

There may in fact have been overwhelming justification for this project. But more and more these days we find that the automobile with its natural byproduct - highways, carries a mighty big club. We're not anti-car by a long shot. Without our modern, comfortable, high-speed autos very few hunting and fishing trips could be made. Unfortunately that happening up in Meriden is occurring far too frequently in recent years. Many cities in Connecticut and all of eastern U.S. for that matter, find themselves in the crossroads region of the new "super-city" that will soon extend from Maine to Florida. The question that keeps cropping up in the minds of those of us who watch these things is "when do we start forcing the highway builders to go around certain obstacles instead of right through them?" Current thinking among the road makers seems to be if there is a piece of greenery left in any populated area, let's figure out a way to go through it. They defend this policy by pointing out that it's much cheaper to buy right-of-way across so-called "idle" land than it is to relocate residence and apartment buildings. This may well be so, but should we throw every last chunk of suburban parkland in front of the bulldozer blades? Will it be worth it in twenty years when we have to drive over 100 miles inland from the Atlantic just to see a little patch of trees? There will be other battles fought like Meriden's. Let's hope that we win some of them.

(Field & Stream

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NEW HOPE FOR THE WHALES

At its 19th meeting in London in June, the International Whaling Commission agreed on a quota of 3,200 blue whale units for the 1967-68 Antarctic whaling season. This fell within the limits of 3,100 and 3,500 recommended by the Scientific Committee, and fulfilled the previous year's undertaking to bring the 1967-68 quota below the combined sustainable yields of the fin and sei whale stocks. During the 1966-67 season the actual catch of the four Japanese, three Russian and two Norwegian expeditions in the Antarctic exceeded the quota of 3,500 by 11 units. This represented an increase of 578 fin whales and a decrease of more than 5,000 sei whales over the 1965-66 season, and indicates the serious plight of the sei whales after the savaging of their stocks in two previous years.

The Commission extended the ban on the killing of humpbacks in the North Pacific for a further three years, and extended to the whole of the Southern Hemisphere the existing ban on the killing of blue whales in the Antarctic. It was reported that Peru and Chile had both agreed to stop killing blue whales from their land stations. Once again, however, the Commission failed to record any agreement on the International Observer Scheme, or on proper conservation measures for the whale stocks of the North Pacific.

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