Visiting professor honored for book

by Tracie L. Holub Battalion Reporter When Lon Garrison began orking for the National Park Serce, he had no idea that his inerest in forestry would lead him a career that would span almost half century

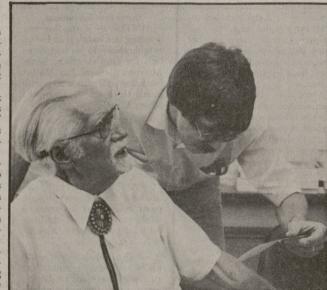
Garrison was honored last week or the recent publication of his mook, "The Making of a Ranger" -an autobiography of his 40 years orking for the National Park Ser-

"Lon has been a great inspiraon to the thousands of folks who ave a love for our country and its ature, and for those who have a mitment to see the conservaion of both," Dr. Ed Heath, a colleague and close friend of Gar

"Until just recently he was involved lecturing to groups of students, but his health isn't as strong as it used to be," Heath says. "He ould always bring groups of students into his home to discuss things." He is a person who lives is life for conservation and trongly believes in taking care of he earth.

Garrison had a stroke one year go and has not been able to lecre since then.

Garrison's first job was for the J.S. Forest Service in Alaska in 1929. He went on to work for the National Park Service at Sequoia ational Park, Yosemite National



Lon Garrison autographs copies of his book

Hopewell Village National Histor-Site and Big Bend National

After his retirement from the park service in 1973, Garrison began work here as a visiting profescreation and Parks

"Lon is a great man," Heath service quickly.

Park, Glacier National Park, says. "He means a lot to both the Grand Canyon National Park, students and the faculty in this department. He lectured at both the graduate and undergraduate levels so many people got to know and admire him and his work.

Dr. Clare Gunn, another colleague of Garrison's, says Garrison sor with the Department of Re- worked hard all his life and came up through the ranks of the park

Harris County Judge likes toll road approval

United Press International
HOUSTON — A 12.6 percent
oter turnout to overwhelmingly prove the construction of \$900 million in toll roads indicates the ounty is anxious to solve transportation problems on its own, larris County Judge Jon Lindsay

Election officials said 70 perent of the 135,579 voters approved the proposal Tuesday authorizing the sale of \$900 mil-lion in bonds to build three toll oads to ease traffic problems, and percent voted against the prop-

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Lindsay, one of the key suppor-ers of the measure, said he was

"It's not going to solve all our roblems, but it's going to imrove them," Lindsay said. Voters last June, however, re-

jected a proposal to construct a rapid rail transit system in Houston. Analysts have since said that voters simply did not trust the Metropolitan Transit Authority because of Houston's poor municipal bus record, even though MTA is a new agency not responsible for past bus failures.

At issue Tuesday were both authorization of the bonds and the question of giving the county the authority to back the toll road bonds with general revenue funds in the event of default.

rs of the measure, said he was ated at the 2-to-1 margin of vicargued that building the three proposed toll roads would ease

> Lindsay, who chaired Harris County Citizens for the Toll Road Alternative which raised \$350,000

to back the referendum, said the chance of default is slim and general fund backing will save millions in bond interest costs.

He said one benefit of toll roads was that they would be paid for by users while helping ease traffic headaches county-wide.

Opponents of the toll road plan, including Taxpayers Against Toll Road Bonds led by City Councilman Dale Gorcynski, argued that the \$900 million bond issue would push the county toward higher

Planned are a 21.6-mile tollway along Hardy Street from Loop 610 to the airport, a 26-mile Beltway link between U.S. 59 and Interstate 45 north, and a four-mile Beltway link between Texas 225



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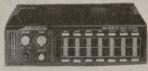
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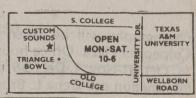
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