



**HEADWATERS**

**Friends of the River**

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# The Auburn Dam Project

**CLOSED**

*for now,  
... or forever?*

## Friends of the River

is a political, research, and educational organization dedicated to the preservation of our remaining free-flowing waters and to the conservation of our water and energy resources.

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### ABOUT THE COVER:

*Impelled by persistent rumors that a re-design of Auburn Dam was being rushed through the engineering stages, Friends of the River took an opportunity to visit the construction site on the North Fork of the American to see if any signs of life were appearing there.*

*There weren't many. The information officer at the visitors' center was the only person on-duty at the \$960 million half-completed project. When asked for an estimate of when, if ever, work would recommence, the answer was, "Who knows?" And when we made an effort to photograph the site itself, the main gate was as close as we got. So we took a picture of that. And after looking at it, it seemed to be pretty appropriate to the state of the project today.*

# Contents:

### *First the good news.*

• Cecil Andrus, Secretary of the Interior, has formally taken control of the New Melones Dam and Reservoir from the Army Corps following the final stage of dam construction. Secretary Andrus' first act was to announce that reservoir water will *not* be allowed to pass Parrott's Ferry next year. Details on page 4.

### *Then the bad news.*

• The Citizens' Initiative to Stop the Warm Springs Dam in Sonoma County was soundly defeated by a well financed pro-growth coalition of contractors, real estate developers and trade unions. The measure represented possibly the last chance to stop the Dry Creek boondoggle. Post-mortem on page 3 by Iva Warner.

### *And somewhere in between.*

• Two bills offering radically different scenarios for the future of California's wilderness are jostling for support in the U.S. Senate. Page 5.

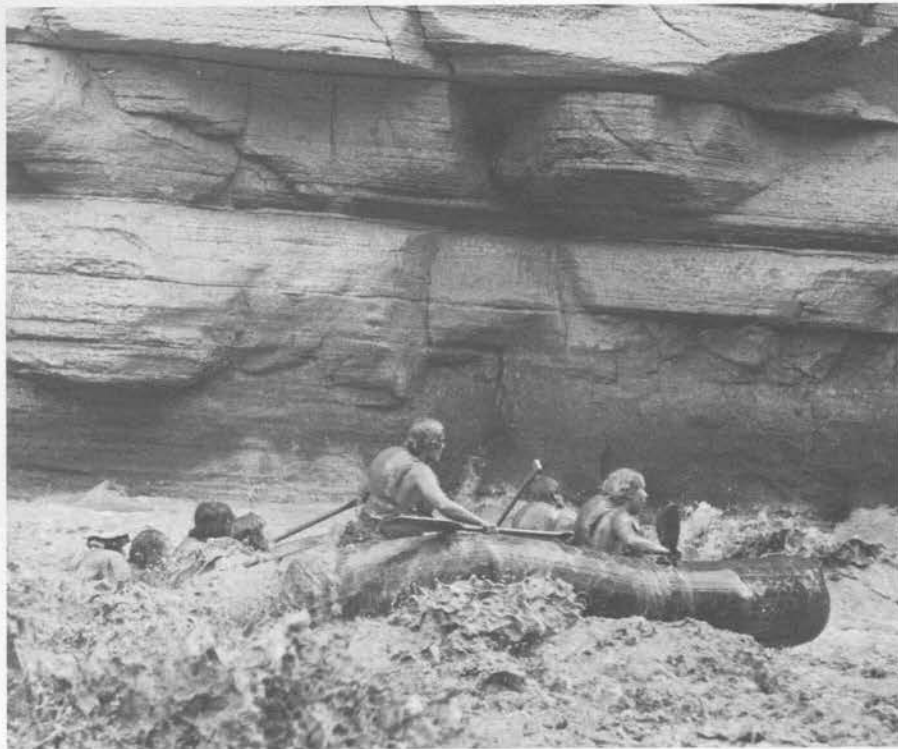
• A retraction is offered concerning last issue's stand on no-motors in the Grand Canyon together with an opinion piece by John Cassidy on the same issue.

• *Other News.* The Alaskan Lands issue, "The Big One", is on the Senate floor in the form of two opposing measures (page 5). . . November 6 was a black-letter day for environmentalists state-wide as a number of conservation measures went down to defeat (page 5). . . the "River of No Return" in Idaho moved a little closer to protected status (page 5). . . the Cosumnes River flunked a dam eligibility test (page 5).

• *And FOR announces a new publication!*

• An Additional Note: The Planning and Conservation League, joined by nearly every other environmental organization in the state, is spearheading an initiative drive to put an Environmental Bill of Rights on the ballot. Included in this issue is a petition form for gathering signatures. An Environmental Bill of Rights would be without doubt the most effective legal tool available in any future conservation battles. This is a chance for every Californian to assert his right to a clean, healthful environment.

• And finally. Friends of the River is initiating a "One Thousand Friends" campaign in order to re-stock our badly depleted coffers. The recent successes on the Stanislaus and Tuolumne have not been without cost, although we feel as if it's all been worthwhile. Future issues of HEADWATERS will carry more details about the campaign and ways for you to get involved.



Paddles, and a muddy Colorado.  
—photo by Bob Krips

# Stanislaus Campaign Update

**SECRETARY OF THE INTERIOR CECIL ANDRUS** has taken over responsibility for the operation of the New Melones Dam and Reservoir and announced that the water will not be allowed to exceed an elevation of 808 feet above sea level until after July 1980. Since there is little likelihood of any substantial amounts of run-off after July and before the Spring of 1981, this means that the Stanislaus Canyon above Parrott's Ferry has received a year's reprieve.

Andrus' assurances that the reservoir will be held to 808 feet were put into a very clear time frame. After 1980, help will have to come in the form of new legislation. The Department of the Interior will be required to operate the reservoir according to Congressional mandate. There will be no more help—or hindrance—from the bureaucracies.

Consequently, grass roots momentum behind H.R. 4223, the Stanislaus bill, will have to start building now.

The timing on H.R. 4223 is still indeterminate and depends to some extent on the success of lobbying efforts. For a more detailed description of the politics involved, see the inset article.

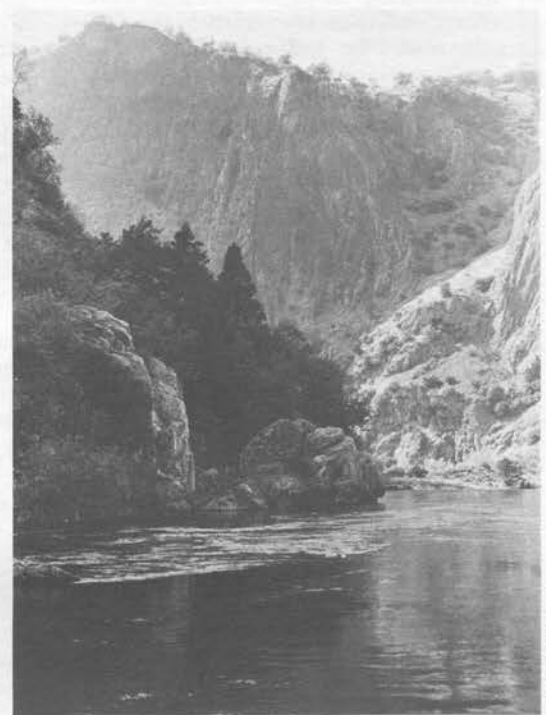
The *Los Angeles Times* ran an editorial in its November 6 issue concerning the decision that lent an important measure of support for it. The concluding sentence read: "In the case of New

Melones, it would be foolish to flood the wilderness areas of the Stanislaus before the conflicts over power, federal authority and water needs have been settled."

**•WHAT YOU CAN DO:** Some self-congratulatory pats are in order. Afterwards, write your Congressman (U.S. House of Representatives, Wash. D.C. 20003) and express your interest and support for H.R. 4223. Also, if you are in one of the key districts (see inset), some more determined lobbying efforts are called for. Phone his district office and set up an appointment, or just express your support of the bill and ask for his position. Follow up on calls and correspondence. It has been largely through such bit by bit lobbying that the Stanislaus Canyon is alive today and it will be through the same techniques that it will be saved for tomorrow.



the dam...



Ty Childress

... and the river:  
an uneasy coexistence

## The Politics

The Stanislaus Bill, co-authored by Phil Burton, Pete McCloskey and Don Edwards, will come up for its first vote in the Sub-committee on Parks and Insular Affairs. The timing is still unclear, depending to a fair extent on legislative schedule, grass-roots pressure and a few other hard-to-predict variables. As of this writing, "field hearings" designed to gauge public interest are tentatively scheduled for late January in San Francisco. The results of the field hearings will have an important bearing on the committee's vote.

Although actually attending the hearing would be far preferable, written testimony will be accepted from those unable to be present. The address is: *Phil Burton, Chairman Sub-committee on Parks and Insular Affairs, Washington D.C., 20002.*

Probably the single most important uncommitted vote in the committee belongs to Don Clausen (R) who represents the Del Norte and Humboldt County area districts. Next to Clausen, Robert Lagomarsino (R) from the San Luis Obispo area is the second most critical vote.

Beyond these two, a very rough division into "conservatives" and "moderates" is potentially useful in describing voting patterns. In to the first group would go Glen Anderson (D-Los Angeles), Carlos

Moorhead (R-Los Angeles), Dan Lungren (R-Los Angeles), James Corman (D-Los Angeles), and Bill Royer (D-San Mateo).

The "moderates", according to this formulation, are: Leon Panetta (D-Monterey), Vic Fazio (D-Solano) and Robert Matsui (D-Sacramento).

The priority districts belong to Lagomarsino and Clausen and it is there that grass-roots pressure will be most critical. But the "moderates" and at least some of the "conservatives" will have to be swung over onto the "aye" side too if the final vote in committee is to go for the river.

If you live in any of these above mentioned districts, you have an especially important opportunity to influence this bill. Contact your representative and stay in touch with him. A particularly effective tool can be group endorsements. Friends of the River in San Francisco has prepared endorsement packets that are designed to help volunteers make presentations and secure endorsements from groups of all types. For a minimal investment of time, this is a shining opportunity for supporters of H.R. 4223 to lobby effectively for the Stanislaus. Contact FOR/San Francisco for the packet and more information.

# Citizens' Campaign to Stop Warm Springs Dam Defeated

Iva Warner

Early in 1979, some of the farmers in the lovely, fertile Dry Creek Valley of Sonoma County finally realized the threat Warm Springs Dam, if built, posed for their continued farming and pastoral lifestyle. The narrow valley, planted solidly to vineyards and apple orchards, could not tolerate a heavy influx of people.

Increased traffic along Dry Creek Road leading recreationists to the dam-site would be bad enough, but what really galvanized the farmers was the belated realization that once the dam was built and Dry Creek became a "navigable" stream, public access was assured, and public access would bring city folks right into their back forty's.

The farmers sought out the Warm Springs Dam Task Force and other dam opponents for help—the very people who had lost the initiative to stop the dam in 1974 because they could not get the farmers' support.

The time was late, but everyone agreed a final effort had to be made. The dam's water supply—to flow down Dry Creek and into the Russian River, where it would be picked up by the urban aqueduct system—was too threatening to agriculture and the rural character of the county; the recreational plan was too threatening to Dry Creek Valley and to the whole northwestern quadrant of the county; and the flood control would be rendered ineffective in short time by rapid development on the Santa Rosa plain because of increased runoff to the Russian River from new roads, roofs, patios, driveways, and

the primary issue would be cost, for every taxpayer in the county would have to pay for the water supply, even though it would go only to urban dwellers. Urban sprawl and the loss of agriculture would also be important, though secondary, issues in the campaign. Upon this reasoning, Taxpayers Organized Against the Dam (TOAD) was born.

The petition drive began on April 8, with a fulltime, paid coordinator, a tiny office, and about 30 volunteers. It was unknown whether the state would schedule a special statewide election in 1979, or if so, when. Therefore, it was also unknown how many signatures were needed to put an initiative on the countywide ballot—10% of the voters or 20%? This would be decided by county counsel when the state made up its mind.

The first 8,000 signatures were easily gathered in April in shopping centers and on the college campuses, by volunteers deciding themselves where to go and when. But the enthusiasm wore off by May and only a dedicated handful of volunteers continued to work with consistency.

At the end of May, the paid coordinator resigned, and a partnership of two veteran volunteer campaigners took over and began a massive telephone drive to get out workers and to schedule them for specific places and times, with close followup to be sure schedules were kept. The success of this strategy was immediately evident, and filled petitions daily poured into the office. On some weekdays, and on most weekends,

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"...a massive telephone drive was begun to get out workers and to schedule them for specific times and places."

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parking lots. These adverse impacts, plus the cost for the water supply storage, which would be a burden on all taxpayers in the county, seemed too overwhelming to ignore. So, even at the late hour, with the Corps already at work at the dam-site (although the Ninth Circuit Court of Appeals had not yet ruled on adequacy of the EIR), environmentalists joined the Dry Creek farmers in a second attempt to stop Warm Springs Dam.

It was decided by the coalition that

10 to 30 people were at scheduled posts throughout the county, and others were working on their own among friends or fellow employees. (At this point, it should be stressed how important it is to run a strict scheduling of petitioners; the job cannot be left to chance.)

When the state set November 6 as the date of the election, TOAD pressed county counsel for a decision on the number of signatures required—10,500 for 10% or 21,000 for 20% and the coordinators worried that the lost time in

May might make 20% impossible.

Meanwhile, proponents of the dam, calling themselves "Citizens for Community Improvement," challenged the legality of the initiative, and if legal, insisted that the number of signatures required should be 20% whether the state called an election or not. The legality question was settled quickly in TOAD's favor, but it was only a few days before the deadline that county counsel determined that 10% would comply with state law, and on August 4 TOAD turned in 24,000 signatures. Of these, roughly 18,000 were declared valid by the county clerk, and so the dam would be on the ballot.

Two weeks later, the campaign for the election began. TOAD's strategy committee hired a full-time coordinator and retained two part-time professionals to develop campaign literature and to handle press relations. Citizens for Community Improvement rented a large house a few blocks away in Santa Rosa, and immediately distributed a 12-page tabloid on the dam, professionally written and printed by the Operating Engineers #3 (the bulldozer drivers), and paid for by the Operating Engineers. Their own later brochure and tabloid were amateurish in comparison both with this early piece and with the campaign materials put out by TOAD. Everyone, even TOAD's enemies, commented on the outstanding campaign literature coming out of TOAD's headquarters.

Actually, the pro-dam campaign was run by the newspapers, particularly the *Press Democrat*, with daily and weekly propaganda that the dam was half-built, that the Corps would sue the people of Sonoma County for the money already spent at the dam-site, that the Corps would finish the dam no matter how the people voted and send the water south. During the spring and summer of 1979, the Corps had stepped up work at the dam-site, with 560 workers putting in a total of 20 hours a day by August. The CCI made hay out of the progress and staged visits to the site to impress visitors, while treating them to barbecued lunches for \$1. When the campaign started, the *Press Democrat* increased its editorial advocacy for the dam and on one Sunday ran a 3-page "news"-pictorial story extolling the benefits of the dam.

On November 6, the voters in Sonoma County rejected Measure A about 56,500 to 21,200.

The dam will be built now, but a determined effort must be made to soften its impact on the county. This is the responsibility for those who fought to stop it. It will be necessary to make sure the present Board of Supervisors honors the General Plan's primary goal to preserve agriculture and to contain sprawl, and to work to elect new supervisors who will keep this priority.

## California Wilderness Faces Important Choice



TWO BILLS AFFECTING the future of California wilderness have been introduced in the House of Representatives. Representative Johnson introduced a bill supported by the timber industry and labelled, interestingly enough, the "California Wilderness Act of 1979". The bill's primary effect would be to designate as permanent non-wilderness 172 California roadless areas totalling 2½ million acres. This acreage represents 40% of the land considered in California during RARE II.

Johnson was joined in authoring this bill by Representatives Clausen, Danielson, Pashayan and Coehlo.

In contrast, H.R. 5578, introduced by Rep. Phil Burton and twenty-five co-sponsors, embodies the position of wilderness advocates throughout the State. It would designate wilderness for 1) those areas labelled "non-wilderness"

by the Forest Service, but which the State government has included in litigation and 2) areas in the State that are proposed for wilderness and further planning by the Forest Service.

A list of California representatives who have already joined with Rep. Burton in sponsoring the bill follows. Congressmen whose names are on the list should be supported for their action. Others should be urged to lend their support to the Burton wilderness bill, H.R. 5541. It should be mentioned in any correspondence that Johnson's "Wilderness" bill is totally unsatisfactory.

Sponsors of the Burton wilderness bill: Anthony Beilenson, John Burton, Ron Dellums, Julian Dixon, Don Edwards, Gorge Miller, Jerry Patterson, Pete Stark, Edward Roybal and Henry Waxman.

## Cosumnes River: No New Dams

The California Water Commission reports that the Water and Power Resources Agency (formerly the Bureau of Reclamation) has completed studies for further water development on the Cosumnes River in the Central Sierra foothills, and using the Service's own economic criteria, no project proposed at this time is economically feasible.

And, concerning the Service's proposed Allen Camp Dam on the Pit River, an already heavily dammed tributary of the Sacramento flowing through Modoc, Lassen and Shasta Counties, the Commission notes that

"conventional cost/benefit analyses are not strongly supportive of this project," but the commission report adds that, "an alternative rationale based on the development needs of an isolated, hitherto neglected area is worth considering."

Allen Camp Reservoir is already authorized by Congress but is a long way from being built. Reports on both proposed projects are available from *Water and Power Resources Service, 2800 Cottage Way, Sacramento, CA 95825.*

## Peripheral Canal Bill: Back Again

Like the proverbial bad penny, the Peripheral Canal Bill has re-surfaced in the state legislature and looks as if it is going to benefit from some interim session arm twisting.

In its previous two outings the bill has failed to make it out of the Senate Finance Committee. But because of a judicial appointment and some intensive lobbying efforts on the part of the Los Angeles Metropolitan Water District, it appears now that the bill has the necessary seven votes.

A floor vote in the Senate, according to Dave Abelson, director of the Planning and Conservation League, would probably tilt towards approval. Para-

doxically, Southern California Republicans, thirstier for an even bigger swallow of Northern water, are the most uneasy supporters.

Once into the assembly, predictions became even more problematic, with Leo McCarthy in his embattled position as Speaker, occupying a pivotal role. Another variable is contained in Barry Kapiloff's accompanying bill designed to "mitigate" the effects of the Peripheral Canal by promoting ground water management and conservation.

The March/April issue of *HEADWATERS* will carry a more in-depth article on the rejuvenated Peripheral Canal and the politics behind it.

## Idaho Wilderness Bill Passes

A bill to create the largest national forest wilderness area outside of Alaska has passed the Senate. Known as the "Central Idaho Wilderness Act of 1979" (S. 2009), the legislation designates a 2.2 million acre River of No Return Wilderness in the Middle Fork of the Salmon River drainage in central Idaho. It also tags 105,000 acres as an addition to the existing Selway-Bitterroot Primitive Area, established before the 1964 Wilderness Act passed. S. 2009 also designates 125 miles of the Salmon River as part of the National Wild and Scenic Rivers System.

Senator Frank Church (D-ID) authored the bill, strongly supported by environmentalists, and successfully engineered the defeat of weakening amendments.

On the House side, hearings will begin in December.

## ALASKAN LANDS BILL UPDATE

*THE ALASKA LANDS ISSUE*, widely regarded as the most significant land conservation issue of this generation, is now before the Senate in the form of two radically different proposals.

The first, known as the "Tsongas Roth Substitute Amendment", has the full support of the environmental community and reflects the spirit and substance of the House approved H.R. 39.

The second, referred to as the "Energy Committee Bill", is a heavily modified measure that opens up significantly more wilderness acreage to development interests. It has been termed "completely unacceptable" by the Alaska Coalition—a group of environmental organizations working for protection of the Alaskan wilderness.

Fourteen Senators are co-sponsoring the Tsongas Roth Substitute, among them Alan Cranston.

Senator Gravel (AK) is threatening to filibuster any debate and consequently it is difficult at this time to say when the floor debate will be scheduled. Preventing a filibuster would require 62 votes, and all Senators, even those opposed to the Tsongas Roth Substitute (cf. Senator Hayakawa) should be urged to vote for a limit on debate in the interests of freeing the issue up for the democratic process.

Future issues of *HEADWATERS* will contain updates on the progress of the Alaskan Lands Bill, but to stay most current call the Alaska Coalition's Hotline phone number (202) 547-5550. If placed before 8 a.m., the call will cost 38 cents from the West Coast.

# Outboard Motors and the Grand Canyon

Dear Sirs:

I have supported your cause for several years. I was distressed to see the enclosed article in a recent bulletin urging your readers to support the ban of motorized craft on the Colorado River. Your comment that "the motors are noisy, polluting intruders" is both irrelevant and untrue.

My family and I have taken two trips through the Grand Canyon on the Colorado on motorized craft. We did not find the motors to be particularly objectionable, and their use permitted us to travel through the Grand Canyon in a reasonable amount of time and still be able to explore side canyons and other scenic spots.

There was no evidence of pollution

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**"We did not find the motors to be particularly objectionable, and their use permitted us to travel through the Grand Canyon . . . and still be able to explore side canyons and other scenic spots."**

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caused by the motors; and certainly since thousands of boats with motors operate on Lake Powell above the canyon and on Lake Mead below the canyon, the amount of spilled gasoline or oil or whatever is infinitesimal in the total picture.

You suggest that only outfitters on the river who earn a living by guiding people are against motors being banned. I report to you that this is not true. There are approximately 30 to 40 physicians in Long Beach and their families who have traveled through the Grand Canyon over the past 12 years, and we all feel it would be a shame to ban motors. None of us would have taken the trip if motor-steered craft had not been available. I, for one, would be

very sorry to have this experience which I so much enjoyed denied to others.

There certainly is a limit to the number of people who can travel down the river without overutilizing its resources. This seems to me to be a separate issue to the one regarding the use of motors. Since many people have already gone down the Colorado, I believe it is more appreciated than it would have been if the river were open only to hearty outdoors types who can afford the commitment in time necessary to take a rowing trip. Partly because of the large number of people who have gone down the Colorado on motor steered craft, I believe there is very little danger the Colorado will be dammed. It is unfortunate that more people do not appre-

ciate the value of wild rivers in California, because if enough citizens did value these rivers sufficiently, there would not be the necessity for the on-going struggle against damming of our rivers.

It is my sincere belief that had outfitters started guiding large groups down the Colorado a few years earlier than they did, Glen Canyon Dam would not have been constructed, and "The Place No One Knows" would not now be under water.

I suggest to you that you would better spend your energies gathering support for the preservation of wild rivers, or you may lose your credibility if you espouse causes supported by narrow minded pressure groups.

S. Gainer Pillsbury, Jr., M.D.

nature, somewhat elastic and open to interpretation.

Discussing them in great logistical detail might be tempting, particularly to those familiar with the unusual environment of the Grand Canyon, but it would divert attention away from the main issue, which I feel is aesthetics. No matter what means of transport one considers, up to and including jet boats and helicopters, there will always be a group of people unable to go because of age, infirmity or economics. These people will be discriminated against. Recognizing that, I think it wise to pass on to the more fundamental issue.

The term "wilderness" used to be a relatively uncomplicated word. It meant anyplace where people weren't and it generally connoted bad things. More recently, for various reasons, it has become a much more complicated concept to the point where everyone seems to have their own notion of it. Herein lies the problem of the Grand Canyon and motors.

If one's interest is preserving the beauty and wild values of the Grand Canyon, and most people are in agreement on that, the "best" solution would be to prohibit anybody at all from visiting it, or, as a concession, demand that anyone planning on floating the river do it on nothing more obtrusive than a log found along the bank.

Recognizing the impracticality of such an extreme should give anyone considering this issue a properly compromised perspective. And if a correspondingly extreme alternative—say, jet boats, or low flying helicopters, is also rejected, then the issue can be seen in its clearest light, which is actually a fairly murky kind of illumination, because the argument becomes one of degree. At what point do you say, "No more people." At what point do you say, "Such and such a device is unnecessarily obtrusive."

My own feeling is that the transition between human power and motor power, when seen in the context of a spectrum ranging from a log to a helicopter, is sufficiently qualitative to warrant a cut-off there. The analogy between skis and snowmobiles is perhaps a little overdrawn, but not too unfairly.

Although it may seem unsatisfying logically to conclude this on such a personal and thus subjective note, I feel that this is the core issue in the controversy. It requires a personal definition of the idea of "wilderness". And in my image of what a wilderness setting is, there are many things, but outboard motors are not among them. □

—John Cassidy

## Editor's Note—

Dr. Pillsbury's point that a ban on motors in the Grand Canyon would make the experience of the river unavailable to a large and important segment of the population is well taken and is, in fact, the cornerstone of the popular argument against the ban.

Friends of the River, as an organization, has decided not to take a particular stand on this issue since too many friends, it is felt, are well motivated and exist on both sides of the controversy.

Consequently, the editorial lines in the article on the Grand Canyon Management Plan that appeared in the last issue of Headwaters, should be taken as reflecting only the beliefs of the writer (me) and not of the organization as a whole.

The above disclaimer extends to the

following few thoughts offered in explanation and possibly even clarification.

The issue of "discrimination" is not, I believe, the central issue in the controversy and I don't propose to devote much discussion to it except to note, in passing, that the group "discriminated" against is perhaps smaller than the objectors might initially make out. The discriminating "barriers", i.e. safety, length of trip, degree of "hardiness" required are not constants but are flexible and subject to various kinds of mitigation. Midway trails with mule trains exist for those pressed for time. Enlarged rafts can be used for those concerned about safety or a less physically demanding trip. A great deal of occasionally bitter argument has focussed on these points because they are, by their

## BRIEFS

**YOSEMITE NATIONAL PARK**... a final EIS (dubbed the "Masterplan") that includes significant changes in future management policy for the Park is currently available for review and public comment. Address requests to: P.O. Box 577, Yosemite National Park, CA 95389.

**MINERAL KING**... a series of three alternative proposals have been published concerning possible management schemes for the new addition to the National Park system, Mineral King. Public comment is invited but must be submitted immediately. Address requests to Superintendent, Sequoia/Kings Canyon National Parks, Three Rivers, CA 93271.

**HOME OF THE "WOPPERS"?**... the Bureau of Reclamation has changed its name to Water and Power Resources Service (pronounced "woppers"). A number of theories are going around as to why, the cynical favoring the "covering-their-tracks" angle, while the more generous are hoping it signals a retreat from a "conquering-the-wilderness" emphasis that the term "reclamation" tended to connote.

**AN APPRECIATION**... Brian Smith, from the San Francisco law firm of Pettit and Martin, has contributed a tremendous amount of pro bono legal efforts on behalf of the Middle Fork of the Feather and the Stanislaus.

**MORE APPRECIATION**... Phil Williams and Don Kelley have both made very significant donations of time, energy and scientific expertise in the cause of the Stanislaus River Operation Study.

**THE PERFECT "10"**... Dick Roos-Collins, media director at Friends of the River/SF is looking for a color slide of the Stanislaus wonderful enough to use in a full-size poster. If you have any candidates, send them to FOR/SF c/o Dick Roos-Collins. All submissions will be returned, guaranteed.

**JENNIFER JENNINGS**... we now have the law on our side. Jennifer Jennings, longtime FOR activist currently working for the Federal Trade Commission in Washington, D.C., has passed the California bar. The forces of evil may consider themselves warned.

**TUPPERWARE & WHITE-WATER?**... in the spirit of wonderful imagination, Carolyn Sunderland held a tupperware party, the proceeds of which she donated to FOR. And in the same generous spirit, a number of river trip guides each donated a day's salary. To each and all, a heartfelt thanks.

**TAPE RECORDERS**... and while we're at it, electronic hand calculators, are in high demand and short supply at FOR/Sacramento. So if you have any under-used, above-described items lying around...

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**AN ANONYMOUS THANK-YOU**... to the anonymous donor who has contributed so generously. Our deepest thanks, inadequately expressed, are extended to you once again.

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### Tennessee Dam Fighters

Pork barrel politics has generated some real losers in the past several decades, but the Columbia Dam on the Duck River in Tennessee must be in line for some kind of award. At a time when water project rationales are always entitled "multi-benefit", the Columbia Dam is going in its own direction, a "multi-deficit" project.

Consider: No benefits from hydroelectricity, navigation, or reforestation. In order to protect from floods some 3,700 acres, the reservoir will permanently inundate 12,600. Further, there will be no new water supplies, no improvement in downstream water quality, in fact water quality is expected to be degraded. No recreational benefits, no development benefits, a cost over-run of 300%, a benefit/cost ratio (computed by the project's defenders) of .8 to 1.0. The list goes on.

Conservationists in Tennessee have forced a fight over the issue of the Columbia Dam that will soon be coming to a head. They are asking for national support, in the form of letters to Mr. John Case, U.S. Army Corps of Engineers, P.O. Box 1070, Nashville, TN 37202. Even a five-minute, two-liner can help. The period allotted for public input is scheduled to close at the end of January.

### Election Day Disappointing

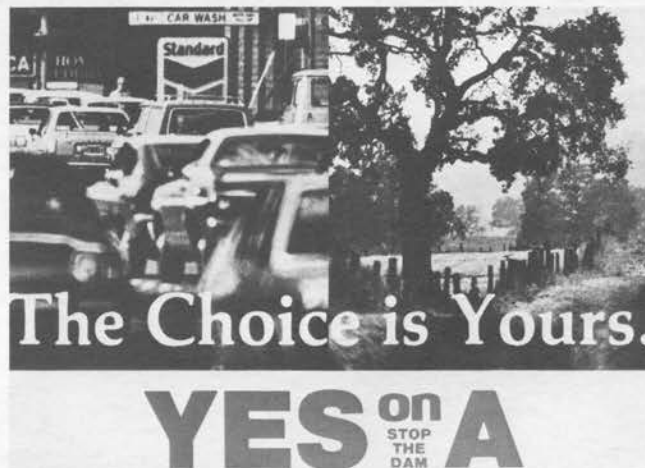
November 6 saw a number of environmentalist backed measures go down to defeat across the State.

In San Francisco, a proposition to set lower limits on new downtown high rises failed. Measures to put a limit on population growth failed in Novato, Tuolumne County and Visalia. In Marin County, voters rejected an initiative designed to turn the old Hamilton Air Force base into a model solar village (at the same time they rejected a proposal to turn it into a commercial airport).

Most disappointing to Friends of the River was the defeat of an initiative to stop the construction of the Warm

Springs Dam in Sonoma County. The ballot measure was discussed by Les Ayers in the Sept/Oct issue of *HEADWATERS*. The campaign is described in an accompanying article by Iva Warner.

On the positive side, Dianne Feinstein won election as San Francisco's new mayor. Mayor Feinstein has generally been sensitive to environmental concerns and has recently voiced her opposition to the three dam hydroelectric project on the Tuolumne River which the City of San Francisco, along with two Central Valley irrigation districts, has been energetically proposing for a number of years.



*friends of the river announces*

# A NEW PUBLICATION AIMED AT THE HARD-CORE

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*The Stanislaus Campaign News*  
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