

The court ruled that the FPC must consider the environmental consequences before approving the plan. This was the first time a federal agency was legally required to complete an environmental review on a project. It directly influenced the creation of the 1969 National Environmental Policy Act, which requires such reviews on federally approved projects.

On September 6, 1964, a protest made national news when an armada of boats, ranging in size from kayaks to an 80-foot yacht, surrounded the proposed power plant site setting off flares and blowing foghorns.

### **Armada in Powerful Protest** 50 Craft Picket Con Ed's Upriver Plan



The Hudson Valley community did not idly wait for the FPC to complete its review. They continued to organize. In 1966, Robert Boyle identified two old federal laws that prohibited dumping in the Hudson and required half of all subsequent fines go to the group that reported the violators. The Fishermen's Association reported companies for polluting the river and used the funds they received to increase awareness. Folk singer Pete Seeger, pictured here, also helped publicize the need to preserve the Hudson River.

Seeger raised the funds to build the *Clearwater*, a full-sized replica of a 19th century Hudson River sailing sloop. It launched in May of 1969, and served to remind people of the Hudson's beauty and inspire them to preserve it.

Despite these efforts, the FPC's review gave the green light for the Storm King plant in 1970. It claimed the plant "would not adversely affect . . . the natural beauty, the historical significance, or the recreational opportunities of the area...nor adversely affect the fish resources of the Hudson River."

United in their common cause, Scenic Hudson and the Fishermen's Association continued on. Conducting studies of their own, they discovered that Con Edison had failed to consider the river's tides when calculating its potential effect on the fish. Presented with this new evidence, the appeals court ordered further studies of the striped bass, and again put the project on hold.

Finally, in August 1979, secret negotiations began between the two sides. The mediator was Russell Train, a former head of the Environmental Protection Agency. After 16 months of bargaining, they reached a compromise, nicknamed the Peace Treaty on the Hudson. Representatives of Scenic Hudson, the Fishermen's Association, and Con Edison all signed the document.

Con Edison surrendered its Storm King license and donated the 500 acres of land to the Palisades Interstate Park Commission. They agreed to change the nearby Indian Point nuclear power plant to reduce fish kills and to take the plant off-line during striped bass spawning season. Con Edison also established a \$12 million dollar endowment for Hudson River research that funds ongoing work by The Hudson River Foundation. In return, the agreement stipulated that Con Edison did not have to build expensive cooling towers at Indian Point.



*Treaty signing, 1979.*

The fight for Storm King marked the birth of grassroots environmentalism. Scenic Hudson and the Hudson River Fishermen's Association, today known as Riverkeeper, are recognized as models for how to use laws, the courts, and public opinion to fight on behalf of the natural environment. These legal cases set a precedent that enabled citizens to sue in court on the basis of environmental concerns and that the environmental, scenic, and recreational qualities of a place could be protected by law.



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Little Stony Point, Hudson River, N.Y.

## Self-Guided History Hike Brochure

*Exploring Little Stony Point (part of the Hudson Highlands State Park Preserve), Views of the Hudson River & Storm King Mountain, and the Birth of the Environmental Movement.*

Presented by the  
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LITTLE STONY POINT





Welcome to PHM’s Little Stony Point Self-Guided History Hike. This 1- mile loop hike will lead you through a trail with scenic views of the Hudson River, Storm King Mountain, and Little Stony Point, while discussing the area’s role in the 1960s Environmental Movement.

## 1. Views from the shore

From the parking area, walk toward the Metro-North Railroad and over the pedestrian bypass bridge. You will come to several trailheads. Turn to your left and follow the red blazed trail. Walk for about two minutes, until you reach one of several accessible beaches. Stop at one of the first three beaches. While taking in the views of the Hudson River, Constitution Island, Crow’s Nest, and West Point, imagine a bustling river filled with sloops and steamboats, with the sound of the trains in the distance.



In the 19th century, the Hudson River was one of America’s top tourist destinations; it was also a hub of early industrial activity. One of the river’s early tourists was artist Thomas Cole. Cole was so taken by the area’s beauty that he set-

tled in the Catskills and began painting Hudson Valley landscapes. Cole’s work gained popularity at a time when natural landscapes were not a central part of paintings in the United States. Other artists soon adapted his style and subject of painting; together they became the Hudson River School, and their work is considered the first unique American artistic style.

Author Charles Dickens was similarly in awe of the region’s natural beauty. He was among the thousands of people to tour the Hudson by steamboat in the mid-19th century. Dickens described the wilderness and Revolutionary War sites he viewed along the Hudson as a representation of America’s national character. At the same time, both Dickens and Cole recognized changes occurring in and around the river. Referring to logging, Cole described the “ravages of the axe” as an ever increasing issue. And Dickens took note of the increasing presence of industrial sites along the river.

The logging of the Adirondacks led to treeless soil that rainfall carried into the Hudson. This process was making the Hudson shallower, impacting the health of the river, and its use as a commercial waterway. These dual threats led to action, such as lawmakers ending commercial logging on state land in the Adirondacks. These actions were part of a nationwide push for conservation in the late 19th century, which called for government supervision of natural resources to preserve them for future generations.

## 2. Quarry Vista

Leaving the beach, continue in a clockwise direction (away from the bridge). In a few minutes, you will come to an open, grassy area. Turn away from the Hudson and look toward the overlook cliffs. Like much of the Hudson Highlands, Little Stony Point has been sought after for both its natural beauty, and commercial potential.



Quarry on LSP, 1937.

Little Stony Point (LSP) was subject to quarrying by the Hudson River Stone Company in the late 1930s, the remnants of which you can see on the rockface here. They halted this project after a few years, but the land was threatened in 1967, when the Georgia Pacific Company purchased it as a site for a manufacturing plant. The Hudson River Valley Commission intervened.

Established by Governor Nelson Rockefeller two years earlier, the group reviewed all construction projects within one mile of the river. It successfully blocked the planned plant and incorporated LSP into the Hudson Highlands State Park that opened in 1970. These events were happening around the same time as the fight to Save Storm King Mountain.

## 3. View of Storm King

Leaving the quarry vista, continue to make your way in a clockwise fashion around Little Stony Point, following the shore trail. Follow the path until you reach the trail kiosk. You should now have an incredible view of Storm King Mountain across the river, rising 1,355 ft. above you. This is the highest peak in the Hudson Highlands.



Historic Postcard of Storm King Mountain

Like LSP, Storm King retains its beauty today because of the combined efforts of concerned citizens and government officials to preserve the Highlands’ natural landscape. A growing population and economic prosperity after World War II fueled an increased demand for electricity in the Hudson Valley and NYC areas. Con Edison opened Indian Point Nuclear power plant in September 1962. The following year, the company applied to the Federal Power Commission (FPC) for a license to build a hydroelectric power plant on Storm King Mountain near Cornwall.

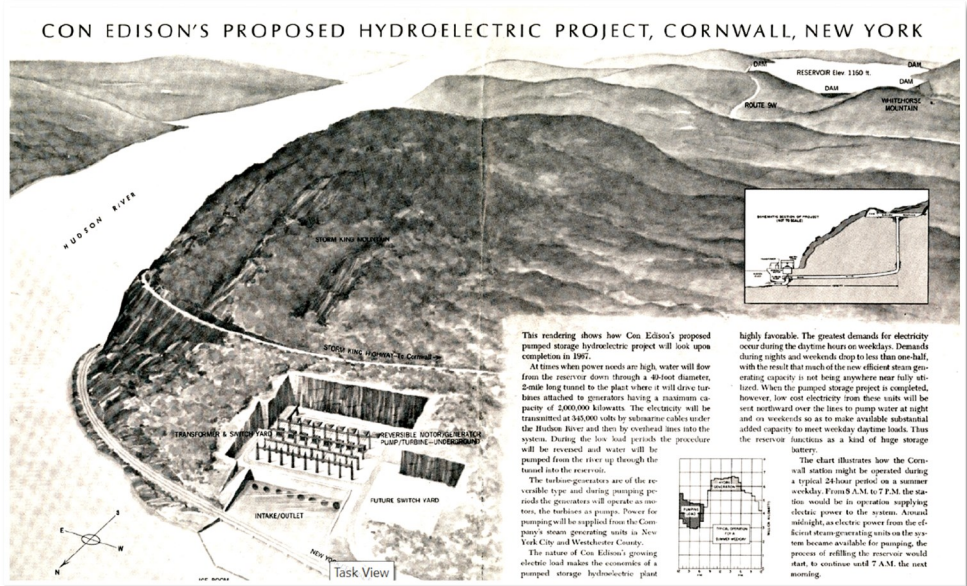
The plan proposed digging a 2-mile long tunnel from the river to the top of the mountain. This tunnel would pump 6 million gallons of river water a day to a reservoir behind Storm King. The water would then be discharged back into the river through electric generating turbines in the tunnel. Large buildings would have to be constructed at the base of the mountain, and sections of it blasted.

Opposition to the new power plant came from two distinct, but united groups. Hudson Valley residents, including Dr. Walter S. Boardman, Robert Burnap, Carl Carmer, Virginia Guthrie, Harry F. Nees and Leo Rothschild, formed the Scenic Hudson Preservation Conference in 1963, better known today as Scenic Hudson.



Fishermen on the Hudson

The second group were local fishermen, who relied on the river for their livelihood and witnessed the thousands of dead striped bass appearing in the water near the newly opened Indian Point plant. Scenic Hudson Member Robert Boyle publicized their discovery in *Sports Illustrated* magazine. He noted that fish eggs and young fish could be sucked into Indian Point’s intake pipe and killed, while mature fish were drawn to the warm water from the discharge pipe and then trapped under its dock. The proposed Storm King plant would use the same pipe system, putting the Hudson’s ecosystem at even greater risk.



Despite this growing opposition, the FPC granted Con Edison a license to build the Storm King plant in March 1965. Scenic Hudson responded by filing a lawsuit in the federal Circuit Court of Appeals. Despite a blackout in 1965 that affected nine northeastern states and two Canadian provinces that made Con Edison’s argument about the necessity of the plant clear, the court ruled in favor of Scenic Hudson the following month.