

Wilderness supporters have RARE chance

For those of us who enjoy strolling amid the grandeur and peaceful solitude of Oregon's awesome forests the Willamette National Forest branch of the U.S. Forest Service seems to have a message: Get used to more scrub brush, logging roads and eroded inclines.

And time is running out for supporters of expanded wilderness areas to send a message back: We don't like it.

The Forest Service — and those logging and wood-products firms whose fortunes rise and fall on Forest-Service decisions — have revealed their sentiments in the Roadless Area Review and Evaluation II (RARE II), the second phase of an investigation of relatively untouched lands in all national forests.

Among the scenarios (policy choices) presented in that document, the one backed by the Willamette National Forest people and attendant business interests would allocate at the most only 36 per cent of the roadless areas for wilderness designation.

That policy will probably be built into a final

environmental-impact statement on the RARE II alternatives due Jan. 1, 1979. Public comment on RARE II will be accepted by the Forest Service until Sunday.

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On the other side of the RARE II fence several conservationist groups, including the Oregon Wilderness Coalition and the Oregon Student Public Interest Research Group (OSPIRG) have proposed a scenario that would turn 80 per cent of the roadless areas into wilderness with no decrease in the allowable timber cut, according to Jim Stratton, director of the University Survival Center.

At a time when increasing restrictions — including required visit permits — are being placed on already over-crowded wilderness areas, the Oregon Alternative clearly is closer to the needs of most

Oregonians. The fact that those needs cannot always be assigned a neatly calculable monetary value does not detract from the potent aesthetic values of wilderness.

Until the USFS demonstrates more convincingly its ability to manage the forests — such issues as herbicide misuse and inadequate reforestation efforts come to mind — decisions on use of the remaining national forests' unsullied areas should tilt in favor of conservation.

Persons wishing to learn more about the Oregon Alternative should attend one of the slide shows on RARE II being presented today and Friday by the Survival Center. Those shows will begin at half-hour intervals between 11:30 a.m. and 1 p.m. in the EMU.

Wilderness supporters should also write letters to the Willamette National Forest, 211 E 7th, Eugene by Sunday in support of the Oregon Alternative. Copies of these letters with mention of specific areas that should be protected from development can also be sent to U.S. congressmen and senators.

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Tame 'wild' use of Rogue River

Right now is a good time for people to speak out on a land and water use conflict which could be solved quite easily. It involves motorized use of the "wild" section of the Rogue River, which includes about 33 miles of river from Grave Creek to Big Bend, near Il-lahe.

The objectives of "wild" classification are "to provide river-oriented recreation opportunities in a primitive setting and to preserve the river and its immediate environment in a natural, wild, and primitive condition." As there are few developments and effectively no road access to this beautiful stretch of river, this classification is entirely appropriate.

Approximately 12,000 people, not including commercial guides, are permitted to float down this wild stretch each summer, testifying to the popularity and accessibility of the river under this classification. Approximately twice as much of the lower river is classified as "scenic" and "recreational," and use in these regions is not restricted.

A person floating down the "wild" section of river enjoys its essentially wild character until he/she passes Blossom Bar. The next ten miles to Big Bend can be like riding the center strip of a freeway with no way to get off. The problem: large commercial jet boats operate out of Gold Beach.

In sections of the river such as Huggins Canyon, powerboats roar around sharp bends in the river, allowing little safety margin for rafts, kayaks and row boats. A capsized boater or a swimmer could easily be hit. Perhaps the jet boat operators don't realize how fast and powerful they are compared to paddle craft, for they sometimes roar by without even slowing.

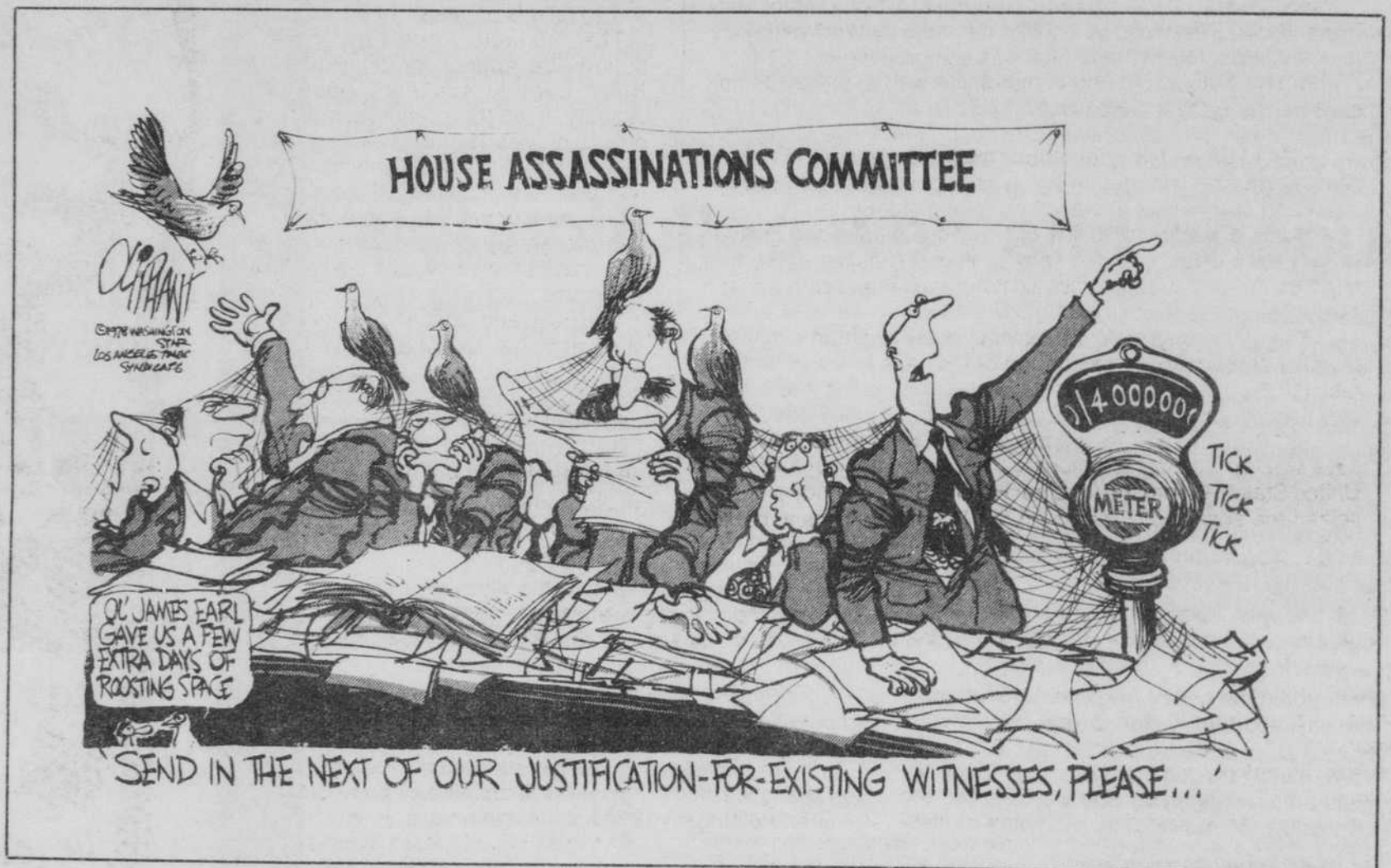
I suspect most jet boat passengers would enjoy the trip just as much if they didn't go that last ten miles, as I have taken the jet boat trips myself. However, it was the unanimous opinion of rafters, kayakers, and row boaters that I talked to that the jet boats were obnoxious and dangerous. Consequently there is no excuse for jet boats continuing into the "wild" portion of the river and upsetting the drifters, who have no choice but to endure it.

According to the management agencies, the river is at capacity with 12,000 people floating downstream. So how can additional powerboats be justified? If anything, each powerboat has the impact of dozens of rafts since it is loud, dangerous, and passes everybody twice as it goes by in both directions.

The Forest Service and BLM met Sept. 27-28 to discuss management of the river, and the Oregon Marine Board will meet at 8:30 a.m. Oct 2 in room 350 of the State Capitol Building in Salem to take up questions of river management. I hope interested people will urge them to end this disgusting abuse of the "wild" portion of the Rogue River.

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A new chorus of registration blues

This morning, I experienced one of the most absurd, frustrating and unfair bits of administrative red tape that could be imagined, and I am angry. Admittedly, the registration and fee paying process at this university is cumbersome at best.

However my experience this morning presents a double bind ad nauseum. Point 1: My expenses, including my tuition/"incidental fee," payment comes from my salary as a Graduate Teaching Fellow. Point 2: I will not have enough money to pay ANYTHING (or part of anything) until my check arrives on or shortly after Friday, September 29. Point 3: The last day to pay fees without a penalty is Wednesday, September 27.

Anticipating this problem, I obtained a tuition deferment in order to "have" to pay one half of my fees. This morning (Tuesday, Sept. 26) I waited for a relatively short time (only one half an hour) in the line at the Financial Aid Office so that I might obtain an Emergency Student Loan in order to pay that portion of my fees which are due BEFORE my GTF check even arrives.

Alas, my devotion to that line was in vain. I was informed that I simply could not obtain the loan UNLESS MY FEES WERE PAID. "But," I say, "...I can't pay my fees

without this loan..." My statement was futile. "Interesting" you say? Ah, but the plot thickens.

Being somewhat perturbed, I trotted down to the first floor of Oregon Hall and asked just what I might do.

I was given a sympathetic stare and advised to do one of two things. I could simply write a bad check for my tuition and then rush right back up into that cancerous line in the Financial Aid Office and try to obtain the loan. If all went well, I would only have to rush to my bank and try to cover the bad check with the miraculous loan!!

The second bit of advice was far more practical and, I would suspect, the one opted for by many other tired, bureaucratically inundated students: I could wait until the check is received and then just pay late fees. "No sweat." What's a couple of bucks extra?

Without even thanking the helpful person, I've decided for a third option: I will wait until I receive my salary check and I will refuse to pay late fees. I am more or less certain they will manage to obtain the extra money somehow, but at least I am going to try.

The final part of my solution to this pathetic little episode is writing this. I am calling for

for consideration and for those of us who have experienced similar absurdities to take individual stands against their perpetuation.

Colleen E. Kelley,
Speech

letters policy

The Emerald will accept and try to print all letters and opinion columns containing fair comment on ideas and topics of concern or interest to the University community. Letters and opinions will be run on a first-come, first-served basis. Both letters and opinion columns must be typewritten, using 65 character margins, and should be triple-spaced. Letters and opinions must be signed and the author's field of study (or faculty status) noted.