These scientific values have been set forth in print, but only in the studiously "cold potato" language of the ecological scientist. Actually the scientific need is both urgent and dramatic.

The long and short of the matter is that all land-use technologies—agriculture, forestry, watersheds, erosion, game, and range management—are encountering unexpected and baffling obstacles which show clearly that despite the

superficial advances in technique, *we do not yet understand and cannot yet control* the long-time interrelations of animals, plants, and mother earth. Some of these problems, such as "soil sickness" in forestry, will merely retard a part of the technical advance in that field. Others, notably some of the deeper aspects of range management and erosion control, foreshadow the possible permanent loss of whole geographic regions.

Let me give just one example: Weaver at Nebraska finds that prairie soils lose their granulation and their water-equilibrium when too long occupied by exotic crops. Apparently native prairie plants are necessary to restore that biotic stability which we call conservation. It is possible that dust storms, erosion, floods, agricultural distress, and depletion of range in the plains region all hark back fundamentally to degranulation. Perhaps degranulation also plays a part in these same phenomena elsewhere.

Here then is a new discovery which may illuminate basic questions of national policy. On it may hinge the future habitability of a third of the continent. But how shall it be followed up if there be no prairie flora left to compare with cultivated flora? And who cares a hang about preserving prairie flora except those who see the values of the wilderness?

The Wilderness Society is, philosophically; a disclaimer of the biotic arrogance of *homo americanus*. It is one of the focal points of a new attitude—an intelligent humility toward man's place in nature.

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## PROTECTION OF BEAUTY A PRACTICAL USE

When Theodore Roosevelt saw California Coast Redwoods for the first time, in 1903, he was enchanted with their beauty.

"I appeal to you," he said in an address at Palo Alto, "to protect these mighty trees, these wonderful monuments of beauty. There is nothing more practical in the end than the preservation of beauty, than the preservation of anything that appeals to the higher emotions of mankind."

# Why the Appalachian Trail?

BY BENTON MACKEYE

(Written to members of the Seventh Appalachian Trail Conference, held at Skyland, Virginia, and read at the session of June 22, 1935.)

AS THE author in 1921 of the original proposal for the Appalachian Trail, and as one of the founders in 1925 of the Appalachian Trail Conference, I should like to bring before you of the Conference now assembled a matter which I consider of immediate and vital concern to the thing entrusted to your care. That thing is the Appalachian Trail.

On this matter it is pertinent to state again what I have tried to emphasize in several Conferences past, namely the precise nature and conception of this enterprise. The Appalachian Trail is not something merely physical; it is the result and triumph of the devoted thought and effort of yourselves and your comrades working for fourteen years. The physical path is no end in itself; it is a means of sojourning in the primeval or wilderness environment whose preservation and nurture is your particular care. The Appalachian Trail as originally conceived is not merely a footpath *through* the wilderness but a footpath *of* the wilderness.

This environment is nurtured by action creative as well as defensive. Its setting of stream and crag marks the latest word in terrestrial history; its setting of plant and animal life comprises a whole society quite apart from man's. Truly to comprehend this earth drama involves active appreciation in the realms of all the senses—especially of sight and sound. The primeval sounds alone—the frog chorus of early spring, the insect choir of autumn, the "back-roar" of eternal, tumbling waters—such together weave a symphony of seasons and of ages that lays the base for human harmony. The absorption by us of these primal influences, the pursuit of their elusive, all-embracing truth—these activities of *mind* and *spirit* form for our Trail the *ultimate* creative goal.

This the creative attitude is more generally appealing than the defensive one. But the latter must sometimes be invoked, however much an evil of necessity. I must, alas, dwell upon it

now. One function at least of true wilderness is to provide a refuge from the crassitudes of civilization—whether visible, tangible, audible—whether of billboard, of pavement, of auto-horn. Wilderness in this sense is the absence of all three. Just so of the wilderness footpath; it is unadorned; it is foot-made; it is noise-proof. Such are its qualities in essence. The advertising sign (whether board or edifice), the graded way (known as "Grade A"), the auto-horn (or its refrain the radio)—all of these are urban essences; all are *negations* of the wilderness. No true Appalachian Trail can follow within the influence of any one of these invasions, for the Appalachian Trail is a wilderness trail or it is nothing.

Such is the original, and never abandoned, conception of the thing which the Appalachian Trail Conference was founded to preserve.

And now within very recent years there arises on the actual horizon an institution called the *scenic motorway*. This is an excellent and useful institution; and, like others such, it is most useful—and least harmful—when its use is analyzed and planned for.

For one reason if for no other the zone of motor influence has been greatly widened. The reason is the appearance within the past year of a new type of penetrating auto-horn. Hence comes the necessity for a more rigorous control of motorway locations than has been previously proposed; and the sentiment therefor seems to be increasing. Encouraging demand for such control is daily coming in to the recently organized Wilderness Society.

On account of this widened motor influence, and because of certain recent projects for building motorways, relocations of the Appalachian Trail have been suggested. Where a true wilderness trail is thereby secured a relocation may be the local solution. But relocations repeated would take energy. The same energy devoted to controlling causes would seem in the long run better to attain our ultimate objectives.

But whatever happens, let us not surrender by resorting to make-believes. In any given

(Continued on page 8)

# Primitive Trails and Super-Trails

BY HAROLD C. ANDERSON

O'er wild and rocky uplands  
It leads us sure and true  
With only winds of heaven  
Between us and the blue.

*From Appalachian Trail song  
by Edna and Helen Stone.*

THE route of the Appalachian Trail, which winds its way o'er crag and summit from Maine to Georgia, includes a stretch of some ninety-five miles in the proposed Shenandoah National Park. When this section of the Trail was first cut and blazed it was in the main rough and rugged. Many of the peaks could be scaled only by dint of much physical exertion, but there was the thrill of isolation. Far off in another world were left the garish sights and the discordant sounds of urban life; instead of the honk of the motor-horn there was the song of the birds, instead of the squawk of the radio there was the hum of the insects, instead of the "clank of crowds" there was the music of the wind in the trees, while from the summits could be seen corrugations of the earth's surface with few reminders of a mechanized civilization.

Today the scene has changed. From those same summits one now sees sprawled along the crest of the Blue Ridge a serpentine ribbon of macadam with its procession of motor cars, while the "AT" marker leads one, not over a primitive footpath, but over a wide, beautifully graded horseback trail more or less closely paralleling the motor road.

Apart from a consideration of the problem of planning in the Shenandoah National Park for the several classes of recreationists (the motorist, the picnicker, the horseback rider, the camper, the hiker) and of the desirability of the planned extension of the scenic highway southward along the crest of the Blue Ridge, interesting are the different reactions of supporters of the Appalachian Trail to the recent developments. One says: "This region has gained through now possessing a super-trail which, from the point of construction and scenic aspects, can have few rivals in the East. This has superseded the original route, rough, difficult to maintain and a considerable exertion for many hikers."

Another, after walking over a portion of the re-located trail, writes "I think the Blue Ridge skyline highway has utterly spoiled whatever existed of wilderness character on the summit of the Blue Ridge, and the rebuilt Appalachian Trail, paralleling the highway more or less closely, has about as much wilderness 'kick' to it as a walk in Central Park." While still another writes: "If present tendencies are continued I have a feeling that it would be an abuse of the original conception and name to continue to call the present trail 'the Appalachian Trail.' Should we start out to climb Mt. Everest and get diverted into climbing Mt. Flatbush, we should not mesmerize ourselves into a feeling of gigantic achievement by continuing to call the peak we *actually* climbed, Mt. Everest."

Whether the "AT" marker will come to be the symbol of something far different from what was originally intended or whether the Virginia section of the Appalachian Trail will ultimately be re-routed along the Allegheny front, time alone can tell.

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## WHY THE APPALACHIAN TRAIL?

*(Continued from page 7)*

case, on any particular stretch from Maine to Georgia, let the Appalachian Trail be *real* or else be absent. Let us not be misled. No mark tacked up upon the wayside can change the nature of that wayside. This applies to our beloved "AT" marker, the symbol of the wilderness trail—let it mark the *real* thing or nothing.

This does not mean to be satisfied with nothing; the clear duty of the Appalachian Trail Conference is to maintain and defend the Appalachian Trail as a realm of primeval influence; to fail to oppose its invasion by influences wholly foreign is a resignation of duty which the Conference with its eyes open would never dream of making.

Hence these words of caution sent to you good people of the Conference; with them go my deep appreciation for your devoted years of effort in building an idea—and an equal faith in your courage to maintain it.

## Three Great Western Wildernesses

### What Must be Done to Save Them?

#### The Selway-Salmon River Wilderness

“THE Lolo Trail is no more. The bulldozer blade has ripped out the hoof tracks of Chief Joseph’s ponies. The trail was worn deep by centuries of Nezperce and Blackfoot Indians, by Lewis and Clark, by companies of Northwest Company fur traders, by General Howard’s cavalry horses, by Captain Mullan, the engineer, and by the early-day forest ranger. It is gone, and in its place there is only the print of the automobile tire in the dust.

“What of the camps of fragrant memory—Camp Martin, Rocky Ridge, No Seeum Meadows, Bald Mountain, Indian Grave, Howard Camp, Indian Post Office, Spring Mountain, Cayuse Junction, Packers Meadows? No more will the traveler unsaddle his ponies to roll and graze on the bunch grass of the mountain tops. No more the ‘mule train coughing in the dust.’ The trucks roll by on the new Forest Service road, and the old camps are no more than a place to store spare barrels of gasoline.

“No more will the mountain man ride the high ridges between the Kooskooskee and the Chopunnish. ‘Smoking his pipe in the mountains, sniffing the morning cool.’

“It is now but three hours’ drive from the streets of Missoula to the peak where Captain Lewis smoked his pipe and wrote in his journal: ‘From this elevated spot we have a commanding view of the surrounding mountains, which so completely enclose us that though we have once passed them, we almost despair of ever escaping from them without the assistance of the Indians.’ Only ten years ago it was just as Lewis and Clark saw it.

“So it is everywhere.

“The hammer rings in the CCC camp on the remotest waters of the Selway. The bulldozer snorts on Running Creek, that once limit of the back of the beyond. The moose at Elk Summit lift their heads from the lily pads to gaze at the passing motor truck. Major Fenn’s beloved Coolwater Divide has become a road.

“No more can one slip up to the big lick at Powell for a frosty October morning and see the elk in droves. The hunters swarm in motor cars in the public campgrounds.

“And all to what end? Only a few years ago the great Clearwater wilderness stretched from the Bitterroot to Kooskia; from the Cedar Creek mines to the Salmon River and beyond. No road and no permanent human habitation marred its primitive nature. There it lay—the last frontier—an appeal to the mind of the few adventurous souls who might wish to plunge for weeks beyond human communication.

“The Forest Service sounded the note of progress. It opened up the wilderness with roads and telephone lines, and airplane landing fields. It capped the mountain peaks with white-painted lookout houses, laced the ridges and streams with a network of trails and telephone lines, and poured in thousands of fire fighters year after year in a vain attempt to control forest fires.

“Has all this effort and expenditure of millions of dollars added anything to human good? Is it possible that it was all a ghastly mistake like plowing up the good buffalo grass sod of the dry prairies?”

With these poetic words, Elers Koch summarized in the *Journal of Forestry* of February, 1935, the rapid destruction of what eight short years ago was the heart of an eight million acre wilderness tract. He described eloquently the irreplaceable values which have been destroyed. Nevertheless, in spite of this terrific damage, there remains in the huge Selway-Salmon River country of Central Idaho, even in its greatly diminished expanse, the largest forest wilderness possibility in the United States.

Roughly speaking, this area is bounded by the Lolo Trail and the Lolo Pass roads on the North, the Bitterroot Valley on the East, the Challis, Bonanza, Casto, Cape Horn truck trails and the Stanley Highway on the south, and a somewhat indefinite zone on the west running in general through Range 8 East of the Boise

meridian. Within this vast forest wilderness are nearly three million acres which are almost free from mechanical developments, although here and there stub truck trails do enter for a considerable distance. The commercial values within this area are very slight. The fire danger is severe, but there is no evidence that a truck trail program will make any material difference in the total area burned. It is possible that the advantage gained by faster travel on truck trails will be largely offset by the drying up of the fuel which always occurs along openings in the forest, by the increased causes of fire which inevitably will come in on truck trails, and by the fact that a forest organization which gets into the habit of going everywhere by automobiles is inclined to become soft. So far as giving the automobilist a chance to see scenery of this type, there are many scenic highways through adjacent Washington and Idaho which make accessible to the motorist fully as beautiful country.

The Forest Service now has a very ambitious truck trail program for the entire half of this wilderness which lies North of the Salmon River. If this program is carried out, it will leave the largest tract without roads less than 150,000 acres in size. South of the Salmon River, the Forest Service has set aside a million-acre primitive area, but it has already run one truck trail into it and is proposing to construct two more. In addition, an ambitious truck trail program has been proposed for a fringe of at least half a million acres more outside the primitive area which should be kept in wild condition.

In summary, because this is the largest possible forest wilderness which can yet be saved, because in preserving it no important economic values will be locked up, because truck trails do not seem to furnish the solution of the fire problem, it is strongly urged that this area be set aside as a great wilderness and that all the Forest Service truck trail programs within it be abandoned. All who appreciate the wilderness and agree with this policy are requested to write at once to the Forest Service.

### The Northern Cascades Wilderness

THE second largest potential forest wilderness remaining in the United States lies in the north end of the Cascade Mountains in Washington. In the spring of 1934, Chief Forester Silcox very splendidly set aside one million acres as a primitive

area embracing a strip about twenty miles wide along the Canadian boundary. Immediately adjacent to this area, along the backbone of the Cascade system is an additional great wilderness in which there is at present only one short stub truck trail. This area averages about thirty-two miles east and west and stretches for about forty miles southward from the south boundary of the present wilderness area to the divide between Chelan and Snohomish Counties. It is country of low fire hazard. The only important commercial value is the City of Seattle's Skagit Power Project in one corner of the wilderness. It is believed that, aside from this one intrusion which is already an actuality, the entire remainder of this area should be kept free from all mechanical developments. This will mean abandoning the proposed state highway across Cascade Pass for which there seems to be no important justification. It would also mean the abandonment of several dozen miles of proposed Forest Service truck trails.

It is important that, in setting this backbone of the Northern Cascades aside as a wilderness area to preserve for wilderness travel one of the most stupendously scenic areas in the United States, millions of people who do not care for, or are unable to enjoy, wilderness travel should not be deprived of the possibility of seeing the region. On the other hand, it is even more important that no unfair monopoly of outstandingly beautiful Northern Cascade scenery be given to the motorist. This plan would make available for those who cannot or do not care to travel by primitive methods of transportation many of the most splendid automobile trips possible to conceive. To the west of this area there will still remain for mechanized development the marvelous Stilliguamish and Sauk River countries, as well as the Lower Skagit River and the Mount Baker and Mount Shuksan countries. To the east there is the whole Wewatchee country, including the outstandingly beautiful Intiat Valley, as well as most of Lake Chelan, the Twisp River, the Methow River, and the Eight-Mile Creek countries. South of the area are the Stevens and Snoqualmie Pass roads across the main Cascade divide, and all the developments in Mount Rainier National Park. This would certainly give to the automobilist an immense variety of Cascade scenery, and a fair break in the allocation of the beauty of this marvelous region.

Lovers of the wilderness who agree with this viewpoint are urged to write the Forest Service to set aside this whole area as a wilderness and to discontinue truck trails in it. They are also urged to write the Bureau of Public Roads against the proposed Cascade Pass highway. Letters to Congressmen and other influential people are, of course, helpful.

### The Olympic Mountain Wilderness

THE great forest area in the heart of the Olympic Peninsula is particularly adapted for wilderness preservation. It is an area of very low inflammability in its virgin condition, although if ever logged the fire hazard would be terrific. While there are great timber values embraced in this area, there is certainly no immediate need to develop them with the present super-saturation of timber which private operators are desperate to liquidate. Conversely, the Olympic country might very conceivably have its finest value to humanity as the last great exhibit of the superb Douglas fir and spruce and hemlock forests of the Pacific Northwest. At present the higher elevations of the Olympic Mountains are preserved in the Mount Olympus National Monument, and in addition an area of less than two hundred thousand acres to the southeast has been set aside by the Forest Service as a primitive area.

This, however, is not nearly enough to preserve in a wilderness condition. Instead, it is urged that practically the entire area within the Olympic Loop Highway and north of a line drawn from Taholah, through Humptulips Guard Station, and across to the south edge of the Hood Canal, should be set aside as a wilderness area and no further truck trails or highways be permitted within it. This action is urged regardless of whether the area continues to be administered by the Park Service and partly by the Forest Service as at present, or whether the bill creating it as a National Park is passed by Congress.

The present Forest Service plans contemplate truck trails along the Bogachiel, Queets, north fork of the Quinault, and Wynoochee Rivers, as well as along three or four different uplands. None of these truck trails under present plans will invade the area for more than seven or eight miles, but the sum effect of all these roads creeping toward the heart of the region is going to mean a disastrous sapping of the present splen-

did wilderness. Furthermore, if the program of truck trail desecration is not stopped now it seems obvious that another year will see the area invaded still further, until before long there will be nothing left of the unequaled splendor of these virgin streams rolling in the unsullied freshness of nature through the forests, towering 250 feet into the air. There will then be no escape from the all-invading mechanization.

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### WILDERNESS STATUS OF NATIONAL PARKS

NO National Park is a Wilderness Area, but most National Parks contain wildernesses. Mount McKinley, Grand Canyon and Grand Teton National Parks are nearly all primitive and have a minimum of roads. But Hot Springs, Platt and Wind Cave National Parks have no primitive and do not conform in any respect to national park standards. Acadia Park's slender addition across Frenchman Bay is said to be primitive but has a road nearly the length of it; there is not an acre elsewhere in the park that meets park standards.

National Parks, therefore, as national parks, are no concern of the Wilderness Society, but they are very interesting and valuable, because they contain, scattered through most of them, many of the finest wildernesses in the United States. Besides, they are the only reservations in the United States which protect wildernesses by law, and we hope protect them forever.

National Park administration does not in the least concern the Wilderness Society except as it affects preservation of its standards, uses and wilderness lands. But defeat of any bill which threatens the sanctity of any of these is the duty of this Society.

### Concerted Action, Only

"The ways to ruin a wilderness are many—the ways to restore it have not yet been discovered," writes Tom Gill in the current September number of *Nature* which every American who appreciates natural phenomena in any phase should most certainly read. He discloses the inevitable with startling clarity and points unerringly the only way to success.

# Wildernesses and Skyline Drives

BY HAROLD P. ICKES  
*Secretary of the Interior*

*From his Address in February, 1935, to Civilian Conservation Corps Workers in State Parks.*

I AM tremendously interested in parks, particularly in those sections of them which are wilderness. I think we ought to keep as much wilderness area in this country of ours as we can. It is easy to destroy a wilderness; it can be done quickly, but it takes nature a long time, even if we let nature alone, to restore for our children what we have ruthlessly destroyed. \* \* \*

I am not in favor of building any more roads in the National Parks than we have to build. I am not in favor of doing anything along the line of so-called improvements that we do not have to do. This is an automobile age, but I do not have a great deal of patience with people whose idea of enjoying nature is dashing along a hard road at fifty or sixty miles an hour. I am not willing that our beautiful areas should be opened up to people who are either too old to walk, as I am, or too lazy to walk, as a great many young people are who ought to be ashamed of themselves. I do not happen to favor the scarring of a wonderful mountain side just so that we can say we have a skyline drive. It sounds poetical, but it may be an atrocity. \* \* \*

I would not agree to put a lake in a wilderness area where there should not be a lake,

merely to have a lake. An artificial lake is not a lake, after all. It is all right in a State park. But that is a different sort of thing. It is out of place in a wilderness area. So long as I am Secretary of the Interior and have anything to say about the parks, I am going to use all of the influences I have to keep parks put as far as possible in their natural state.

*From his Letter to the State Park Conference, read at Skyland Meeting, June 18, 1935*

When I met with some of you in February, I urged you to plan ahead for growing population, to provide recreational areas, but also to save fine wilderness areas from too great recreational development. The state parks near centers of population ought to be largely recreational, but those farther removed should be cherished for their wilderness character. Roads are important, of course, but I hope you won't build too many. The motorist doesn't need encouragement, but the walker does. I am hopeful that in each State one park at least will display as nearly as possible the original conditions of the area. We men spoil things so quickly with our "improvements." I believe that, when in doubt regarding an alteration or improvement, we should let nature take its own course.



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# The LIVING WILDERNESS

ROBERT STERLING YARD, *Editor*

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## Wilderness Society Creed

TODAY'S progressive view of nature conceives the American people using and enjoying it for the needs of everyday living, for pleasuring, and as an inspiration for happiness and achievement; but it specially conceives it necessary to save those parts of our slender remaining roadless areas which are worth more for study, relaxation and the wilderness type of recreation than for picnicking, motoring and commercial activities; also it believes that remaining primeval areas which are museums of creation, often also remarkable for scenic grandeur and extraordinary natural beauty, should be carefully protected, undisturbed, for observation, scientific study, and appropriate types only of enjoyment.

Every type of human use should be assigned its ample quota of appropriate area while there is area still available for all uses, and no areas should be seized for the irrevocable benefit of any one type of use, no matter how popular such use may be at the time, until all types have been fully and fairly considered for it with all the evidence presented. And before final decision is made, consideration should be given the fact that primitive areas are easily destroyed; but, while primitive conditions may develop again in from six hundred to a thousand years, the broken continuity will never be restored.

The inherent rights of succeeding generations to study, enjoy and use fine examples of primeval America is a responsibility of this generation.

ROBERT STERLING YARD.



# Women Members Protest Against Elaborate National Park Trails

LAST January, within a period of one week, it chanced that letters were received by members of the executive committee of the Wilderness Society from three of our most active members. Mable Abercrombie is a member of the Forestry Division of the Tennessee Valley Authority and is one of the most widely experienced climbers in the Southern Appalachian Region. Helen Howell Moorhead is an officer of the Foreign Policy Association and an outstanding authority on the international narcotic trade. Georgia Engelhard is not only frequently referred to as the Country's leading woman mountaineer, but is also generally rated as one of the half dozen outstanding mountain climbers in the United States, with numerous difficult first ascents to her credit.

The letters from these three women were submitted to the Assistant Secretary of the Interior, Oscar L. Chapman, who turned them over to the Park Service for comment. The Park Service trail policy was defended by Thomas C. Vint, Chief of the Branch of Plans and Designs, and his defense was then criticized by Robert Marshall, at that time Director of Forestry and Grazing in the Indian Service.

This whole correspondence and commentary expresses so splendidly the objection of many wilderness lovers to the over-elaborate trails now frequently being constructed in National Parks that it seems worthy of printing and is herewith presented to our readers.

## FROM MISS ABERCROMBIE

January 24, 1937.

DEAR MR. YARD:

While walking on a smelly-oiled trail in Glacier Park this past summer, I met a girl from the northeast who had also abandoned her steed for a walk. She said that she was quite anxious to get back to the cool forested trails of the Great Smoky Mountains. So confident was she of finding the Smokies as she left them five years ago that I hesitated to subdue her enthusiasm by warning her of the things of late going on in the Park.

A report issued last April to observe the third birthday of the CCC boys in the Park by reviewing the "splendid record of achievement" states that: 491 miles of foot and hoof trail, 172 miles of truck-trails and fire breaks, and seven miles of minor roads have been sprinkled across this 308,000 acres of unique forested area. All of this is in addition to the skyline drive and road over Newfound Gap. For lack of funds only fifty-nine miles of trail has been added by the "boys" since April; one wonders what will happen if and when funds are supplied.

Ah, but the misuse of these trails. Not only do horses trek up the lofty Smokies but on Labor Day two motor-

cyclists were tempted to travel the exhilarating crest-trail of the Boulevard from Newfound Gap to LeConte. Several months ago a "carpet-bagger" native of Knoxville (TVA employee), who once drove to Newfound Gap, saw snow, and returned to Knoxville with the colossal idea of ski-trails in the forested Smokies. The idea is so fantastic, so idiotic and impractical that we live in holy fear of the Knoxville Chamber of Commerce or the Park Service adopting it.

The CCC boys, no doubt, equal the Egyptians in masonry; patient hours have been spent in selecting the exact size of stone for the grade to keep the "masonry line." Steps for "my lady too" bedeck each precipitous climb. Although there has been no paving of the trail yet, it is the Park Service's last resort for the ten months of mud-trail season—imagine a "sidewalk from Georgia to Maine." A true lack of efficiency on the part of the P.S. has been exhibited in many places where trees were cleared for a leisurely view without exercising the neck, and now, because of the opening, forces of nature have cleared many more traces.

A touch of pathos, which arouses an "arborophile," is to see a tall fully-developed tree with embedded roots exposed by a fifteen-per cent graded trail and cut for convenience of some city slicker who will never inconvenience himself to walk the ten miles from his automobile. If he left the metropolitan area he would probably be found admiring the four-span bridge across the Little River at Elkmont with openings large enough to accommodate the flow of the Tennessee. Recently Bob Howes and Harvey Broome were climbing in that vicinity, and were so conspicuous that two Park Service men followed them all day!

And within a few years, I told my new acquaintance, if she came to the Smokies, she probably could camp in the new tourist-camp of 1,000-automobile capacity in the Greenbrier. The camp must be built there according to the "master plan" even though the skyline drive has been rerouted through North Carolina.

All of these things just seem to happen in the Smokies.  
MABLE ABERCROMBIE.

## FROM MRS. MOORHEAD

January 25, 1937.

MY DEAR MR. MARSHALL:

Knowing your interest in conservation and the preservation of the natural wild beauties of this country, I venture to write you my impressions regarding the two sections of the west where I passed some time last summer.

In one part—Gallatin Canyon, Montana—we rode along the trails laid out and made by the Forestry Service. These

trails were entirely adequate, well marked by distinctive blazing on the trees and to anyone with the slightest knowledge of finding his way in wild areas there was no difficulty in arriving at a given destination. However, I should like to see a larger appropriation given to the part over which we rode where the Forest Service has not yet been able to make trails so that the extraordinary beauties of this section of the Rockies could be wisely and prudently opened.

I say wisely and prudently opened, because of the contrast of my experience in Montana with the experience in the Jackson Hole country of Wyoming. The trails which have been built by the National Park Service in the Grand Teton National Park destroy completely any illusion of natural wild beauty. They are so wide that one's mind is continually tempted with the idea that a motorcycle could be ridden to the Grand Teton Glacier over this road. The shrubbery and trees are so cut away from the side of these trails that one gets an impression of an artificially created approach. The marking on the sides of these trails remind one of all the tourist spots in Europe, with their carefully pointed "schöner aussicht." These signs are too large and too numerous.

The effect of going up the trails on the Grand Teton destroys the sense of contact with unspoiled beauty and injects into this region, so superb in itself, a continuous reminder of the artificiality of man-made civilization.

HELEN HOWELL MOORHEAD.

### FROM MISS ENGELHARD

January 31, 1937.

DEAR BOB MARSHALL:

Here goes on my great gripe against trails built for tenton hikers. Knowing that you share my love for wilderness areas and the belief that even when appropriated as Park land they should be kept as nearly as possible in their original state, I want to make a few observations on conditions which I noticed on my trip through the northwest last summer.

I saw with alarm the growing tendency to make magnificent mountain country, whose very aloofness from civilization is one of its greatest charms, extremely accessible to hordes of tourists not only by the construction of trans-mountain motor roads but also by the construction of well-groomed trails, whose equal might only be found in Rock Creek Park, and whose presence utterly destroys the virgin wilderness which makes our western mountains in so many ways preferable to the Alps to the true lover of nature.

My first trip to the West was in 1926, when I visited Glacier National Park, Rainier Park and Yellowstone—all of them pretty well developed for the benefit of the tourist who wished to see the most with the least expenditure of energy. Of the three, Glacier was the least exploited—you could still walk on rough trails winding their narrow way along precipitous walls while several of them, obviously little used, required some scrambling over easy ledges. It was really very exciting to me to be so closely in touch with this magnificent and rugged landscape—and to have it to myself—a great contrast to the previous summer in Switzerland where every upland path was crowded with perspiring pedestrians and you often found an inn on top of an 11,000

foot mountain. I did not care for Yellowstone—but someone advised me to go south to the Teton Mountains.

It is impossible to convey the impression which that country made on me—those tremendous jagged peaks soaring 7,000 feet in the air from the plain of Jackson's Hole—the wild lakes and lonely canyons, penetrated only by the roughest of trails—and often only by game trails which led you deeper and higher into the wilderness. It was really here that my love of mountain climbing was born—the desire to explore the unknown—to see what is on the other side of the mountain, and to stand above the lowlands.

For years I have climbed in the Canadian Rockies, but last year I returned to our west. Imagine my horror at finding the Tetons penetrated and encircled by an elaborate system of trails wide enough for the most timid tourist—so easily graded that it would be impossible to get out of breath on them, and so carefully weeded of any impediments to walking that they were literally boulevards. It was all spoiled—there was no mystery—no lure—just the weary certainty that if you plodded patiently up endless switch-backs you were *sure* to reach Amphitheatre Lake. The same is true of Glacier Park. Not only has it been defaced by a new motor road, but the trails have been widened, graded and even oiled and are daily travelled by hundreds of tourists who really are no more thrilled by the magnificent scenery than by seeing the Empire State Building.

I decided that if I must meet civilization at every turn I might just as well go to Switzerland. For years I had adored the West because it symbolized raw, elemental nature—because it was lonely and vast—and now the government was doing its best to spoil it all.

Is there nothing we can do about keeping some wilderness areas for those who truly appreciate them? After all, the tourist hordes who know nothing of the joy that is gained through struggle and contact with natural forces, have plenty of places to go: Pik's Peak, Yellowstone, Yosemite—where they may be whisked over the landscape in the comfort of big busses. They are quite satisfied with what they see—otherwise they would leave their busses and sign-posted paths. They really do not deserve to be so easily led into the secret, high places of nature, for truly they cannot appreciate them.

It is all very well to say that the exploring-minded should go to Alaska or the Himalayas—but after all, there are some who lack both time and money to do so, and who *can* get the same thrill in a way in nearer places, such as the Teton Park once was. If trails must be built, build them steep and narrow, and leave in the rocks and roots—and don't erect guard rails in narrow places, nor sign posts every half mile—let the walker get some of the feel of the land and leave to him some of the excitement of the unknown—let his recreation have the imaginative touch. In that respect the trails of the Adirondacks and White Mountains are far superior—not one of them savors of the side-walk quality.

This may sound selfish, but both you and I know many mountain lovers—not necessarily mountaineers either—who share this feeling and who bewail the opening of the West to the tourist, who, sitting in a car or on a lazy horse, cannot possibly get the same significance out of contacting nature, as he who achieves it through his own effort.

GEORGIA ENGELHARD.

# Origin and Ideals of Wilderness Areas

BY ALDO LEOPOLD

## (A) Chronology

I WILL here attempt to cover the history of the wilderness movement in the southwest prior to 1926. I suppose the subsequent events are too well known to require comment.

The earliest action I can find in my files is a letter dated September 21, 1922, notifying the District Forester that two local Game Protective Associations had endorsed the establishment of a wilderness area on the head of the Gila River, in the Gila National Forest. I suppose one may assume a prior "incubation period" of a year or two. I take it, then, that the movement in the Southwest must have started about 1920.

This assumption is further corroborated by the publication, in 1921, of my paper, "The Wilderness and Its Place in Forest Recreational Policy" (*Jour. Forestry*, Vol. 19, No. 7, November, 1921). In 1922 G. A. Pearson published in *Ecology* (Vol. 3, No. 4) a paper proposing the need for small wild reservations for ecological study. This later grew into "A Naturalist's Guide to the Americas."

In 1924 the action stage was reached. I have a map dated March 31 showing the Gila area boundaries as originally proposed by me and as approved by District Forester F. C. W. Pooler. I do not know when Washington finally added its approval.

How widely had the idea spread by 1924? I offer in evidence the resolutions passed by the National Conference on Outdoor Recreation (*Jour. Forestry*, October, 1924) which contain no mention of wilderness.

The publication of my paper, "The Last Stand of the Wilderness," was in 1925, in *American Forests* (October).

By 1925 I had left the Southwest, but I continued to write on the western problem. *Sunset Magazine* published my "Conserving the Covered Wagon" (March issue). The "Service Bulletin" of the Forest Service for June 8, 1925, contains a skit of mine (which I would not mind signing today) entitled, "The Pig in the Parlor." The *Journal of Public Utility Economics* for October, 1925, contains my "Wilderness as a Form of Land Use."

By 1926 the high-ups were beginning to wrestle with wilderness. (See W. B. Greeley, *Service Bulletin*, U. S. Forest Service, October 18, 1926.) I can appreciate their predicament now better than I could then. It was no light job to offer the first official resistance after a century of unresisted boosterism.

## (B) Perspective

In 1909, when I began work in the Southwest, there were six immense roadless areas in the Southwestern forests, each larger than half a million acres. New Mexico had the Jemez and the Datil-Gila area; Arizona had the White Mountains, the Blue Range, the Tonto Rim, the Kaibab. All are now gone

except the Gila. The Gila has been split down the middle and pared at the edges, but it is officially set aside. Part of the lost areas were justifiable sacrifices to timber values; part, I think, were the victims of poor brakes on the good roads movement. They are too rough ever to pay out on a timber transport system.

Outside the National Forests, there were large wild areas in many odd corners. They are all, by now, more or less broken up. The dismemberment of small bits of wilderness is, I fear, still going on.

I know of no serious attempts as yet, to enlarge and consolidate wild spots for the benefit of particular threatened species in the Southwest. Thus the grizzly bear in 1909 persisted in five of the six wilderness areas already mentioned. Today this species is said to be gone from all but one spot in the National Forests. The large facilities for land exchange which have recently been available have not yet been used to create even a single grizzly range.

It would appear, in general, that in the Southwest the wilderness movement has come too late to save much of what my generation called wilderness.

## (C) The Future

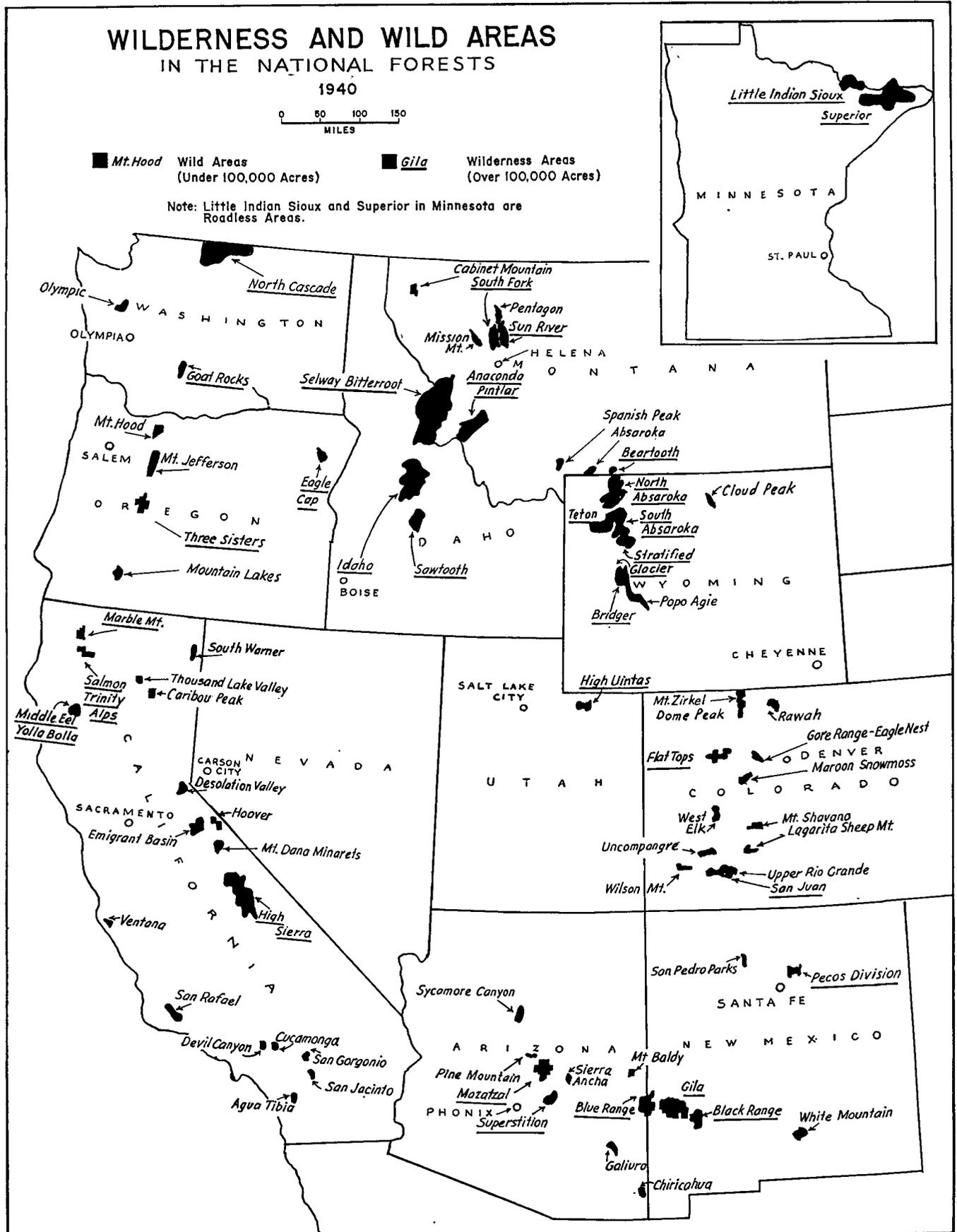
There are four jobs for the future now in sight.

The first is to make the system of wild areas mean something in terms of particular rare plants and animals (like the grizzly).

The second is to guard against the disruption of the areas still wild. Disruption may come from unexpected quarters. A deer herd deprived of wolves and lions is more dangerous to wilderness areas than the most piratical senator or the go-gettingest Chamber of Commerce.

The third is to secure the recognition, as wilderness areas, of the low-altitude desert tracts heretofore regarded as without value for "recreation" because they offer no pines, lakes, or other conventional scenery.

The fourth is to induce Mexico to save some samples of what we no longer have on our side of the border. Great scientific as well as recreational values are here at stake. It will some day be of the utmost importance to be able to study, just across the line, samples of unspoiled mountain country, to compare them with samples on our own side which have been subjected to the classical exploitation-conservation process. We have, in Arizona and New Mexico, hardly a stream still in normal condition; in the Mexican mountains such streams are still found. We have no faunas or floras which have not been abused, modified, or "improved"; in the Mexican mountains the whole biota is intact with the single exception of the Apache Indian, who is, I fear, extinct.



This map was drawn from information furnished by the U. S. Forest Service.

PROTECTED WILDERNESS AREAS UNDER DEVELOPMENT IN NATIONAL FORESTS

100,000 ACRES OR MORE		
NAME	STATE	ACREAGE
<i>Region 1</i>		
Anaconda-Pintlar.....	Montana.....	145,000
Beartooth.....	Montana.....	230,000
Pentagon.....	Montana.....	125,900
Selway-Bitterroot.....	Idaho-Montana.....	1,870,000
South Fork.....	Montana.....	625,000
Sun River.....	Montana.....	240,000
<i>Region 2</i>		
Flat Tops.....	Colorado.....	117,800
Glacier.....	Wyoming.....	177,000
North Absaroka.....	Wyoming.....	379,460
San Juan.....	Colorado.....	240,000
South Absaroka.....	Wyoming.....	614,216
Stratified.....	Wyoming.....	147,000
<i>Region 3</i>		
Black Range.....	New Mexico.....	169,984
Blue Range.....	Arizona.....	218,164
Gila.....	New Mexico.....	572,204
Mazatzal.....	Arizona.....	213,760
Pecos Division.....	New Mexico.....	137,820
Superstition.....	Arizona.....	131,820
<i>Region 4</i>		
Bridger.....	Wyoming.....	383,000
High Uintas.....	Utah.....	243,957
Idaho.....	Idaho.....	1,232,744
Sawtooth.....	Idaho.....	200,942
Teton.....	Wyoming.....	565,291
<i>Region 5</i>		
High Sierra.....	California.....	826,601
Marble Mountain.....	California.....	237,527
Middle Eel-Yolla Bolla.....	California.....	143,426
Salmon Trinity Alps.....	California.....	280,260
<i>Region 6</i>		
Eagle Cap.....	Oregon.....	222,360
North Cascade.....	Washington.....	801,000
Three Sisters.....	Oregon.....	246,726
<i>Region 1</i> Less Than 100,000 Acres		
Absaroka.....	Montana.....	64,000
Cabinet Mountains.....	Montana.....	90,000
Mission Mountains.....	Montana.....	75,500
Spanish Peaks.....	Montana.....	50,000
<i>Region 2</i>		
Cloud Peak.....	Wyoming.....	94,000
Gore Range-Eagle Nest.....	Colorado.....	79,700

NAME	STATE	ACREAGE
La Garita-Sheep Mountain.....	Colorado.....	38,030
Maroon-Snowmass.....	Colorado.....	64,600
Mt. Shavano.....	Colorado.....	32,100
Mt. Zirkel-Dome Peak.....	Colorado.....	43,120
Popo Agie.....	Wyoming.....	70,000
Rowah.....	Colorado.....	25,720
Uncompahgre.....	Colorado.....	69,253
Upper Rio Grande.....	Colorado.....	56,600
West Elk.....	Colorado.....	52,000
Wilson Mountains.....	Colorado.....	27,347
<i>Region 3</i>		
Chiricahua.....	Arizona.....	17,280
Galiuro.....	Arizona.....	50,200
Mount Baldy.....	Arizona.....	7,400
Pine Mountain.....	Arizona.....	17,500
San Pedro Parks.....	New Mexico.....	45,000
Sierra Ancha.....	Arizona.....	29,900
Sycamore Canyon.....	Arizona.....	47,230
White Mountain.....	New Mexico.....	24,000
<i>Region 4</i>		
None.		
<i>Region 5</i>		
Agua Tibia.....	California.....	35,116
Caribou Peak.....	California.....	16,443
Cucamonga.....	California.....	5,000
Desolation Valley.....	California.....	41,380
Devil Canyon-Bear Canyon.....	California.....	36,200
Emigrant Basin.....	California.....	98,043
Hoover.....	California.....	20,540
Mt. Dana-Minarets.....	California.....	82,376
San Gorgonio.....	California.....	20,000
San Jacinto.....	California.....	33,291
San Rafael.....	California.....	74,990
South Warner.....	California.....	70,682
Thousand Lake Valley.....	California.....	16,335
Ventana.....	California.....	55,884
<i>Region 6</i>		
Goat Rocks.....	Washington.....	72,440
Mt. Hood.....	Oregon.....	14,800
Mt. Jefferson.....	Oregon.....	86,700
Mount. Lakes-Rogue River.....	Oregon.....	13,445
ROADLESS AREAS		
<i>Region 9</i>		
Little Indian Sioux.....	Minnesota.....	109,392
Superior.....	Minnesota.....	927,158

# Origins of the Wilderness Society

BY HARVEY BROOME

CONSIDERATION of the origins of the Wilderness Society is like a search for the source of a mountain stream. At the head of each hollow are moist clefts with their trembling drops which are garnered from seepages higher up. None can say which particular drop is the genesis of the stream. So, every individual who has had a feeling of exaltation amidst wilderness surroundings or who has expressed indignation at spoliation of the primitive, has contributed his mite to the now powerful current of wilderness sentiment.

However, just as there are well known tributaries and important confluences to every stream, there were vital personalities and significant meetings of personalities in the formative days of the Society. It is the purpose of this article to direct attention to these persons and meetings.

This has been difficult — the details and their chronology have become dimmed by the lapse of time. But by resorting to my rather casual files, supplemented by files and information supplied by others, and by filling in with incidents which have clung in my memory, I offer the following with assurance that it represents a reasonably accurate, if not a full-rounded, account of the origins of the Society.

Unquestionably, Aldo Leopold was the Jeremiah of wilderness thinking — see his article in this issue. In 1925, he wrote "The Last Stand of American Wilderness"<sup>1</sup> from which Robert Marshall quoted five years later in his spirited "The Problem of the Wilderness."<sup>2</sup>

But if Leopold was the prophet of the wilderness movement, Marshall was the first to suggest organization. This, in the last paragraph of his "The Problem of the Wilderness." This paragraph should be quoted, not only for its expression of the need for uniting wilderness adherents but for its clue to his extraordinarily dynamic outlook and personality.

"To carry out this program it is exigent that all friends of the wilderness ideal should unite. If they do not present the urgency of their viewpoint the other side will certainly capture popular support. Then it will only be a few years until the last escape from society will be barricaded. If that day arrives there will be countless souls born to live in strangulation, countless human beings who will be crushed under the artificial edifice raised by man. There is just one hope of repulsing the tyrannical ambition of civilization to conquer every niche on the whole earth. That hope is the organization of spirited people who will fight for the freedom of the wilderness."<sup>3</sup>

The seeds of organization were broadcast in 1930, but they

were not to mature for over four years. Perhaps there was delay because there was yet no strong body of wilderness sentiment in existence in any guise. At least it was not until Marshall's suggestion converged with a force of opinion developing from a different direction, that organization was effected.

To understand this influence we must return to the early '20's. In October of 1921, Benton MacKaye wrote "An Appalachian Trail—a Project in Regional Planning."<sup>4</sup> His article envisioned "a 'long trail' over the full length of the Appalachian skyline from the highest peak in the north to the highest peak in the south" — later extended to Katahdin in Maine and to Oglethorpe in Georgia. Few proposals in regional planning have fired the imagination as did this. Almost at once scattered groups began to work, and by 1925 the first Appalachian Trail Conference was held in Washington. In November 1927 the Potomac Appalachian Trail Club was organized to undertake clearing a section accessible to Washington.

The Shenandoah National Park was then in an embryonic stage; but within three years, the Skyland Drive was under construction in the central part of the Park, largely obliterating the Trail in that section. Leaders in the Potomac Club were dismayed. That which had been conceived, as a "walking trail . . . for recreation and recuperation" — and, as one man put it, "remote for detachment, narrow for chosen company, winding for leisure, lonely for contemplation" — was in deadly danger, not only of encroachment, but of conceptual annihilation. Obviously, if automobiles with their urbanizing influence were to follow the Trail, the purpose for which it was conceived, namely, to offer a medium for offsetting and balancing industrialized urban life, would be destroyed. The Skyland Drive was no isolated case. There was strong agitation for skyways in Vermont, in the South, and elsewhere.

Benton MacKaye went to Tennessee as an employee of the Tennessee Valley Authority in 1934. When he settled down in Knoxville, he and I resumed an acquaintance of several years and joined our efforts to curb or control needlessly destructive road-building projects. He had among other things recently written his article "Flankline vs. Skyline,"<sup>5</sup> and I had for a number of years battled with Park Service officials over road limitation in the Smokies. Three projects interested us particularly: the proposal for a skyline drive along the Green Mountains in Vermont; the Skyway in the Smokies which was already under construction; and the huge Shenandoah to Smokies Parkway. Each of these, as did the Skyland Drive in the Shenandoah, affected the Appalachian Trail.

By this date several leaders in the Trail movement believed that the opposition to skyway encroachment upon foot

<sup>1</sup>LEOPOLD, ALDO, *American Forests and Forest Life*, Vol. 31, p. 599-604, Oct. 1925.

<sup>2</sup>MARSHALL, ROBERT, *The Scientific Monthly*, Vol. 30, p. 141-148, Feb. 1930.

<sup>3</sup>MARSHALL, ROBERT, *op. cit.*

<sup>4</sup>*The Journal of the American Institute of Architects.*

<sup>5</sup>*Appalachia*, March 20, 1934.

trails in the Eastern mountains should be united. Among these was Harold C. Anderson, one of the founders of the Potomac Appalachian Trail Club.

And here we turn more expressly to our theme — the origins of the Wilderness Society. Both Anderson and MacKaye had read, and had been moved by, Marshall's "The Problem of the Wilderness." Thinking thereon, Anderson, in the summer of 1934, addressed a letter to a Southern trail leader urging a federation of hiking clubs to combat skyline road-building in the Trail region. This letter was dated August 9, 1934, and a copy was sent to MacKaye in Knoxville. By an incredible coincidence, on the same day that Benton received the letter from Anderson he received also a telegram from Robert Marshall stating that he would be in Knoxville on August 11. "By gum," said Benton, "we'll put up to him this proposal of Anderson's." There was hope in the air in those days, the TVA was getting well under way and the whole country was in a state of flux. The possibility of starting a wilderness movement did not seem hopeless. And on the afternoon of the eleventh, Benton and I sat on a bluff overlooking the Tennessee River and discussed what we should say to Marshall that night.

We met him at the Andrew Johnson Hotel; and discovered that he was appraising possible routings for the southern half of the Shenandoah to Smokies Parkway. We almost forgot our organization project in our eagerness to press upon him reasons for a low-level, valley routing. The upshot of it was that we did not discuss wilderness organization at all that night, but instead were invited to join Marshall and his party the next day on the survey from Knoxville to Asheville.

We set out the next morning, Benton with Marshall's companions; and Bob with me in an old roadster. I was amazed at his youth, he was then but 33. He told me more of the Parkway considerations, and I gave him sidelights on the Smokies with which he was unfamiliar. At Gatlinburg, the Superintendent of the Park and other officials joined the party. A Landscape Engineer crowded in with us, and we drove to the top of the range. Marshall and the Landscape man were in lively conversation all the way up. We were stopped on the Skyway toward Clingman's Dome by air drills, steam shovels, trucks, etc., engaged in the construction work.

Bob wanted to go on to Clingman's. And so, while he and I went on afoot, we left poor Benton sitting in one of the cars amid all the sights, sounds, and what in private he invariably refers to as the "stinks" of civilization — "all right in their place, but out of place," says he, "in primitive surroundings." On the hike I asked Bob what he and the Landscape man had discussed so vociferously on the way up the mountain. With much merriment he replied, "I asked him why it was necessary to leave so many raw slopes in building the road and his answer was that it gave the road 'rhythm'."

This hike to Clingman's with Bob on the morning of August 12, 1934, offered a singular opportunity for the discussion of wilderness. He was interested in the effect of the Skyway upon the surrounding forest, how it would increase the susceptibility to windfall and disturb the natural drainage conditions. In passing, it may be noted that some of the injurious consequences from the road construction which he predicted on that day have since come to pass. Whether I actually broached the matter of wilderness organization to him on the hike, I do not remember. I am inclined to think I did; how-

ever, the main discussion took place after we returned to the cars and Benton joined us in the roadster. It was perforce a hurried discussion, being squeezed into perhaps an hour of driving time between Newfound Gap and Waynesville. Bob was enthusiastic. He was ever so. He agreed to see Anderson in Washington and would get in touch with others. But the project agreed upon that afternoon was not Anderson's more restricted proposal for protecting Eastern wilderness, it was Bob's broader suggestion, of four years before, for uniting "all friends of the wilderness ideal."

It was a happy fortuity which returned Marshall to Knoxville and vicinity several times. He would come again in October for the meeting of the American Forestry Association. Meanwhile, Benton, in the words of Huckleberry Finn, would "sweat out" a statement of principles. Marshall and Anderson got together in Washington. In passing, it is interesting to observe that because the skyline roads were almost invariably federal projects Anderson's initial proposal would have excluded government employees from membership. As it turned out, four of the eight organizers of the Wilderness Society were federal employees.

In October Marshall returned. Time was at a premium. He and Benton were on Forestry Association committees. And Bob was on the program for a speech, "Priorities in Land Use." The wilderness matters were threshed out during a field trip of the Association. We rode with an old friend of Bob's, Bernard Frank, a confirmed outdoorsman, then Associate Forester of the TVA, and his wife. Dropping out of the motorcar, we climbed a bank beside the road, and there under the jibes of friends who were continually driving by, we, including Frank, revised Benton's statement of principles. Bob sat on the ground and the rest of us grouped about him. One by one we took up matters of definition, philosophy, scope of work, name of organization, how we should launch the project, the names of persons who should sign the statement and those to whom it should be sent. Much of that roadside parley came back to me when I found in Benton's files, carefully preserved, his original "Draft Copy" with revisions, in pencil, in Bob's handwriting. The revised draft was prepared in the form of a letter and was signed by the four of us and sent out under date of October 19, 1934, to six other persons, including Anderson, as an invitation to join us as organizers of the Wilderness Society. Four of the six addressees accepted, namely Anderson, Aldo Leopold, Ernest Oberholtzer with whom Marshall was associated in the Quetico-Superior studies, and Robert Sterling Yard, long the executive head of the National Parks Association and ripe with experience gained in fighting for wilderness standards in our National Parks.

This letter of invitation was subsequently amplified at the actual organization meeting attended by Anderson, MacKaye, Marshall, Yard, and myself at a two-day session in Washington in January 1935. Marshall wrote the opening paragraphs, stating the "Reasons for a Wilderness Society." I quote the first of these paragraphs for its vivid language:

"Primitive America is vanishing with appalling rapidity. Scarcely a month passes in which some highway does not invade an area which since the beginning of time had known only natural modes of travel, or some last remaining virgin timber tract is not shattered by the construction of an irri-

(Continued on page 15)

# The Unknown Genesis of the Wilderness Idea

BY HAROLD C. ANDERSON

HERE are two prevalent wilderness ideas. One, the most widely held, is that wilderness is a wild, waste place that so far as feasible should be developed or subdued to satisfy man's economic needs. It is through this process of subjugation or development that most of our American wilderness has disappeared. Though this economic exploitation has been accompanied by needless waste, it has been the inevitable result of the flow or migration of population. The other idea is that our remaining primitive areas should be preserved as such—to be *used* but not *used up*. It is this idea that inspired the organization of The Wilderness Society.

Certain types of people always deprecated the destruction of the wilderness while our "civilization" was spreading. One was the scout who was ever in the van of the westward movement of the pioneer. Another was the settler who loved the wilderness environment for its opportunities for exploration and adventure, despite its dangers and hardships. But we will probably never know with certainty what person, or persons, first thought of the wilderness as something that should be preserved as such for its inspirational, scientific and recreational values. This wilderness concept was doubtless a gradual evolution of thought.

We do know that the long since defunct Northwoods Walton Club thought of the North Woods of New York State as an area that should be preserved in its natural state. In a pamphlet published by that organization in 1859 we find the following significant expressions:

"The Mountains and Lakes of the Empire State: The habitations of the moose, the eagle, the red deer, and the trout; the uncontaminated temples of God. May they never be desecrated by the feet of the 'money changers and those who sell doves'."

"Our Northern Wilderness: The Trout's Paradise, an unrivaled Deer Park: may the choice game of its woods and waters find protection against all who wantonly kill trout and deer out of season, in the judicious laws of our legislators; may no screeching locomotive ever startle its Fauns and Water Sprites; *the people of the Empire State need just such a vast and noble preserve*—may no present or future attempt to clear and settle it meet with success." (Italics supplied.)

Here in 1859 we have the suggestion of a *state* wilderness preserve.

About that same time Henry D. Thoreau was thinking of *national* forest preserves. In "The Maine Woods," published in 1864, two years after Thoreau's death, appeared the following:

"The kings of England formerly had their forests to hold the king's game for sport and food, sometimes destroying

villages to create or extend them; and I think they were impelled by a true spirit. Why should not we who have renounced the king's authority, have *our national preserves*, where no villages need be destroyed, in which the bear and panther, . . . may still exist, and not be 'civilized off the face of the earth'—our own forests, not to hold the king's game merely, . . . but for inspiration and our own true recreation?" (Italics supplied).

Was Thoreau the first to suggest "national preserves"? This is an interesting subject for research. Interesting also would be the story of the evolution of wilderness thought and legislation from Thoreau to Leopold and Marshall.

(Continued from page 14)

gation project into an expanding and contracting mud flat; or some quiet glade hitherto disturbed only by birds and insects and wind in the trees, does not bark out the merits of Crazy Water Crystals and the mushiness of Cocktails for Two. Such invasions are progressing everywhere so rapidly that unless they are fought as ardently as they are pressed there will soon be nothing left of those wilderness characteristics which make undisturbed nature the most glorious experience in the world to many people."

The Statement was printed and circulated to a selected list. Responses and memberships came in and thus the Wilderness Society was launched. Yard served as the permanent secretary and only officer of the Society until incorporation in 1937, when five council members were added to the original eight. The first officers of the incorporated society were Robert Sterling Yard, president and permanent secretary; Benton MacKaye, vice-president; and Harold C. Anderson, treasurer.

Marshall's influence cannot be overestimated. In addition to having voiced a need for organization, he knew an amazing number and variety of people all over the country and these he drew to the Society through personal ties. He knew the wilderness as well. As Chief Forester of the Indian Service, and as a writer on forest problems, he had already devoted thought to problems which confronted us in launching the Society. This was notably true in the matter of definitions. He was singularly devoid of prejudice, a fact which endowed his thinking with an almost ascetic clarity. His constant good humor and sense of the ridiculous were contagious; and his tireless energy and enthusiasm buoyed us all. Underlying was a passionate, personal love of wilderness. If any organization has been overwhelmingly indebted to a single individual, the Wilderness Society has been, and remains so, to Robert Marshall.

# The Spirit of the Wilderness

BY BENTON MACKAYE

**T**HIS subject involves big words. The bigger the word the greater the need of lassoing it and tying it down; otherwise, like a wild steer, it's going to lead us on a fool's chase. Stated in more scholarly terms—the bigger the word the greater care needed in defining it.

What word have we bigger than this one spelled *spirit*? What more elusive and prone to lead us on a wild chase? One way to head this off is to "throw" our word at the very start and cut it in two halves. Then define each half. Thus *spirit* may be divided into *mind* and *soul*. If to these we add *body*, we have the total conception of a human being. Let us place all three in a row and see if we can find out what each means.

There is nothing mysterious as to the meaning of *body*. Everyone recognizes this at sight. We see where it is, and what it is, and realize instantly the need of keeping it healthy and vigorous.

But how about *mind*? Now this is tougher. There *is* something mysterious about mind. Where is it, and what is it? We cannot put our hands upon it, and yet the cussed thing is all around us—even in these printed words that link my "mind" with yours. Mind indeed is so *very* mysterious that it seems to be a part of *mystery* itself. For the one apparent desire of mind is to reveal some hidden secret. With us humans, as with all other simians, this desire is naught less than a passion. Clarence Day calls it the "master passion of the simian mind." It is that bump of curiosity which, as much as any one thing, seems to have put our simio-human species atop of all the other species.

What about *soul*? This is a tougher nut to crack than mind. It is mysterious and something more. We don't know where, or what, or "what the hell"—yet here we are discussing it in these printed words. But soul, like mind, makes clear its master desire. This desire is called by different phrases. Some call it "the peace that passeth all understanding." Another name is the "symphony of nature." Whatever we call or name it the deep down desire of soul appears to be for things that soothe instead of jar; for thoughts of friendship in lieu of hate; for rhythm vs. bedlam. *Melody*, as against cacophony, is the primal goal.

What mystery is to mind, melody is to soul. Each is a "master passion."

Mind plus soul equals spirit. As the body seeks health, so the spirit seeks mystery and melody.

\* \* \* \*

Our next big word is *wilderness*. This is defined in the family dictionary as "an area inhabited only by wild beasts." This offhand sounds tougher than anything yet. If in truth a place of wild beasts "only," a wilderness would be a safe place to avoid. But for present purposes we may enlarge the definition. Let the wilderness embrace birds as well as beasts, and reptiles and fish and bugs and the rest of the animal world—everything from moose to microbe. Let it embrace also the plant world from tall sequoia down to slime.

Wilderness in this sense is any "manless space"—whether mid-ocean, above the clouds, or solitary land area (forest or desert).

\* \* \* \*

So much for definition and word chemistry. We have some notion anyhow of what it is we mean by *spirit* and by *wilderness*. What about the spirit of the wilderness? What may it be, and of what use to man? Let us look more closely at the phenomenon and how it came to pass. Let us take the forest wilderness. Who's who in the forest, anyhow?

The folks of the forest have organized themselves in two Clubs, each totally exclusive of the other: one is the Plant Club and the other the Animal Club. Each consists of a lot of families of high and low degree. Some of the main family names in the Animal Club are Mammalia, Aves, Reptilia, Amphibia, Pisces, Insecta, Mollusca. The main members of the Plant Club are the flower-attired Angiosperms, the cone-adorned Gymnosperms, the Ferns, the Mosses, the Slimes.

Some of these are old families and some are fairly new. If we step back in wilderness history as far as the Carboniferous Age we find no members of the Mammalia nor Aves nor Reptilia families, and no flower-attired Angiosperms. So all these are new comers; they have been around only a couple of hundred million years. In the Carboniferous Forest are found no birds singing in the trees, and no flowers blooming in the "spring tra-la." Instead we find a dismal swamp of giant tree-ferns and mosses, with huge bugs buzzing up above and amphibian crocodiles croaking down below. Here was a wilderness much less seductive, to say the least, than ours of the Twentieth Century, one offering scenery of few temptations to local chambers of commerce.

Stepping back further (another couple of hundred million years) we come to the Silurian Age. Here we find no trace of any landed family mentioned, not even Amphibia nor

## BOB

*And the common folks, his friends,  
Looked to their horizon, upward, high,  
Saw an empty spot against the sky  
Where a giant oak had stood.*

MAXINE HORLOCKER SIEKER.

Gymnosperms; there is plenty of life in the ocean, but only the intrepid seaweed has ventured on the land. The Silurian wilderness consists of a bleak, rocky, lifeless desert, a thing more dire and dismal than the Carboniferous swamp itself. Heaven help any chamber of commerce attempting to capitalize Silurian scenery!

Further back, in the Cambrian Age, even the seaweed is unseen. This was half a billion years ago. Going back a full billion, we find neither life nor water; there is no sea, and the land consists of a desolate igneous crust. Still proceeding backward, we find the crust is hot; finally (according to latest theories) we find a molten mass. And so it develops that the original wilderness was a literal fiery hell.

Wilderness then is hell to start with, first fiery and then molten; next cool enough to allow pools of water to collect and slimy life to form thereon. After another eternity life starts its great adventure; seaweed, like the Pilgrim Fathers, climbs out on a rock. Then after awhile comes a forest, that of the Carboniferous swamp. And finally our present natural world of blooming flowers and singing birds. From hell to paradise!

Such in brief is the biography of wilderness. Thus viewed it seems to be the crude outward achievement of evolution and eternity. (At least thus far.)

\* \* \* \*

But the *spirit* of the wilderness, as already indicated, lies in the *human* mind and soul. Its development is a human development and not terrestrial. Nevertheless it requires the touch of Mother Earth. We humans indeed need "Mother" more than she needs us. Earth and wilderness will survive whether the human species does or not. They have survived a thousand species. Wilderness needs not man—that's sure. *But does man need wilderness?*

Is the wilderness here described of use to the human species? To his body, yes—as a health-giving playground. What of his mind and soul? Might the wilderness become a hunting ground in the viril quest of mystery? Might its influence stir the subtler pursuit of melody? If wilderness, as we have claimed, is the crude product and achievement of Old Earth's evolution—is it, or is it not, the source material of knowledge? Is it, or is it not, of the "stuff that dreams are made on"?

Here are questions to ponder. If the answers come to "no", then there would seem to be little of the thing called *spirit* in the wilderness. If the answers add up "yes," then spirit relates to wilderness as well as to human kind. Wilderness thus endowed is a resource in itself—not of body but of mind and soul. The substance of wilderness (its timber, land, and water) constitutes a physical resource; the environment of wilderness (its influence on mind and soul) constitutes a psychologic resource.

Such wilderness environment, or *primeval environment*, along with the other natural resources, is obviously a thing to be conserved. Not as a playground merely but as hunting ground and influence. A conservation of this kind would require three types of open spaces, corresponding roughly to the needs of body, of mind, of soul. Here they are:

(1) *The playground* or picnic area—for gregarious use essentially, where folks may gather for physical exercise and a plain good old fun fest.

(2) *The natural study area*, or outdoor museum, for scientific use essentially, where students (both young and old) may have access to samples of untouched "Old Earth" conditions. Retention (or restoration) of the primeval state is the basic requirement.

(3) *The wild area*, or *wilderness area*, for purposes essentially of solitude, where folks may withdraw from a hectic world and partake directly of whatever the open holds for them of natural or cosmic melody. Freedom from urban influence (its noise, its sights, its equipment) is the prime ingredient. This requires exclusion of all modern devices of civilization beyond the minimum needed for living and access. It requires also a substantial area, one measured in square miles rather than in acres.

\* \* \* \*

The study and feel of "Old Earth" evolution—the thing that urges one to go a-fishing—such is my own notion of the spirit of the wilderness. One way to get it is to read textbooks, or poems, about it; the other way is to get it directly—via the trail of the wide open spaces.



Photograph by Gabriel Moulin, San Francisco

NEWTON B. DRURY

Conservationist, Defender National Park Standards, Director "Save the Redwood League." Just appointed Director of the National Park Service in place of A. B. Cammerer, resigned.

# Wilderness is for Those who Appreciate

## *A Letter from Olaus Murie*

Jackson, Wyoming  
March 7, 1940

DEAR Bob Yard:

Recently I noted a brief reference to the proposition of creating a government subsidy to enable people of small means to visit the wilderness areas. This matter was brought up, I recall, at a social gathering and was received with mixed reactions by the group assembled. At that time I was not clear in my own reactions, but instinctively felt opposed to it in that form. Since then I have thought much on the question.

There are principles deeply involved in this and I should like to expound my ideas on them. Of course, there can be no question about the rightness of any efforts we make to brighten the lives of the under-privileged. I feel that I have the right to speak on that because of my own early life, for I have tasted the economic drags. But let us make sure that we are really doing what we think we are doing and keep in mind the human picture, entire.

I have met many people in the recreation areas of the west, in national forests, national parks, and elsewhere. I have noted with interest their reactions. I have seen any number of people passing through a glorious region, thoroughly disappointed because they do not find what they expected. Some people in Mt. McKinley National Park, which to me is the finest, were disappointed in the scenery, the "absence of wildlife," and the lack of anything outstanding! I feel that there has been so much advertising of the outdoor attractions, so much computing of the number of visitors per season, so much "increase in business in our community," so many "hunting licenses issued in our state," and enthusiastic broadcasts on "our glorious scenery, the fishing in our streams, the game in our hills," etc., etc., that a particular type of glamour has been created about it all. As a result, people flock to these places in increasing numbers. Many fail to find the glamour and the spectacular, and are disappointed. Others enjoy themselves, but the essence of their enjoyment appears to consist chiefly in fraternizing with fellow travelers in unusual and attractive surroundings, something they could have had in places somewhat more removed from the wilderness scene. Note the developments in Yosemite, as an extreme example. Many, of course, get the true essence of the out-of-doors and are enriched thereby.

But the point I am making is that the multitude is induced to flock to these special recreation areas because of the gilded build-up on the part of these in charge, a well intentioned effort, to be sure, but one that is causing congestion and a hu-

man problem. Instead, they should come because they sincerely want to.

We can not afford to risk destroying our wilderness by encouraging a flocking thereto of a multitude, only a small portion of whom would really enjoy it because it *is* a wilderness. These would be just as happy in more accessible recreation places.

Bob Marshall believed in certain areas being sparsely populated. In this I agree. Were the multitudes turned loose in primitive areas by the vehicle of federal subsidy we would find many of them failing to receive what the wilderness has to offer, though they would undoubtedly enjoy themselves well enough. Human nature being what it is, there would be an insistent and effective demand for more and more facilities, and we would find ourselves losing our wilderness and having these areas reduced to the commonplace.

We do not with special emphasis urge people to visit our art galleries, our libraries or similar places. Instead we make these places the best that we can and let the people come freely when they are moved to do so. I class the wilderness with the good art galleries, good music and literature. Each should be sought naturally, as the spirit moves and the opportunity is made. But they would be *sought*, sincerely. Only in that way can we save the wilderness as such.

It is difficult to make my point without seeming to be selfish about wilderness enjoyment. That is farthest from my feeling about it, which I could prove. But our first duty at the present time is to save our wilderness and let its use come more naturally. In the meantime let us put our efforts to pointing out the values of the out-of-doors, even the woodlands near home. There is much to be done in that direction. As the spirit of the American people becomes more tempered with simplicity, the beauty of wild woodlands and fields, there will be plenty of travel to our wilderness, if we can hold it long enough to be available for the coming generations.

This is a difficult thing to discuss, Bob, without being misunderstood. It may sound as if I did not wish to have the wilderness used, but I do. I always feel especially uplifted in an art gallery when I am surrounded by a group of people who are sincerely interested and enjoying the pictures. But I feel distressed when I encounter conducted groups who are enjoying the lark, but are mostly missing the values offered. So in the wilderness. Except that wilderness values are so easily destroyed by wrong treatment.

Sincerely,

OLAUS MURIE.



Photograph by George Dennis

FRED CLEATOR AND BOB MARSHALL IN THE GLACIER PEAK COUNTRY, SEPTEMBER 19, 1939

## Farewell to the Wilderness

BY JOHN SIEKER

IT was the evening of September 19, 1939, and a small group of happily tired campers sat around the fire, relaxing. The day had been strenuous but invigorating and the delightful drowsiness that followed the evening meal, heightened by the warmth of the lusty campfire, was one of the rewards that comes from a day in the mountains.

The night was cool and the bright stars were reflected dully on the milky surface of Lyman Lake. The horses, hobbled for the night, hopped about in the tall grass and back in the timber. Towering peaks were magnified against the night sky and from the distance came the crackling and rumbling of the glacier.

The talk was of the wilderness, of hiking along mountain trails, and of pack trips through the forest. Alaska and Arizona were mentioned. The Cascades, the Sierras and the Rockies had their champions. These told of long walks, faithful horses, stormy nights spent in the timber, hard climbs to

snowy summits, close calls with grizzly bear and moose. They compared the glory of the sunrise in Oregon with the sunset in Colorado, and the beauty of the subalpine meadow with the enchantment of the cactus desert. Maps were spread out in the firelight and boundaries drawn to outline new areas for the preservation of primitive conditions.

Gradually the talk lapsed, the bells of the horses were distant, and the fire burned low. One by one the campers went to their sleeping bags. A glorious day in the wilderness had ended.

After an early breakfast these campers took the trail towards civilization, some walking, others riding. On a little rise near the outlet of Lyman Lake one stopped and looked longingly back at the distant campsite and the snow-banked Chiwawa towering above it—and so Bob Marshall said farewell to his last camp and the wilderness.