

News brief

The Fresno Bee, Friday, June 16, 2006

FRESNO, Calif. (AP) - A new rule that gives ranchers several options for reduce the smog-making gas produced by the San Joaquin Valley's 2.6 million cows is too weak, environmentalists alleged.

The San Joaquin Valley Air Pollution Control District passed regulations Thursday that lets dairy farmers and other ranchers decrease pollution by changing their cow's diets, covering manure piles and cleaning up waste more often.

Air officials said the requirement could eliminate 21 tons of volatile organic compounds daily, about a quarter of the smog-making gases created by dairies.

The industry will spend about \$26 million a year on the new controls, air officials said.

But environmental groups said farmers already use the methods outlined in the regulations.

"This is an empty gesture in dealing with the largest source" of one smog-making gas in the Valley, said Paul Cort of the San Francisco-based Earthjustice Legal Defense.

The San Joaquin Valley, the nation's leading dairy-producing region, continuously ranks as one of the dirtiest air basins in the country.

America's National Parks Face Pressures

By Frank Bass and Rita Beamish, Associated Press Writers

In the S.F. Chronicle, USA Today, Washington Post and other papers, Sunday, June 18, 2006

GLACIER NATIONAL PARK, Mont. (AP) -- The ice-covered mountaintops are shrouded by fog. A stream gushes against the rocks on a headlong rush to the lake. High above the deserted visitors' parking lot, an elk stares at a lone hiker. Glacier National Park is an island, a sanctuary from the outside world.

For how long?

To the west, subdivisions, vacation homes and large chain stores march toward its borders. To the north, bulldozers pause for the winter before pushing deeper through the forests to a planned coal mine in the Canadian Flathead River Valley.

To the south, an emotional debate rages over whether to allow oil and gas interests to explore a sacred Blackfoot Indian plot. From above, gradual warming continues to nibble away at the park's famed glaciers.

Once as many as 150, they barely number 35 today.

"If this keeps up, we may be looking at the National Park Formerly Known as Glacier," said Steve Thompson, a Montana program manager for the nonprofit National Parks Conservation Association.

Glacier is not alone.

An Associated Press review finds the national parks are facing unprecedented pressures inside and outside their borders from population growth, homeland security concerns and Americans' insatiable desires for conveniences such as hotels, restaurants, stores, cell phones and vacation homes.

DEVELOPMENT INSIDE PARKS

Within their boundaries, the parks are generally calm, placid and among the world's most beautiful places. The National Park Service said 95 percent of visitors rate their experience as good or excellent.

Nonetheless, 30 cellular phone towers have been erected inside parks; one is in view of Yellowstone's famed Old Faithful geyser. At Georgia's Kennesaw Mountain, an emergency radio communications tower has been constructed above Civil War cannons.

At Arizona's Organ Pipe Cactus National Monument, officials have built an \$18 million, 30-mile steel-and-concrete vehicle barrier to slow illegal immigration and drug trafficking.

Fifteen sea and lake parks have acquiesced to recreational enthusiasts and are allowing Jet Skis and other personal watercraft, or are expected to do so.

At the Grand Canyon in Arizona, the clatter of tourist helicopters and whine of planes compete with the rush of the river, the warbling of birds and the whispers of the breeze.

BURGEONING OUTSIDE PRESSURES

Just outside park borders, the pressures are more dramatic from construction, population explosions, pollution, exotic species — even illegal aliens.

An AP analysis of census data shows that more than 1.3 million people since 1990 have moved into counties surrounding six of the best-loved parks: Gettysburg, Everglades, Glacier, Yellowstone, Shenandoah and Great Smoky Mountains.

The average number of people per square mile in those counties has grown by one-third. The four urban counties around the Florida Everglades show the most dramatic gains. But even in the remote areas of Glacier, the number of people per square mile has risen from eight in 1990 to 11 in 2005.

Likewise, park visitation has soared from 79 million in 1960 to 273 million today.

Pollution that has drifted scores of miles into parks is affecting visitors, plant life and wildlife.

Last year, the air breathed by park visitors exceeded eight-hour safe levels of ozone 150 times in 13 parks, from California to Virginia. Overall, air at one-third of parks monitored by the Park Service continues to worsen even as the government puts in place pollution controls aimed at clearing the air by 2064.

Great Smoky Mountains National Park in Tennessee and North Carolina, the most frequently visited park, has air quality similar to that of Los Angeles.

Many others, including Shenandoah in Virginia, Mammoth Cave in Kentucky, Sequoia and Kings Canyon in California and Acadia in Maine also suffer reduced views and damage to natural resources, mostly from pollutants from coal-fired power plants.

Foreign species of plants, animals, bugs and worms that travel via vehicles and visitors now invade 2.6 million acres of national parkland and are destroying natural resources.

The Mexican border and homeland security demands pose their own pressure. As many as 1,000 aliens and drug smugglers pour into Arizona's Organ Pipe daily, diverting 75 percent of rangers' time to the problem, superintendent Kathy Billings said.

The crush of human traffic has driven the endangered Sonoran pronghorn antelope and threatened pygmy owl from their habitats, while leaving a trail of ravaged vegetation and human excrement.

"Some areas, the smell of the human waste just hits you," Billings said recently. "It's overwhelming right now and it's not safe for our staff to go out and start a cleanup."

Massive new water demand from explosive population growth is draining water aquifers that affect parks.

In Florida, the fast-draining Everglades are affected by an average of 900 new Florida residents a day who create a daily new demand for 200,000 gallons of water, the park service said.

The Devil's Hole pupfish, a teaspoon-sized fish in the Nevada desert of Death Valley National Park, is the impetus for recurring complaints from park officials against sprawling development in southern Nevada.

Park officials link the incremental decline in the water level of the endangered fish's rock-pool habitat to pumping of the interconnected aquifers that quench the region's thirst.

The park awaits money from Washington to determine which part of the deep aquifers affect Devil's Hole and the 38 adult pupfish it holds.

BLEMISHED VISTAS

The changes in the outside world are becoming more visible inside the nation's 390 parks, marring once unblemished vistas.

Vacation homes now dot the shores lining Acadia and the mountains that border the Great Smoky Mountains National Park. Subdivisions have sprouted up around hallowed Civil War sites such as Manassas Battlefield Park in Virginia.

Convenience stores, strip malls and shopping centers line the roads to many parks. Traffic piles up, aggravating visitors and residents alike.

Pollution has diminished the average daytime visibility from 90 miles to less than 25 miles at Eastern parks, and in the West from 140 miles to between 35 miles and 90 miles, the Environmental Protection Agency said.

John Bunyak, branch chief in the Park Service Air Resources Division, said visibility is expected to improve in the coming decades with new regional haze regulations. Even the parks' famed views of starry skies are in jeopardy.

Nighttime lights, beaming from cities and towns 200 miles away from parks such as Mount Rainier in Washington state and Yosemite in California, reduce star visibility and can affect nocturnal wildlife.

I

n urban regions, including Santa Monica Mountains National Recreation Area in California, visitors can only see a few hundred stars instead of the 8,000 that would be visible in pristine conditions.

"If there's no place that is clear and clean, if there's no place that is dark and starry, where does that leave us?" asks Chad Moore, program manager for the National Park Service's Night Sky Team. "If we can't protect the best parts of America in national parks, then we're certainly not going to be able to protect them anywhere else."

AMERICANS SPLIT

Americans are split on park development.

More than 40 percent favor increasing development inside parks, such as cell towers and snowmobile trails, an AP-Ipsos poll found. One-third favored increasing developments such as resort hotels and residential subdivisions outside park boundaries.

Joe Westbrook, a coal miner in Corbin, Ky., said he occasionally drives through the heavily forested federal lands in eastern Kentucky and sees missed opportunities for development. "Folks have got to go some place," he said. "If they want to develop it, I'd have no problem with it."

Across the continent near Salem, Ore., Jessie Hankins, 22, said a cross-country drive that included a stop at Yellowstone convinced him that parks ought to be kept free of development. "To me, the parks ought to be enjoyed for the natural things that make them what they are," Hankins said.

LITTLE MOMENTUM FOR CHANGE

With war, terrorism and budget pressures, there is little pressure in Washington for buffering the parks from outside development.

Lynn Scarlett, the acting Interior secretary, said it would be futile to try to create artificial barriers to protect parks from the outside world. Instead, she said, the government needs to work with state, local and private landowners. "Nature itself," she said, "knows no boundaries."

Park officials found themselves in a firestorm when a draft the revised blueprint for operating national parks was leaked last year. Critics saw in its omissions and word changes an effort to expand recreational opportunities at a cost to preservation.

The director of the National Park Service, Fran Mainella, said officials were simply trying to address new issues such as homeland security and computer technology but concedes the process could have been handled better. A newer draft scratches most of the controversial language, according to park officials who have worked on it.

"When the issue is between conservation and use, conservation will predominate," Mainella said.

The administration signaled its commitment to preservation this month by creating the nation's newest national marine preserve — a 1,400-mile chain of islands northwest of Hawaii that's larger than all other national parks combined.

A DIFFICULT BALANCING ACT

In some cases, park officials have been able to balance the demands of visitors with the demands of progress. For instance, park superintendents increasingly rely on shuttle buses and vans to reduce traffic inside parks.

But superintendents are mostly powerless to control outside growth, which brings inevitable costs inside the parks.

Alaska's Denali National Park, more than 4,000 miles from the Park Service's Washington headquarters, was once among the nation's most isolated. Today, it borders a booming resort area nicknamed Glitter Gulch.

The number of hotel rooms has doubled, visitors are staying longer and park rangers are diverted to help local law enforcement. Ambulance runs grew 35 percent last year alone.

"In the height of the summer we are in a reactive mode responding to emergencies and incidents," said Elwood Lynn, assistant park superintendent for operations. "We have very little time to do routine patrols which translates into very little time for positive interaction with our visitors."

The pressures from pollution and invasive species illustrate the limits of what parks can solve.

The Park Service is required by law to aggressively protect air quality. But since 2001, it has appealed just one pollution permit while reviewing some 50 industrial plant applications annually.

Park air quality specialists say they do persuade plants to install better technology or reduce emissions, but state and local jurisdictions approve the permits.

"Our hands are tied," said Bunyak, the service's air pollution expert. "We don't have any control over external sources."

Invading species likewise threaten native plants and animals. Cheatgrass chokes streams in Zion National Park in Utah. Exotic deer are proliferating in Point Reyes National Seashore in California. The noisy and voracious Puerto Rican coqui frog has made forays into Volcanoes National Park in Hawaii.

Researchers believe anglers have introduced nonnative earthworms into Voyageurs National Park in Minnesota. The earthworms change the soil, which changes the trees, which affects water that flows into lakes.

Invasive species often proliferate quickly; eliminating them is expensive and labor intensive. In some cases, it requires hand removal of trees or plants and then chemical treatment of stumps and roots.

THE FUTURE

The encroachment shows no signs of diminishing. Scenic surroundings make for desirable real estate, uncertain oil supplies keep new coal-fired power plants coming and at least some tourists continue to demand conveniences in the wild.

National parks also are at the mercy of private "inholders," owners of parcels within park boundaries who could develop their land because the park lacks money to buy it.

Likewise, parks face development on their fringes. A casino is proposed within cannon range of a historic Gettysburg battlefield. Several hundred new homes are approved for construction along the scenic New River Gorge National River in West Virginia.

Tom Kiernan, president of the National Parks Conservation Association, said parks often are viewed as narrators of the American story.

"The parks are beginning to tell another story as well: the story of funding shortfall, the story of very poor air quality, the story of declining health of the ecological and cultural resources of the park," he said.

Take one wee car, add glitz ... zoom!

Celebrity cachet helps drive demand for eco-friendly automobiles

By Carolyn Zinko, staff writer

S.F. Chronicle, Monday, June 19, 2006

At the 2003 Academy Awards, Cameron Diaz and Tim Robbins made an unlikely fashion statement: They each arrived at the Kodak Theatre in a chauffeur-driven Toyota Prius.

Since then, celebrities and wannabe celebrities have been getting behind the wheels of eco-friendly cars, to show that they're committed to alternative energy -- and that it's easy to be green. It's working. Toyota has sold 224,975 Priuses since 2003 without paying one penny in direct marketing to promote its hybrid brand.

Now, in the latest Hollywood extravaganza "The Da Vinci Code," Tom Hanks and Audrey Tautou can be seen zipping down Parisian sidewalks in the tiny Smart car. Good gas mileage (60 mpg) and easy parking have made the vehicle ubiquitous in Europe.

But will the two-seat micro car, made by DaimlerChrysler and small enough to put on a pool table, come west the way the Japanese-made Prius came east? In other words, on green hipster wings?

ZAP, a Santa Rosa firm that markets alternative-fuel cars and whose name stands for Zero Auto Pollution, hopes so. It imported 11 Smart cars for sale in 2005 and another 250 this year, distributing them in states where the vehicle complies with emissions standards -- even though DaimlerChrysler hasn't made a formal decision to sell to its dealerships in the United States.

Before ZAP can sell the car in California, it must meet emissions standards set by the California Air Resources Board, the toughest in the nation. Certification is pending.

Defying the conventional wisdom that Americans will drive only big cars, ZAP thinks there is a market for cars that are not only fuel-efficient but head-turners -- and has invested \$10 million in proprietary technology to modify the Smart car's internal computer codes. This allows the company to adjust the fuel mixtures so the car will meet American emission standards.

"Like 'The Da Vinci Code,' we cracked the code, literally," joked Steven Schneider, chief executive officer of ZAP.

Schneider said that last year the company received orders from U.S. dealers for more Smart cars than they ever expected to deliver, totaling more than \$2.2 billion. And that was even before "The Da Vinci Code" gave the car an extra, unintentional bounce.

"We have 53,000 e-mails (from prospective buyers) that we've not been able to get back to," Schmidt said. "A big portion of those (people) have been influenced by 'The Da Vinci Code.' It adds to the cool factor."

For "The Da Vinci Code," there was no official product-placement negotiation between the automaker and Columbia Pictures, said Joe Richardson, a spokesman for Mercedes-Benz USA, a division of DaimlerChrysler.

Still, the Smart car seems destined to be propelled by the twin forces of celebrity hipness and environmentalism. This summer East Coast public relations maven Cygalle Dias is using Smart cars from ZAP to ferry New York's youngest socialites to and from her organic day spa events in the Hamptons. And actor Larry David, who has set up a family environmental foundation at the Natural Resources Defense Council, drives a Prius in his HBO series, "Curb Your Enthusiasm." Meanwhile, George Clooney was pictured in the April "green" issue of Vanity Fair beside his Tango, a narrow, two-seat electric car, and is backing a campaign to reduce dependence on oil called Oil Change, in conjunction with the Sierra Club and the NRDC.

"The attention that celebrities have lavished on Prius has really helped awareness -- this is the kind of advertising that money could never buy," said Cindy Knight, communications administrator

for Toyota Motor Sales USA Inc. "In our case, it was accidental. Celebrities found this car on their own and started talking about it, which was completely surprising to us. It really could help get people interested in fuel-efficient cars."

Part of the hesitancy to sell minicars in the United States is based on historic buying trends and the influence of pop culture. "We as a society have preferred larger cars for a long, long time," said Ron Cogan, editor and publisher of the Green Car Journal, a magazine that focuses on the intersection of autos, energy and the environment. "The only time that changed was during the two oil crises we had in the '70s and '80s."

Cogan said automakers are reluctant to go full bore in bringing large numbers of very small cars to the market without perceiving a big demand. Reports in the Economist, BusinessWeek and elsewhere have said DaimlerChrysler is losing money on the Smart car in Europe, and there is speculation that the automaker wants to let an importer test the market before committing to widespread sales in the United States.

But the success of the Mini Cooper, and the recent introduction of two small gas-powered cars, the Toyota Yaris and the Honda Fit, shows that "there's a competitive nature" to the small-car market and that the Smart car could be a player, Cogan said. "Once you have a couple of hybrids out, it goes beyond environmental positioning. It's now a market competitive issue, and there's money at stake along with market share," Cogan said.

Michael Marsden, a popular culture expert at St. Norbert College in DePere, Wis., thinks it is entirely possible, thanks to the Smart's cameo film role, that "a lot of people will see it, connect to the car, start asking questions and start putting pressure on dealerships. It will be identified with the intelligent choice."

The three-cylinder Smart Twofor is 8 feet 2 inches long and 4 feet 11 inches wide and was designed by the maker of Swatch watches and DaimlerChrysler. Its stateside gas mileage is 40 mpg, a result of the emissions tinkering, and retail prices start in the middle-\$20,000s, according to Alex Campbell, a salesman at ZAP.

In Phoenix, Greg Peterson said he bought a Smart car from a local dealer in March for its fuel efficiency and its looks. The 44-year-old former software company owner is studying environmental planning and lives in a "sustainability showcase house" that features edible landscaping and rainwater harvesting equipment.

"(The Smart car) is so distinctively different that 30 to 50 people stop me and ask about the car on a weekly basis," said Peterson. "What I'm into is sustainability, and making a statement in the world."

Smart car facts

Size: 8 feet 2 inches long; 4 feet 11 inches wide; 1,588 pounds.

Engine: 60 hp, three-cylinder, rear-mounted turbo.

Transmission: Sequential six-speed, automatic or manual mode selectable.

Gas mileage: 60 mpg in Europe; 40 mpg expected in the U.S. because of emissions tinkering.

Tank capacity: 8.7 gallons.

Price: Mid-\$20,000s.

Sources: Chronicle research, zapworld.com

Home buyers don't want new neighbor: Wal-Mart center

By Leslie Albrecht

Merced Sun-Star

June 17, 2006

Tom Hang had to win the lottery to buy a new house at the Matthews Homes subdivision off Gerard Avenue.

Not the million-dollar jackpot, but a lottery for buyers looking to make offers on houses in early 2005.

"At that point there were so many buyers we had to compete to buy a house," said Hang. "I was lucky I got picked."

Now that Wal-Mart wants to build a 1.2 million-square-foot distribution center a quarter-mile from his house, Hang isn't so sure he's the lucky one.

"I thought I would stay here for quite some time but if the distribution center is here, with all the noise and pollution, I don't know," said Hang. "I may have to move to a different place."

Hang and other residents in the 334-unit subdivision, called Sandcastle, say they're worried about how the distribution center would affect traffic, noise, air pollution and their property values.

Hang said he chose Sandcastle because the houses seemed to be a bargain compared to new developments in North Merced. He saw the same model house he eventually bought listed at \$405,000 in North Merced; he paid \$335,000 for his house.

He also chose Sandcastle because it's close to Weaver School and Pioneer Elementary, where his two daughters attend school, and not far from Golden Valley High School, where he works as a teacher.

The neighborhood's proximity to Highway 99 sealed the deal, because he often visits family in Fresno, he said.

Easy highway access is what attracted Wal-Mart to the site as well, said Keith Morris, Wal-Mart's senior manager of public affairs.

"That was one of the reasons we initially bypassed this site, because we did not want to take 900 trucks daily through the heart of Merced," said Morris. "We don't want to take them through residential neighborhoods and we don't want to take them through downtown."

Morris said Wal-Mart only decided to pursue the site -- a 275-acre parcel between Childs and Gerard avenues, west of Tower Road -- after the Campus Parkway was approved because the new highway would provide a quick route to Highway 99 for those 900 daily truck trips.

"It took it from a D site to an A-plus site," said Morris.

The parkway, said Morris, will allow Wal-Mart to drive its trucks on a "small piece" of Gerard Avenue and then directly onto the Campus Parkway to Highway 99.

"There is no need for any of these trucks to go through any residential subdivisions," said Morris.

But for Hang, it's too close for comfort.

Since he found out about the distribution center, he's been knocking on his neighbors' doors to talk to them about Wal-Mart's plans. Of the 30 people he's talked to, he said only one was in favor of the center.

His next-door neighbors, the Fillmans, say when they bought their four-bedroom house about a year ago, the sales agent warned them about the truck traffic from the McClane-Pacific warehouse on Childs Avenue and told them about the school and park slated for the empty field behind their house.

But when they found out six months later that the almond grove they can see from their second floor windows could be bulldozed to make way for the distribution center, they were disappointed, said Ben Fillman.

Matthews Homes representatives could not be reached for comment Friday.

"We bought on the corner because there's supposed to be a park (going in)," said Fillman. "We figured it would be a good spot, but now I'm going to be looking at the back of a concrete building."

Fillman's view might not be completely ruined, said Merced's Development Manager Frank Quintero.

Sandcastle residents looking toward the Wal-Mart site will first see a canal, then the four-lane Campus Parkway, which should be surrounded by trees or other landscaping, then 1,000 feet of empty industrial land, and then the distribution center.

"Part of the Wal-Mart requirement is going to be that they install street trees and incorporate some landscaping," said Quintero. "That will be part of the environmental impact report process, to determine which landscaping will be best."

Morris said Wal-Mart uses teams of engineers that specialize in areas like acoustics and light to figure out how to buffer sites as much as possible.

City consultants are now working on an environmental impact report, which will show exactly how the center would affect things like traffic, air pollution, and noise.

The report is expected to be completed in eight to 12 months, said Quintero. Sometime in July, the public will be invited to give input about which environmental factors the report should consider.

After the report is complete, the planning commission will review it and make a recommendation about whether the City Council should approve the distribution center.

Then the council will vote on it, but that won't happen for at least a year, said Quintero.

Between now and then, said Morris, Wal-Mart will host public meetings to answer questions about the proposed center.

Morris said after the environmental impact report is released, Wal-Mart representatives will personally meet with neighbors to show them exactly how close the center will be to their houses and what kind of buffering will be in place.

"The biggest thing for us is to make sure that we're communicating along the way as much as possible," said Morris. "This will be a long, long process."

"We still need to address everything that's been brought up, because these are valid concerns."

As for Hang, he said he'll consider selling his house if the distribution center is built. He said he's worried that he might have to lower the price significantly.

"I don't know who would buy it, that's my concern," he said. "It's hard to measure, but would you like something like that in your backyard?"

Quintero, the development manager, said neighbors should not be too worried about decreasing property values.

"Generally development tends to increase property values," said Quintero. "Even industrial development."

"Once you start making improvements to surrounding areas, all that increases the value of adjacent properties."

[Fresno Bee editorial, Saturday, June 17, 2006:](#)

Air district's baby steps New dairy rule will do little to roll back Valley's pollution.

The Valley's air district has adopted a rule governing emissions from dairies that's good as far as it goes. The trouble is, it doesn't go very far.

In fact, the new rule essentially codifies the status quo for dairies, rather than requiring them to use new practices that actually will make the air better.

The San Joaquin Valley Air Pollution Control District was required to adopt such a rule by this summer to meet the demands of legislation passed in 2003. The author of that legislation, state Sen. Dean Florez, D-Shafter, reacted this way to the new rule: "The purpose of SB700 was to require dairies to do their part and reduce emissions like everybody else is being asked to do," Florez said. "The rule adopted today takes existing practices — which contributed to the pollution we face today — and makes them law, without requiring dairies to enact best practices that would get us to an actual reduction in emissions."

Emissions from dairies and their cows are a serious source of air pollution in the Valley. Some analysts believe dairies are a bigger source of smog-forming gases than cars. Much of the data that has been used to estimate that pollution, though, is decades old. We've only just begun to assemble more accurate information on the problem.

But whatever the actual numbers turn out to be, we already know that the problem is big. Dairy feed lots, manure piles and the cows themselves give off volatile organic compounds, which are building blocks for smog. The Valley's smog, the worst in the nation, causes a number of respiratory and cardio-pulmonary ailments, and is responsible for hundreds of premature deaths and thousands of illnesses every year.

It also does millions of dollars in damage to crops and robs businesses of considerable productivity when workers fall ill.

The new rule is described by its supporters as a huge change in the way dairies and their pollution are regulated. It is that, if only because they haven't been regulated at all in the past. But the air district clearly could have set the bar higher, and should have. It's another in a series of frustrating series of actions by the district, which seems determined at times to do the barest minimum possible in addressing the

Valley's air quality issues. We need and deserve better.

[Fresno Bee correction, Sunday, June 18, 2006:](#)

Setting it straight

The San Joaquin Valley Air Pollution Control District reported there are 6,000 Valley animal feeding operations, including dairies, feed lots, turkey, chicken and swine ranches. A story on a new dairy air emissions rule on page A1 of The Bee on Friday incorrectly reported that there are 6,000 dairies.

[Visalia Times-Delta and Tulare Advance-Register, Letter to the Editor, Saturday, June 17, 2006:](#)

Poor air has hurt abundance of bird life

I remember, not so long ago, when I would walk out into the backyard, and I would see and hear woodpeckers pounding away on a telephone pole. I would see robins looking for worms in the backyard and orioles flying about.

I would also hear the robins and the orioles as they sang their songs, but not anymore.

Have these birds become endangered species due to our polluting of the environment? Have they been hunted to the brink of extinction? What's going on?

If I may quote the late, great Marvin Gaye: "What about this overcrowded land? How much more abuse from man can she stand?"

PETER HERNANDEZ, Visalia