

# CWCS

## ***Conservationists With Common Sense***

*Preserving access to and multiple-use of public lands & waters*

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**Why CWCS continues to fight: “(We will) embark on a 10 year campaign to get every single motor out of the Boundary Waters” – Brian O’Neill, quoted in May 20, 1998 Mpls. Star Tribune**

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### **Bruce F. Vento Unit of the Boundary Waters**

On October 19, 2000, by a vote of 394-14, the House of Representatives approved an amended version of S. 2796, the Water Resources Development Act and sent it back to the Senate for consideration. The bill contains a provision, offered by Congressman Jim Oberstar, to name a section of the Boundary Waters Canoe Area Wilderness (BWCAW) in honor of Congressman Bruce Vento, who died recently following a battle of lung cancer. The bill provides that the portion of the BWCAW northeast of the Gunflint Trail in Northern Minnesota be renamed the "Bruce F. Vento Unit of the Boundary Waters Canoe Area Wilderness."

Upon hearing about Congressman Oberstar’s amendment, CWCS President Guy Holmes said, “Oberstar knows very well that Bruce Vento is not highly respected in northern Minnesota. Vento’s involvement in the 1978 BWCA Act is still a bitter pill to swallow, with all the restrictions and little regard for the people who live and work up here. Without any consultation of his own constituents, Oberstar went ahead with this blatant slap in the face to northern Minnesotans.”

CWCS has been in contact with several people on the Gunflint side of the Boundary Waters and they are livid about this move by Congressman Oberstar. In one communication from the Gunflint: “We are royally pissed, to put it bluntly. We tried everything we could to get it stopped, but lost out. Oberstar was careful on how he set this up and we find it nearly impossible to change it in either the house or senate legislation. We argued hard for due recognition to focus on something along the Mississippi River in his district, to no avail.”

In talking to Senator Grams’ office, CWCS has learned that Congressman Oberstar crafted this amendment to the Water Resource Development Act in such a way that it will go to the conference committee for a very quick review to get both versions to match. Oberstar is on the conference committee—Senator Grams is not. Once it is back in the Senate it is strictly an up or down vote.

Bottomline... Oberstar planned this one carefully. CWCS feels this move was to re-establish relationships with preservation groups after Oberstar was forced re-open two truck portages within the Boundary Waters – an effort championed by Senator Rod Grams because it was the right thing to do.

Even though it will be after the fact, CWCS urges its members to let Congressman Oberstar know how you feel about this matter. Send letters to:

**U.S. Representative James Oberstar**  
**2366 Rayburn House Office Bldg.**  
**Washington, DC 20515**

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**Letter to Oberstar – November 7, 2000**

U.S. Representative James Oberstar  
2366 Rayburn House Office Bldg.  
Washington, DC 20515

Dear Congressman Oberstar,

This letter is to convey the absolute disgust Conservationists with Common Sense (CWCS) has for your recent amendment to S. 2796, the Water Resources Development Act, to name a section of the Boundary Waters Canoe Area Wilderness (BWCAW) in honor of Congressman Bruce Vento.

CWCS is appalled that you have renamed the portion of the BWCAW northeast of the Gunflint Trail in Northern Minnesota the "Bruce F. Vento Unit of the Boundary Waters Canoe Area Wilderness."

Upon hearing about your amendment, CWCS President Guy Holmes said, "Oberstar knows very well that Bruce Vento is not highly respected in northern Minnesota. Vento's involvement in the 1978 BWCA Act is still a bitter pill to swallow, with all the restrictions and little regard for the people who live and work up here. Without any consultation of his own constituents, Oberstar went ahead with this blatant slap in the face to northern Minnesotans."

CWCS has been in contact with several people on the Gunflint side of the Boundary Waters and they are livid about your move. In one communication from the Gunflint: "We are royally pissed, to put it bluntly. We tried everything we could to get it stopped, but lost out. Oberstar was careful on how he set this up and we find it nearly impossible to change it in either the house or senate legislation. We argued hard for due recognition to focus on something along the Mississippi River in his district, to no avail."

Congressman Oberstar, CWCS questions why you would put forth such an amendment. Your first priority should be the best interests of your constituents in the 8<sup>th</sup> District. Honoring Bruce Vento should have come from a congressman in the metro area. We are greatly disappointed in your lack of concern for your constituents.

Sincerely,

Guy Holmes, president  
Conservationists with Common Sense (CWCS)

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## **On the issues...**

**Conservationists with Common Sense** has been very busy keeping on top of issues of most concerned to our members. Here are just a few of the positions **CWCS** has taken in the past few months.

### **Chain of Lakes permit quota numbers**

The position of **Conservationists with Common Sense (CWCS)** concerning the permit situation for the Moose Lake Chain, South Farm Chain and Saganaga Chain is that the Forest Service's proposed permit quota numbers and their formula in attempting to determine the quota levels is flawed. **CWCS** finds that the actual numbers could be as much as twice as high as the USFS has shown. The Forest Service uses far too many assumptions in their calculations.

It is the recommendation of **CWCS** that the Forest Service consider another option. This option would consist of the issuance of special use permits to the affected property owners, with the general public continuing to be issued permits out of the existing quota. Concrete numbers could substantiate this option, as the USFS does know how many units were in existence in 1976-1978 and the total use (as calculated by the USFS) would be lower today. Today's use would be lower than in 1976-1978 as the USFS does have data that shows that a large number of rental units were eliminated since that time. As the USFS has stated, the use by the rental units did consist of the majority of use in the affected areas.

**CWCS** realizes this adjustment of permits has been a great task, but allowing this matter to drag on for two years and to affect property owners and business owners' access to the lakes in question for two seasons is unacceptable.

**CWCS** supports the use of special use permits. It is well within the Forest Service's jurisdiction to initiate such a special use permit. This would allow adequate access of the waters of the chain of lakes in question, would follow the intent of the law, and would follow the court's ruling mandating the USFS to issue permits to the property owners and their guests.

**CWCS** now plays the waiting game again, as we wait for the Forest Service's decision in this matter. Not until that time will **CWCS** and its growing number of supports on the Gunflint side of the Boundary Waters decide what our options are to be.

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### **USFS makes decision on Little East Creek**

In an effort to reduce the fire risk created by the July 4, 1999 windstorm, LaCroix district Ranger Constance Chaney has approved fuel reduction activities for 2,847 acres of federal land and use of up to 11.8 miles of winter roads and private trails on federal land.

Special-use permits will be issued to the State of Minnesota, St. Louis County, and private individuals for access across federal land to their lands to treat storm-damaged areas, harvest mature trees, and for general use by landowners.

The decision was based on extensive public involvement and coordination with other agencies. Through this process, the U.S. Fish and Wildlife Service determined that the action would not jeopardize the Canadian Lynx. To further minimize effects on the Canadian Lynx, the winter roads in this area will continue to be closed to unauthorized public use.

Due to the urgent need to implement fuel reduction activities, the Superior National Forest has received permission from the Chief of the Forest Service to begin implementation of fuel reduction work after 30 days. Other activities would be implemented after completion of the normal administration appeals process.

CWCS applauds the U.S. Forest Service in making this common sense fuel reduction decision for the Little East Creek area. Without this permission, the entire Boundary Waters could be threatened by catastrophic fires due to the 1999 windstorm which left close to 500,000 acres of trees flattened to the ground.

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### **Idaho's Senator Craig visits Northern Minnesota**

With winter fast approaching, many of us here in northern Minnesota are breathing easier now that we have escaped a year of possible catastrophic fire breakout in the Boundary Waters blowdown area. With nearly a half million acres of forest leveled by the July 4, 1999 storm, the fuel load of dead and dying wood in this wilderness area is so massive that it poses a wild fire threat of unprecedented proportions on the North American continent.

Some cleanup efforts have been undertaken around the perimeter of this disaster, but no initiatives have been undertaken to reduce the fuel load or salvage the thousands of trainloads of downed timber within the wilderness area. While fire experts across the country have acknowledged the horrendous fire potential of this unbelievable quantity of fuel left on the ground, safety measures have centered around restricting access and campfires, communications and evacuation plans, and placing water tankers on guard. It is speculative whether these air tankers could extinguish an outbreak of fire in this inaccessible area, particularly with scenarios of multiple fires, severe weather conditions or darkness.

On a similar train of thought, U.S. Senator Larry Craig of Idaho paid a visit to northern Minnesota this fall and spoke of the staggering losses in Western states this summer due to forest fires. From New Mexico to Montana, fires have devastated thousands of acres of forestland. The losses were so alarming that the Western Governor's Alliance has taken the U. S. Forest Service to task for Washington, D.C. policies that are causing much of these states to go up in smoke. The huge accumulation of dead and rotting wood due to the no cut, no harvest, no access, roadless policies are creating wildfire hazards throughout the country. It is these same policies that have precluded any cleanup efforts in the Boundary Waters.

While we can give a sigh of relief for this year's good fortune of a very wet summer, but next year is a whole new ball game. Just think – the thousands of cords of flattened timber will be even drier!

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## **Forest Service names fire czar**

Lyle Laverty, former head of the Forest Service's rocky Mountain region, will oversee the U.S.F.S.'s effort to reduce fire danger in our national forests. Laverty will coordinate Forest Service efforts to ease the overgrown forest conditions that have contributed to catastrophic wildfires.

Laverty previously headed the Forest Service regional office in Denver and led a team that developed a new fire prevention plan for the Forest Service in the wake of this year's devastating blazes across the West.

Laverty believes that cutting down trees – what he calls “mechanical treatments” – will be necessary in many areas as the first step toward restoring a more natural and fire-resistant forest.

Such a position will likely anger some environmentalists who argue that fires and other natural processes, not logging, should be used to manage forests. But, in light of the recent wildfires that have consumed millions of acres of trees, there appears to be a change in the way some environmentalists are thinking about forest management.

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## **Environmentalists seeing the forest through the trees**

In August, the St. Louis Post-Dispatch reported that wildfires out West had changed minds of activists who opposed any controlled burns.

For over a half century, the practice of suppressing fires rather than letting them burn has allowed the accumulation of flammable brush, dead wood and other fuel to feed wildfires, researchers say.

Rex Wahl, executive director of Forest Guardians, an activist group based in Santa Fe, N.M., had long opposed the removal of any tree for profit or for managing nature. “Wildfires are getting bigger, burning hotter, and the effects are more devastating,” Wahl said. “It's clear we'll have to take mechanical steps like thinning before we can use fire to restore these forests to a more natural regime.”

Wahl has seen enough. He watched helplessly from his yard as a small, planned fire raged out of control at nearby Los Alamos in May, as it charred 48,000 acres, destroyed 200 homes and caused an estimated \$1 billion in damage. Wahl is ready to cut down trees to save the forest.

Researchers say that the wildfires are being blamed in part on a century of conflicting land management policies. From suppression of fires, overgrazing of meadows, logging of large, fire-resistant trees, and concern for endangered species, these practices have all contributed to the increased fuel loads in our nation's forests.

As a result of the devastating wildfires of recent years, however, some environmentalists are rethinking their opposition to cutting trees. Among them is Forest Guardians, which had been one of the most vocal zero-cut groups.

Wahl, a biologist, suggested that old environmental dogmas must be abandoned. He is not embracing clear-cutting. Unlike loggers, he wants to save the big trees that are fire-resistant and readily seed new growth. Judicious cutting of smaller trees is what's needed, he said. Wahl's conversion reflects the crisis facing the West's sickly forests reported the St. Louis Post-Dispatch.

Other environmental groups have endorsed the concept of forest thinning but have been unable to come to terms with the government on the details.

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### **Presidential Election Certified**

On Sunday, November 26, 2000 Florida Secretary of State certified George W. Bush the winner of the Florida presidential election results.

In one of our country's narrowest presidential elections, with a virtual dead heat in the popular vote once you figure in 2% national margin of error in polling results, the determination of the 43<sup>rd</sup> president of the United States was left in the hands of the voters of Florida and their 25 electoral votes.

Even though Bush won the popular vote on election night in Florida, the results were so close that the state mandated a recount. A machine recount again affirmed that Bush won the election. Even after the request by Al Gore of a hand count of choice Democrat counties Bush still prevailed.

Some people say that 'the will of the people' is being ignored because all the votes from the four choice Democrat counties were not counted or included in the final certification.

**CWCS** asks where is the concern for 'the will of the people' in the other 63 counties of Florida? How can any of the hand count results of four choice Democrat counties be included and the rest of the counties be ignored? If anything is unfair in this election process, it is this. If fairness is what Al Gore really wanted, he should have requested hand counts of all Florida counties, not just the counties where he knew he had a stronghold.

One thing is for sure... after this election there will definitely be a review of how elections are held, how ballots are cast, how ballots are counted, and how electoral votes weighs-in in future elections.

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### **ACL's Press Release**

The Associated Contract Loggers (ACL) of Minnesota expresses extreme disappointment at the final environmental impact statement (FEIS) virtually locking up 60 million acres of U.S. Forest Service lands from multiple use management. Politicians, instead of forest managers, are dictating the management of our national forests. In spite of rhetoric about collaborative stewardship, this regulation takes forest management away from the professionals and local communities most impacted by national forest decisions. It is a top-down, one size fits all decision making process.

"This decision makes a mockery of the claims the U.S. Forest Service is interested in local level decision-making and planning with states, tribes and other local level agencies and interested publics," said Larry M. Jones, ACL Executive Director. The roadless area decision will override millions of dollars in planning and public involvement already done or underway. With 151 national forests, all of which have prepared plans, the waste of time and money is obvious, not to mention the trust of the local forest users.

The roadless area decision will needlessly risk loss of resource and private property by exacerbating the forest health crisis on over 50 million acres of national lands. It will be difficult, if not impossible, for the U.S. Forest Service to make decisions and implement projects to reduce catastrophic wildfire in roadless areas. Without a road system to support ecosystem management, timber harvesting to create wildlife habitat,

thinning to achieve desired stocking levels, and other management activities, forest health will only continue to decline in unroaded areas.

The FEIS fails to consider a reasonable range of alternative. Of the 20 billion board feet of federal timber growing annually, we now only harvest about 3 billion each year. There is no reason not to utilize more of this sustainable, renewable resource.

Lastly, the National Forest Management Act and the Multiple-Use Sustained Yield Act requires an area-by-area analysis of whether this action truly maximizes the multiple use benefits. There is no site-specific information about the resource values or impacts to individual roadless areas as a result of maintaining them as roadless in perpetuity. The people living in and around the national forests of America deserve better than this.

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### **Snowmobile Ban in All National Parks**

**CWCS** wrote a letter to Senator Trent Lott requesting his assistance in securing language in any year-end legislative that would prohibit the Department of Interior from moving forward with the ban on snowmobiling in National Parks. **CWSC** requested a common-sense approach to this important issue.

Noting that this proposed ban had no environmental impact study conducted on any National Park, or any public input, **CWCS** urged Senator Lott to consider language proposed by Minnesota Senator Rod Grams.

- ❖ The National Park Service will prepare management plans for appropriate education and enforcement of existing regulations.
- ❖ The National Park Service will conduct studies on the impact of snowmobile use in Parks to be used in the future to guide management decisions.

**CWCS** requested assurance of continued snowmobile use in 42 units of the National Park System throughout the country under the same rules that were in place on 1/1/2000 (prior to the ban).

**CWCW** also noted that Minnesota is home to two domestic snowmobile manufacturers – Polaris and Arctic Cat. These two companies employ thousands of people. They have been working with the Environmental Protection Agency to develop more environmentally friendly snowmobiles and have demonstrated a willingness to continue working with the federal government in the future on new emissions regulations.

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**Just a few facts...** From a recent issue of *Snowmobile* magazine:

**Claim:** Air quality standards have been violated in Yellowstone National Park.

**Truth:** Yellowstone air quality has never violated federal standards, according to the National Park Service (NPS).

**Claim:** Snowmobiles emit one pound of toxic particle-phase polycyclic aromatic hydrocarbons (PAH) per four-hour visit.

**Truth:** PAH emissions per four-hour visit Yellowstone is closer to .000543 of a pound. The NPS retracted and corrected this data in its study.

**Claim:** Each two-stroke engine emits the same amount of gases.

**Truth:** Snowmobile emissions vary due to changes in the air, design of the engine and how it's tuned, according to a report by the Society of Automotive Engineers.

**Claim:** Snowmobile emissions leach into the snow pack and pollute rivers and lakes.

**Truth:** Preliminary results from an NPS study shows relatively low amounts of vehicle-related pollutants in the water.

**Claim:** Snowmobile emissions in Yellowstone are worse than one day of automobile emissions in Los Angeles.

**Truth:** The Figures used to contrive that statement are not directly comparable. The Los Angeles emissions were averaged over a longer time period than the Yellowstone emissions.

**Claim:** Snowmobiles emit high levels of nitrogen oxides that create ozone gasses.

**Truth:** Two-stroke engines emit less nitrogen oxides than four-strokes, and below-freezing temperatures prevent these gasses from forming ozone.

**Claim:** A snowmobile emits 225 times more carbon monoxide than a car.

**Truth:** According to a study by the NPS Air Resources board, a two-stroke snowmobile operating for four hours can emit between 10 and 70 times the amount of carbon monoxide of a car driven for 100 miles.

**Claim:** Snowmobile manufacturers won't reduce emissions.

**Truth:** Three-R Industries has a four-stroke machine and Arctic Cat has made 50 four-stroke machines for use in Yellowstone National Park. Other factories are rumored to have four-stroke machines undergoing research and development. Plus, manufacturers are developing new-age two-stroke engines with direct injection and other environmentally friendly innovations.

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**More on emissions. Where's the outrage?** – In the September 2000 *Minnesota Snowmobiling Magazine*...

Confirmed 1996 numbers reported by the U.S. Department of Transportation (USDOT) shows that airplanes use 14.5 billion gallons of fuel annually, or about 339 times the fuel used by snowmobiles. Cars and 2-axle trucks use 116.3 billion gallons or about 2802 times as much as snowmobiles. All road vehicles, including semi-trailer rigs and locomotives, USDOT reports 146.7 billion gallons of fuel used annually. This is 3534 times as much fuel as snowmobiles use.

In other words, road vehicles use about 91.2 percent of the total motor fuel, airplanes use about 8.7 percent and snowmobiles use about .032 percent.

USDOT numbers show that the largest dozen airports in the U.S. pump 1,000,000 gallons of jet fuel into commercial jet a day. Figuring that jets emit a significant portion of their combustion by-product into the high atmosphere makes one wonder why extremists were not targeting this emission source.

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### **VNP Management Plan**

**CWCS** has issues with several elements of the Voyageurs National Park Management Plan. The proposed plan does not go far enough towards increasing or maintaining access, and promoting multiple use of the park.

One point that **CWCS** is in agreement with is the increase in available campsites. We should be doing all that we can to increase tourism to the area. Having more campsites available is a step in the right direction.

**CWCS** agrees, before any entry/user fee system is implemented, a feasibility study should be completed. At this time, we are opposed to the installation of a permit system. Traffic is not high enough to warrant such a system of limitation.

The definitions of a houseboat are not clear. Pontoon boats, sailboats and cuddy boats could qualify as a houseboat under the proposed plan. We also oppose the limitation of houseboats.

In the listing of allowable motorized uses, the current effort to overturn the jetski ban in all National Parks must be addressed. Like the proposed snowmobile ban, this ban was pushed through without any environmental impact studies completed or input from the public. Of all our National Parks, Voyageurs is the most appropriate for jetski use.

In the listing of allowable non-motorized uses, there is no mention of bikes or sled dogs. Why is there no allowance for sled dogs in Voyageurs' plan when they are an allowable use in the Boundary Waters Canoe Area Wilderness right next door?

The National Park Service's propose management plan for Voyageurs seems to be trying to correct a problem where no problem exists. There is no clear and present danger. There is no public outcry of overuse in the Park.

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### **Yellowstone, GTNP & JDRMP**

Concerning the Winter Use Plans for Yellowstone, Grand Teton National Park and the John D. Rockefeller Memorial Parkway, **CWCS** is opposed to the National Park Service's (NPS) preferred alternative G.

Alternative G bans all private snowmobiles in Yellowstone National Park, Grand Teton National Park, and John D. Rockefeller Memorial Parkway. Yellowstone winter public access is allowed only to snowcoaches. This would mean exclusion from experiencing Yellowstone, closure of Grassy Lake Road section to Flagg Ranch (Idaho's only park access), the Continental Divide Snowmobile Trail's park segment, and Jackson Lake. In addition, Alternative G would create a hardship on local economies that depend on snowmobile business.

According to TITLE 36--PARKS, FORESTS, AND PUBLIC PROPERTY

CHAPTER I—NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR  
PART 7--SPECIAL REGULATIONS, AREAS OF THE NATIONAL PARK SYSTEM  
for Yellowstone National Park, Grand Teton National Park, and John D. Rockefeller  
Memorial Parkway, snowmobiling is an ‘appropriate’ use, as stated in the special  
regulations for each of these units and for several other units of the National Park  
Service. Designated land and waters routes area listed, as are excessive noise levels for  
tracked snowmobiles – listed as noise that exceeds 78 decibels.

CWCS supports Revised Alternative E as a response to the Draft. This alternative  
has not been given serious consideration in the FEIS, and the NPS has disregarded the  
efforts of various cooperating agencies and the Blue Ribbon Coalition, the Citizens’  
Solution (provided by a consortium of conservation groups), and the Natural Regulation  
Alternative (provided by The Fund for Animals). Alternative E is the only workable  
winter use plan alternative that is fair to all recreational users.

- ❖ Alternative E emphasizes the protection of wildlife and natural resources while  
allowing park visitors access to a wide range of winter recreational experiences.
- ❖ Alternative E uses an adaptive planning approach that allows new information to  
be incorporated over time.
- ❖ Alternative E eliminates motorized oversnow access in Grand Teton and the  
Parkway except for use on the Grassy Lake Road and north of Flagg Ranch into  
Yellowstone, and eliminates all winter motorized use on Jackson Lake.
- ❖ Alternative E calls for instituting an advisory committee including all stateholders  
– local, county, state, and federal agencies as well as representatives from the  
snowmobile industry and environmental groups – to make recommendations  
about emission and sound standards.
- ❖ Alternative E addresses separation of uses and eliminating most resource and  
visitor experience conflicts relating to snowmobile use.

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**Why CWCS continues to fight... “(We will) embark on a 10 year campaign to get  
every single motor out of the Boundary Waters.” – Friends of the Boundary Waters lawyer,  
Brian O’Neill, quoted in May 20, 1998 Star Tribune**

**Conservationists with Common Sense is a true grassroots organization.** We are a  
non-profit organization, under Sec. 501(c)(3), funded by memberships, donations and  
local fundraisers. **All contributions are fully tax deductible.**

CWCS organized in the spring of 1989 when the U.S. Forest Service said that three  
of the motorized portages into the BWCAW would be closed during their testing for  
**feasibility.**

For the past ten plus years, money coming into CWCS has gone towards lawyer fees  
in the truck portage litigation, which lead to the return of trucks to two of the three  
motorized portages – Trout Lake and Prairie Portages in 1999 after an absence of six  
years. Four Mile Portage is still without trucks.

CWCS also had the expense of sending delegates to Washington D.C. to testify at the  
Senate and House Hearings regarding the truck portage issue.

In addition to the portage issue, CWCS filed a lawsuit and appeal against the U.S.  
Forest Service’s 1992 BWCAW Management Plan. This has opened up another issue to

battle – adequate permit quotas to satisfy the once exempted sticker use beyond Moose Lake and Saganaga.

Other issues CWCS has been involved with include: Voyageurs National Park (VNP) Management & VNP Bay Closures; BWCAW User Fees; Re-Opening the Lost Lake SNA to hunting; Vermilion River Plan; Roadless Area Policy; Little Alfie Logging Protest; Logging in National Forests; ESA De-listing of the timberwolf; Re-Introduction of Caribou in the BWCAW; Blanket Ban of Jet-Skis in National Parks; American Land Sovereignty Protection Act; State-wide Land Use Conferences; Community Based Planning; Re-Licensing of the Winton Hydro Electric Plant; Superior & Chippewa National Forest Plan; and ESA Listing of the Canadian Lynx.

CWCS will continue to uphold the rights of all United State citizens for continued multiple-use of all federal and state, public lands and waters. The Friends of the Boundary Waters and other groups have made their intentions known with the following statement made by Brian O’Neill, lawyer for a coalition of 30 preservation groups, **“we will embark on a 10-year campaign to get every single motor out of the Boundary Waters.”**

CWCS needs your help to continue our efforts of educating people about the fight against the so-called environmental community’s **anti-recreation** (especially against motorized recreational uses), **anti-logging, anti-industry, anti-human, and anti-use of our public lands!**

**Conservationists with Common Sense** is currently working on the following issues: the Forest Service Management Plan; the Clinton/Gore Administration 60 million-acre Roadless Initiative; snowmobile ban in National Parks; the July 4, 1999 Boundary Waters blowdown; Chain of Lakes permit quotas.

CWCS is constantly networking with like-minded organizations through e-mail, phone calls and letter writing. Your membership dollars go toward the bills accrued in this effort. (Telephone, e-mail, postage, P.O. Box rental, etc.)

CWCS recently updated its computer system, and we also have two fax machines.

CWCS is updating its website to help people be more informed on public land and water issues.

Many of CWCS’s board of directors are constantly on the road attending various public land and water issue meetings – Forest Service Management Workshops; Forest Service Management hearings; Roadless Initiative hearings; etc. CWCS reimburses mileage and occasional lodging.

And of course, CWCS has the expense of printing educational materials such as our newsletters and flyers. Know this, **CWCS does not** share its membership list.

Now that you know where your membership dollars are going, **here is where your membership dollars is NOT going.**

CWCS does not have any executive director salaries like the Friends of the Boundary Waters and other corporate-funded preservation groups. CWCS has no paid staff. No office rental. CWCS has no paid lobbyists in Washington, D.C. And, **CWCS does not** promote eco-terrorist, Dave Foreman, co-founder of EarthFirst!

**CWCS is a true grassroots organization with a board of directors of volunteers. Thanks for your continued support!**

*“Conservation is the wise use of our resources”*

– Gifford Pinchot, 1<sup>st</sup> Chief of USFS, 1907

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### **CWCS Picnic News**

The 11<sup>th</sup> Annual CWCS Meeting/Picnic and fundraiser was held on Saturday, August 19<sup>th</sup> at the Winton Longbranch on Fall Lake. Over 200 people attended, with 150 people enjoying the fish fry sponsored by Fortune Bay. Many enjoyed a day of fishing to enter their catches in the Ely/Winton Rod & Gun Club's Hawg Fishing Contest.

CWCS major raffle prize winners: the boat, motor & trailer – Joe Gotchnik from Cloquet, MN; the trolling motor – Charlie Kerntz from Ely, MN; the Trout Lake Portage print – John Butler from Avon, IL.

*Need an idea for a Christmas gift? **How about a CWCS membership, or check out CWCS's new hats** in three colors – all moss; dark green & moss bill; and khaki & moss bill. Each are embroidered with the new CWCS logo. The price of the hats is \$20, postage paid. Order your today! See the hats at CWCS's website at: [www.cwcs.org](http://www.cwcs.org)*