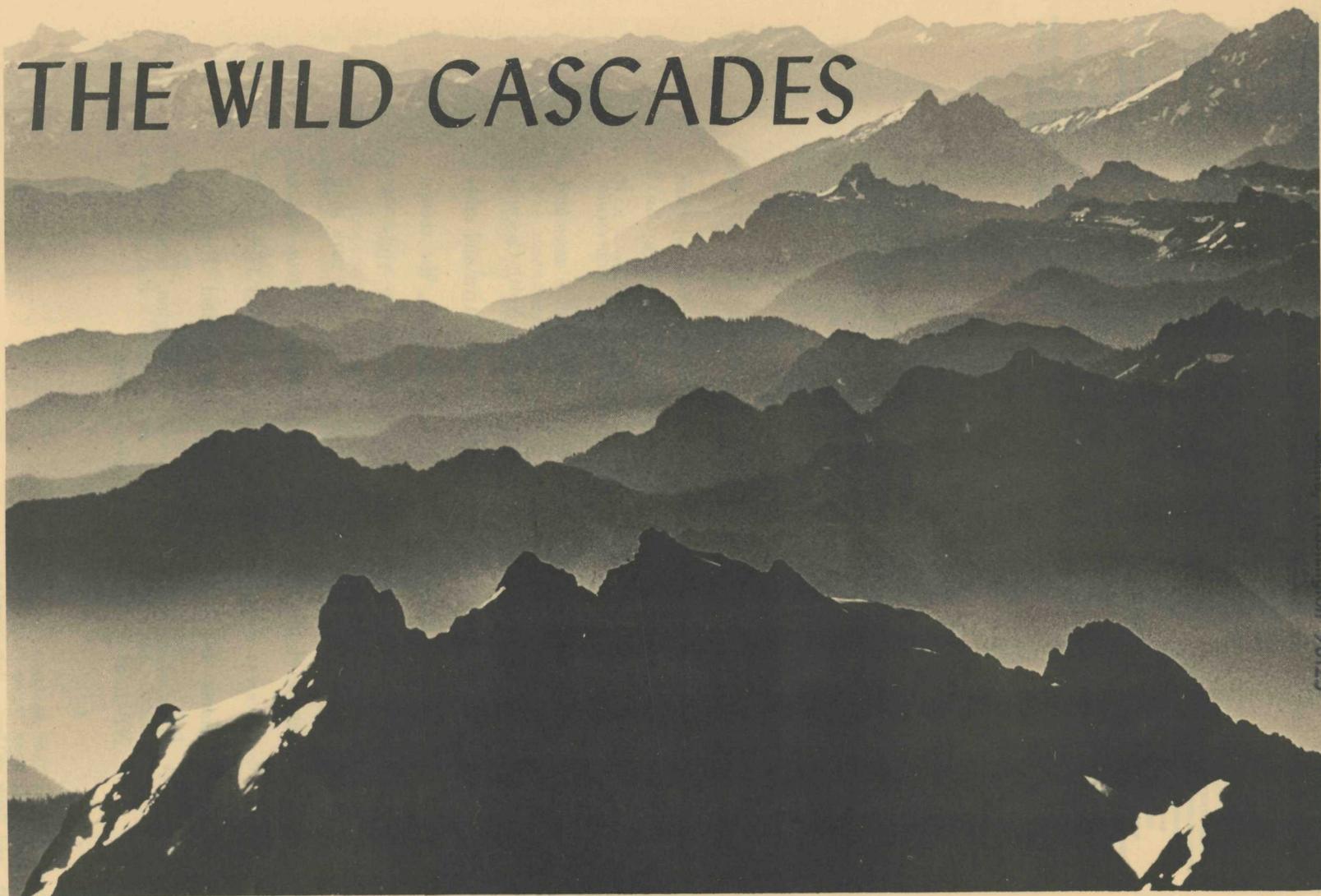


THE WILD CASCADES



February - March 1969

91ST CONGRESS
1ST SESSION

H. R. 7616

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 25, 1969

Mr. SAYLOR (for himself and Mr. SKUBITZ) introduced the following bill;
which was referred to the Committee on Interior and Insular Affairs

A BILL

To revise the boundaries of the North Cascades National Park
in the State of Washington, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*
3 That, for the purpose of including within the North Cascades
4 National Park the Mount Baker Recreation Area and other
5 significant lands within the area of the park, the second
6 sentence of section 101 of the Act of October 2, 1968 (82
7 Stat. 926), is amended to read as follows: "The park shall
8 consist of the lands, waters, and interests therein within
9 the areas designated 'North Cascades National Park' and
10 'Mount Baker Addition' on the map entitled 'Proposed
11 Management Units, North Cascades, Washington,' numbered
12 NP-1000-CAS, and dated January 1969."

I

Cover photo: View eastward to
Glacier Peak over Three Fingers
Mt. and Sauk valley - Bob Gunning

JOHN P. SAYLOR
TWENTY-SECOND DISTRICT, PENNSYLVANIA

COMMITTEES:
INTERIOR AND INSULAR AFFAIRS
VETERANS' AFFAIRS

MEMBER:
NATIONAL FOREST RESERVATION
COMMISSION
PUBLIC LAND LAW REVIEW COMMISSION
AMERICAN REVOLUTION BICENTENNIAL
COMMISSION

Congress of the United States
House of Representatives
Washington, D.C. 20515

SUBCOMMITTEES:
TERRITORIAL AND INSULAR AFFAIRS
IRRIGATION AND RECLAMATION
INDIAN AFFAIRS
PUBLIC LANDS
MINES AND MINING
NATIONAL PARKS AND RECREATION
COMPENSATION AND PENSIONS
HOSPITALS
INSURANCE

March 6, 1969

Mr. Patrick D. Goldsworthy
President
North Cascades Preservation Council
3215 N. E. 103rd
Seattle, Washington

Dear Mr. Goldsworthy:

I am enclosing three copies of my bill to include the Mount Baker and Granite Creek regions within the North Cascades National Park, H. R. 7616.

The provisions of this bill are similar to the amendments which I endeavored to have approved by the Committee during the second session of the 90th Congress.

I sincerely hope that the Committee will favorably consider my proposal, and have requested the Chairman to seek the necessary reports from the agencies involved in order that it can be scheduled for review by the House Committee on Interior and Insular Affairs.

I can only suggest to you and those individuals interested in incorporating these two areas within the newly established national park

- 2 -

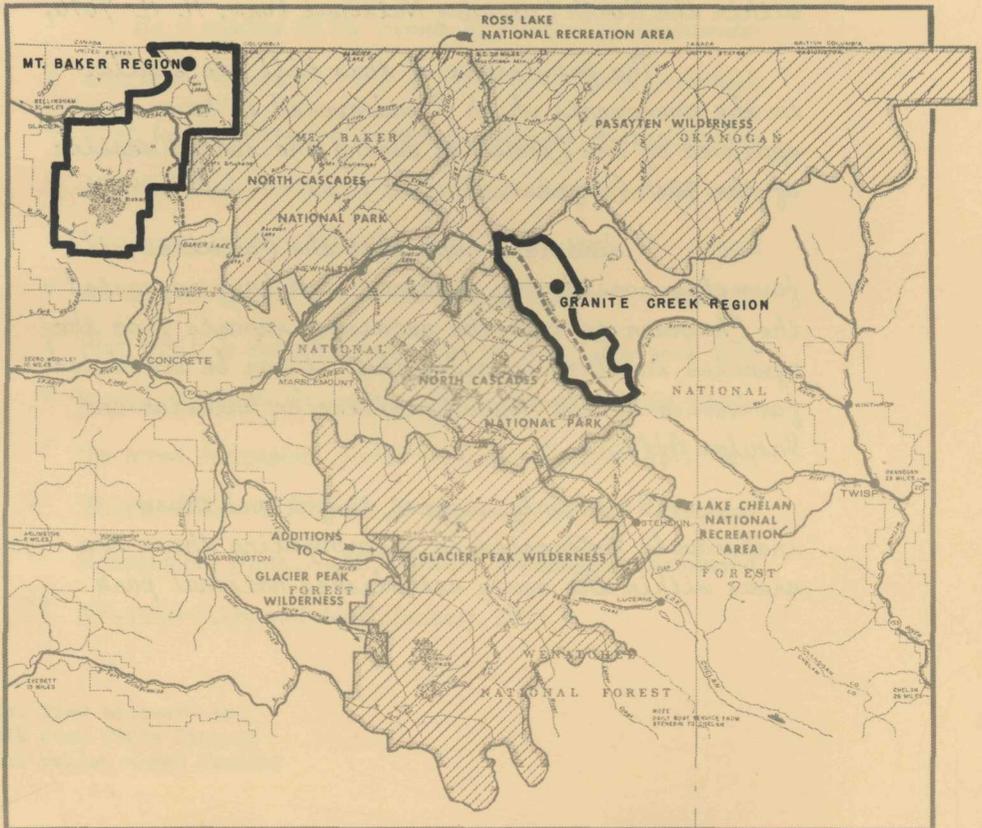
to seek the support and assistance from your own Representatives and Senators in the United States Congress.

You may be assured that I will continue to do whatever I can to bring about the inclusion of these areas within the North Cascades National Park.

With every good wish,

Sincerely,

John P. Saylor
Member of Congress



Editor's Foreword:

The following article, excerpted from a book, was printed in the March 1969 issue of Field and Stream, not a magazine where we ordinarily expect to find "our kind" of thinking. An N3C member sent the piece along, commenting that Edward Abbey is "a guy after Irate Birdwatcher's heart." To which we respond, who needs Irate? Based on this sample, we intend to purchase and memorize Abbey's book (Desert Solitaire: A Season in The Wilderness).

How To Save Our National Parks

By EDWARD ABBEY

"... leave them unimpaired for the enjoyment of future generations . . . The only foreseeable alternative . . . is the gradual destruction of our national park system"

EDITOR'S NOTE: A number of years ago Edward Abbey spent several seasons as a park ranger in Arches National Monument. From his experiences and reflections while at this small and then undeveloped desert monument in southern Utah the author wrote a book. This article, an excerpt from his book, is an impassioned plea for limiting vehicles and development in our national parks and monuments. We feel that in this issue devoted to cars and camping, Mr. Abbey's viewpoint deserves equal time.

REPRINTED BY PERMISSION OF MCGRAW-HILL BOOK COMPANY FROM DESERT SOLITAIRE A SEASON IN THE WILDERNESS BY EDWARD ABBEY COPYRIGHT © 1968 BY EDWARD ABBEY.

ARCHES National Monument has been developed. The Master Plan has been fulfilled. Where once a few adventurous people came on weekends to camp for a night or two and enjoy a taste of the primitive and remote, you now find serpentine streams of baroque automobiles pouring in and out, all through the spring and summer, in numbers that would have seemed fantastic when I worked there: from 3,000 to 30,000 to 300,000 per year, the "visitation," as they call it, mounts ever upward. The little campgrounds where I used to putter around reading three-day-old newspapers full of lies and watermelon seeds have now been consolidated into one master campground that looks, during the busy season, like a suburban village: elaborate house-trailers of quilted aluminum crowd upon gigantic camper-trucks of Fiberglas and molded plastic; through their windows you will see the blue glow of television and hear the studio laughter of Los Angeles; knobby-kneed oldsters in plaid Bermudas buzz up and down the quaintly curving asphalt road on motorbikes; quarrels break out between campsite neighbors while others gather around their burning charcoal briquettes (ground campfires no longer permitted—not enough wood) to compare electric toothbrushes. The

Comfort Stations are there, too, all lit up with electricity, fully equipped inside, though the generator breaks down now and then and the lights go out, or the sewage backs up in the plumbing system (drain fields were laid out in sand over a solid bed of sandstone), and the water supply sometimes fails, since the 3000-foot well can only produce about 5gpm—not always enough to meet the demand. Down at the beginning of the new road, at park headquarters, is the new entrance station and visitor center, where admission fees are collected and where the rangers are going quietly nuts answering the same three basic questions five hundred times a day: (1) Where's the john? (2) How long's it take to see this place? (3) Where's the Coke machine?

Progress has come at last to the Arches, after a million years of neglect. Industrial Tourism has arrived.

What happened to Arches Natural Money-mint is, of course, an old story in the Park Service. All the famous national parks have the same problems on a far grander scale, as everyone knows, and many other problems as yet unknown to a little subordinate unit of the system in a backward part of southeastern Utah. And the same kind of development that has so transformed Arches is under way, planned or completed in many more national parks and national monuments. I will mention only a few examples with which I am personally familiar:

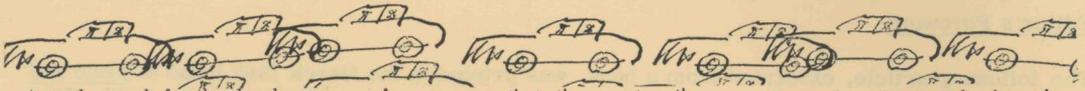
The newly established Canyonlands National Park. Most of the major points of interest in this park are presently accessible, over passable dirt roads, by car—Grandview Point, Upheaval Dome, part of the White Rim, Cave Spring, Squaw Spring campground and Elephant Hill. The more difficult places, such

as Angel Arch or Druid Arch, can be reached by jeep, on horseback or in a one- or two-day hike. Nevertheless the Park Service had drawn up the usual Master Plan calling for modern paved highways to most of the places named and some not named.

Grand Canyon National Park. Most of the south rim of this park is now closely followed by a conventional high-speed highway and interrupted at numerous places by large asphalt parking lots. It is no longer easy, on the South Rim, to get away from the roar of motor traffic, except by descending into the canyon. Torowcap Point in the remote northwest corner of the park, at present still unimpaired (though accessible), has not been forgotten; the plans are in the files for developing even that wild and lovely corner.

Navajo National Monument. A small, fragile, hidden place containing two of the most beautiful cliff dwellings in the Southwest—Kecet Seel and Betatakin. This park will be difficult to protect under heavy visitation, and for years it was understood that it would be preserved in a primitive way so as to screen out those tourists unwilling to drive their cars over some twenty miles of dirt road. No longer so: the road has been paved, the campground enlarged and "modernized," and the old magic destroyed.

Natural Bridges National Monument. Another small gem in the park system, a group of three adjacent natural bridges tucked away in the canyon country of southern Utah. Formerly you could drive your car (over dirt roads, of course) to within sight of and easy walking distance—a hundred yards?—of the most spectacular of the three bridges. From there it was only a few hours walking time to the other two. All three could easily be seen in a single day. But this was



not good enough for the developers. They have now constructed a paved road into the heart of the area, between the two biggest bridges.

Zion National Park. The northwestern part of this park, known as the Kolob area, has until recently been saved as almost virgin wilderness. But a broad highway, with banked curves, deep cuts and heavy fills, that will invade this splendid region, is already under construction.

Capitol Reef National Monument. Grand and colorful scenery in a rugged land—south-central Utah. The most beautiful portion of the park was the canyon of the Fremont River, a great place for hiking, camping, exploring. And what did the authorities do? They built a state highway through it.

Lee's Ferry. Until a few years ago a simple, quiet, primitive place on the shores of the Colorado, Lee's Ferry has now fallen under the protection of the Park Service. And who can protect it against the Park Service? Powerlines now bisect the scene; a 100-foot pink water tower looms against the red cliffs; tract-style houses are built to house the "protectors"; natural camp sites along the river are closed off while all campers are now herded into an artificial steel-and-asphalt "campground" in the hottest, windiest spot in the area; historic buildings are razed by bulldozers to save the expense of maintaining them while at the same time hundreds of thousands of dollars are spent on an unneeded paved entrance road. And the administrators complain of *vandalism*.

I could easily cite ten more examples of unnecessary or destructive development for every one I've named so far. What has happened in these particular areas, which I chance to know a little and love too much, has happened, is happening, or will soon happen to the majority of our national parks and national forests, despite the illusory protection of the Wilderness Preservation Act, unless a great many citizens rear up on their hind legs and make vigorous political gestures demanding implementation of the Act.

There may be some among the readers of this, like the earnest engineer, who believe without question that any and all forms of construction and development are intrinsic goods, in the national parks as well as anywhere else, who virtually identify quantity with quality and there-

fore assume that the greater the quantity of traffic, the higher the value received. There are some who frankly and boldly advocate the eradication of the last remnants of wilderness and the complete subjugation of nature to the requirements of—not man—but industry. This is a courageous view, admirable in its simplicity and power, and with the weight of all modern history behind it. It is also quite insane. I cannot attempt to deal with it here.

There will be other readers, I hope, who share my basic assumption that wilderness is a necessary part of civilization and that it is the primary responsibility of the national park system to preserve *intact and undiminished* what little still remains.

Most readers, while generally sympathetic to this latter point of view, will feel, as do the administrators of the National Park Service, that although wilderness is a fine thing, certain compromises and adjustments are necessary in order to meet the ever-expanding demand for outdoor recreation. It is precisely this question which I would like to examine.

The Park Service, established by Congress in 1916, was directed not only to administer the parks but also to "provide for the enjoyment of same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." This appropriately ambiguous language, employed long before the onslaught of the automobile, has been understood in various and often opposing ways ever since. The Park Service, like any other big organization, includes factions and factions. The Developers, the dominant faction, place their emphasis on the words "*provide for the enjoyment.*" The Preservers, a minority but also strong, emphasize the words "*leave them unimpaired.*" It is apparent, then, that we cannot decide the question of development versus preservation by a simple referral to holy writ or an attempt to guess the intention of the founding fathers; we must make up our own minds and decide for ourselves what the national parks should be and what purpose they should serve.

The first issue that appears when we get into this matter, the most important issue and perhaps the only issue, is the one called *accessibility*. The Developers insist that the parks must be made fully accessible not only to people but also to their machines, that is, to automobiles, motorboats, etc. The Preservers argue, in principle at least, that wilderness and motors are incompatible and that the former can best be experienced,

understood, and enjoyed when the machines are left behind where they belong—on the superhighways and in the parking lots, on the reservoirs and in the marinas.

What does accessibility mean? Is there any spot on earth that men have not proved accessible by the simplest means—feet and legs and heart? Even Mt. McKinley, even Everest, have been surmounted by men on foot. (Some of them, incidentally, rank amateurs, to the horror and indignation of the professional mountaineers.) The interior of the Grand Canyon, a fiercely hot and hostile abyss, is visited each summer by thousands and thousands of tourists of the most banal and unadventurous type, many of them on foot—self-propelled, so to speak—and the others on the backs of mules. Thousands climb each summer to the summit of Mt. Whitney, highest point in the forty-eight United States, while multitudes of others wander on foot or on horseback through the ranges of the Sierras, the Rockies, the Big Smokies, the Cascades and the mountains of New England. Still more hundreds and thousands float or paddle each year down the currents of the Salmon, the Snake, the Allagash, the Yampa, the Green, the Rio Grande, the Ozark, the St. Croix and those portions of the Colorado which have not yet been destroyed by the dam builders. And most significant, these hordes of nonmotorized tourists, hungry for a taste of the difficult, the original, the real, do not consist solely of people young and athletic but also of old folks, fat folks, pale-faced office clerks who don't know a rucksack from a haversack, and even children. The one thing they all have in common is the refusal to live always like sardines in a can—they are determined to get outside of their motorcars for at least a few weeks each year.

This being the case, why is the Park Service generally so anxious to accommodate that other crowd, the indolent millions born on wheels and suckled on gasoline, who expect and demand paved highways to lead them in comfort, ease and safety into every nook and corner of the national parks? For the answer to that we must consider the character of what I call *Industrial Tourism* and the quality of the mechanized tourists—the Wheelchair Explorers—who are at once the consumers, the raw material and the victims of *Industrial Tourism*.

Industrial Tourism is a big business. It means money. It includes the motel and restaurant owners, the gasoline retailers, the oil corpora-

tions, the road-building contractors, the heavy equipment manufacturers, the state and federal engineering agencies and the sovereign, all-powerful automotive industry. These various interests are well organized, command more wealth than most modern nations, and are represented in Congress with a strength far greater than is justified in any constitutional or democratic sense. (Modern politics is expensive—power follows money.) Through Congress the tourism industry can bring enormous pressure to bear upon such a slender reed in the executive branch as the poor old Park Service, a pressure which is also exerted on every other possible level—local, state, regional—and through advertising and the well-established habits of a wasteful nation.

When a new national park, national monument, national seashore, or whatever it may be called is set up, the various forces of Industrial Tourism, on all levels, immediately expect action—meaning specifically a road-building program. Where trails or primitive dirt roads already exist, the Industry expects—it hardly needs to ask—that these be developed into modern paved highways. On the local level, for example, the first thing that the superintendent of a new park can anticipate being asked, when he attends his first meeting of the area's Chamber of Commerce, is not "Will roads be built?" but rather "When does construction begin?" and "Why the delay?"

(The Natural Money-Mint. With supersensitive antennae these operatives from the C. of C. look into red canyons and see only green, stand among flowers snorting out the smell of money, and hear, while thunderstorms rumble over mountains, the fall of a dollar bill on motel carpeting.)

Accustomed to this sort of relentless pressure since its founding, it is little wonder that the Park Service, through a process of natural selection, has tended to evolve a type of administration which, far from resisting such pressure, has usually been more than willing to accommodate it, even to encourage it. Not from any peculiar moral weakness but simply because such well-adapted administrators are themselves believers in a policy of economic development. "Resource management" is the current term. Old foot trails may be neglected, back-country ranger stations left unmanned, and interpretive and protective services inadequately staffed, but the administrators know from long experience that millions for asphalt can always

be found; Congress is always willing to appropriate money for more and bigger paved roads, anywhere—particularly if they form loops. Loop drives are extremely popular with the petroleum industry—they bring the motorist right back to the same gas station from which he started.

Great though it is, however, the power of the tourist business would not in itself be sufficient to shape Park Service policy. To all accusations of excessive development the administrators can reply, as they will if pressed hard enough, that they are giving the public what it wants, that their primary duty is to serve the public not preserve the wilds. "Parks are for people" is the public-relations slogan, which decoded means that the parks are for people-in-automobiles. Behind the slogan is the assumption that the majority of Americans, exactly like the managers of the tourist industry, expect and demand to see their national parks from the comfort, security, and convenience of their automobiles.

Is this assumption correct? Perhaps. Does that justify the continued and increasing erosion of the parks? It does not. Which brings me to the final aspect of the problem of Industrial Tourism: the Industrial Tourists themselves.

They work hard, these people. They roll up incredible mileages on their odometers, rack up state after state in two-week transcontinental motor marathons, knock off one national park after another, take millions of square yards of photographs, and endure patiently the most prolonged discomforts: the tedious traffic jams, the awful food of park cafeterias and roadside eateries, the nocturnal search for a place to sleep or camp, the dreary routine of One-Stop Service, the endless lines of creeping traffic, the smell of exhaust fumes, the ever-proliferating Rules & Regulations, the fees and the bills and the service charges, the boiling radiator and the flat tire and the vapor lock, the surly retorts of room clerks and traffic cops, the incessant jostling of the anxious crowds, the irritation and restlessness of their children, the worry of their wives, and the long drive home at night in a stream of racing cars against the lights of another stream racing in the opposite direction, passing now and then the obscure tangle, the shattered glass, the patrolman's lurid blinker light, of one more wreck.

Hard work. And risky. Too much for some, who have given up the struggle on the highways in exchange for an entirely different kind of vacation—out in the open, on their own

feet, following the quiet trail through forest and mountains, bedding down at evening under the stars, when and where they feel like it, at a time when the Industrial Tourists are still hunting for a place to park their cars.

Industrial Tourism is a threat to the national parks. But the chief victims of the system are the motorized tourists. They are being robbed and robbing themselves. So long as they are unwilling to crawl out of their cars they will not discover the treasures of the national parks and will never escape the stress and turmoil of those urban-suburban complexes which they had hoped, presumably, to leave behind.

How to pry the tourists out of their automobiles, out of their back-breaking upholstered mechanized wheelchairs and onto their feet, onto the strange warmth and solidity of Mother Earth again? This is the problem which the Park Service should confront directly, not evasively, and which it cannot resolve by simply submitting and conforming to the automobile habit. The automobile, which began as a transportation convenience, has become a bloody tyrant (50,000 lives a year), and it is the responsibility of the Park Service, as well as that of everyone else concerned with preserving both wilderness and civilization, to begin a campaign of resistance. The automobile combine has almost succeeded in strangling our cities; we need not let it also destroy our national parks.

It will be objected that a constantly increasing population makes resistance and conservation a hopeless battle. This is true. Unless a way is found to stabilize the nation's population, the parks cannot be saved. Or anything else worth a damn. Wilderness preservation, like a hundred other good causes, will be forgotten under the overwhelming pressure of a struggle for mere survival and sanity in a completely urbanized, completely industrialized, ever more crowded environment. For my own part I would rather take my chances in a thermonuclear war than live in such a world.

Assuming, however, that population growth will be halted at a tolerable level before catastrophe does it for us, it remains permissible to talk about such things as the national parks. Having indulged myself in a number of harsh judgments upon the Park Service, the tourist industry, and the motoring public, I now feel entitled to make some constructive, practical, sensible proposals for the salvation of both parks and people.

(1) No more cars in national parks.

Let the people walk. Or ride horses, bicycles, mules, wild pigs—anything—but keep the automobiles and the motorcycles and all of their motorized relatives out. We have agreed not to drive our automobiles into cathedrals, concert halls, art museums, legislative assemblies, private bedrooms and the other sanctums of our culture; we should treat our national parks with the same deference, for they, too, are holy places. An increasingly pagan and hedonistic people (thank God!), we are learning finally that the forests and mountains and desert canyons are holier than our churches. Therefore let us behave accordingly.

Consider a concrete example and what could be done with it: Yosemite Valley in Yosemite National Park. At present a dusty milling confusion of motor vehicles and ponderous camping machinery, it could be returned to relative beauty and order by the simple expedient of requiring all visitors, at the park entrance, to lock up their automobiles and continue their tour on the seats of good workable bicycles supplied free of charge by the U.S. Government.

Let our people travel light and free on their bicycles—nothing on the back but a shirt, nothing tied to the bike but a slicker, in case of rain. Their bedrolls, their backpacks, their tents, their food and cooking kits will be trucked in for them, free of charge, to the campground of their choice in the Valley, by the Park Service. (Why not? The roads will still be there.) Once in the Valley they will find the concessioners waiting, ready to supply whatever needs might have been overlooked, or to furnish rooms and meals for those who don't want to camp out.

The same thing could be done at Grand Canyon or at Yellowstone or at any of our other shrines to the out-of-doors. There is no compelling reason, for example, why tourists need to drive their automobiles to the very brink of the Grand Canyon's south rim. They could walk that last mile. Better yet, the Park Service should build an enormous parking lot about ten miles south of Grand Canyon Village and another east of Desert View. At those points, as at Yosemite, our people could emerge from their steaming shells of steel and glass and climb upon horses or bicycles for the final leg of the journey. On the rim, as at present, the hotels and restaurants will remain to serve the physical needs of the park visitors. Trips along the rim would also be made on foot, on horseback, or—utilizing the paved road which already exists—on bicycles. For those willing to go all the way from one parking lot to the other, a distance of some sixty or seventy miles, we

might provide bus service back to their cars, a service which would at the same time effect a convenient exchange of bicycles and/or horses between the two terminals.

What about children? What about the aged and infirm? Frankly, we need waste little sympathy on these two pressure groups. Children too small to ride bicycles and too heavy to be borne on their parents' backs need only wait a few years—if they are not run over by automobiles they will grow into a lifetime of joyous adventure, if we save the parks and *leave them unimpaired for the enjoyment of future generations*. The aged merit even less sympathy: after all they had the opportunity to see the country when it was still relatively unspoiled. However, we'll stretch a point for those too old or too sickly to mount a bicycle and let them ride the shuttle buses.

I can foresee complaints. The motorized tourists, reluctant to give up the old ways, will complain that they can't see enough without their automobiles to bear them swiftly (traffic permitting) through the parks. But this is nonsense. A man on foot, on horseback or on a bicycle will see more, feel more, enjoy more in one mile than the motorized tourists can in a hundred miles. Better to idle through one park in two weeks than try to race through a dozen in the same amount of time. Those who are familiar with both modes of travel know from experience that this is true; the rest have only to make the experiment to discover the same truth for themselves.

They will complain of physical hardship, these sons of the pioneers. Not for long; once they rediscover the pleasures of actually operating their own limbs and senses in a varied, spontaneous, voluntary style, they will complain instead of crawling back into a car; they may even object to returning to desk and office and that dry-wall box on Mossy Brook Circle. The fires of revolt may be kindled—which means hope for us all.

(2) No more new roads in national parks. After banning private automobiles the second step should be easy. Where paved roads are already in existence they will be reserved for the bicycles and essential in-park services, such as shuttle buses, the trucking of camping gear and concessioners' supplies. Where dirt roads already exist they too will be reserved for nonmotorized traffic. Plans for new roads can be discarded and in their place a program of trail-building begun, badly needed in some of the parks and in many of the national monuments. In mountainous areas it may be desirable to build emergency shelters along the trails and bike roads; in desert re-

gions a water supply might have to be provided at certain points—wells drilled and handpumps installed if feasible.



Once people are liberated from the confines of automobiles there will be a greatly increased interest in hiking, exploring, and back-country pack-trips. Fortunately the parks, by the mere elimination of motor traffic, will come to seem far bigger than they are now—there will be more room for more persons, an astonishing expansion of space. This follows from the interesting fact that a motorized vehicle, when not at rest, requires a volume of space far out of proportion to its size. To illustrate: imagine a lake approximately ten miles long and on the average one mile wide. A single motorboat could easily circumnavigate the lake in an hour; ten motorboats would begin to crowd it; twenty or thirty, all in operation, would dominate the lake to the exclusion of any other form of activity;

and fifty would create the hazards, confusion, and turmoil that make pleasure impossible. Suppose we banned motorboats and allowed only canoes and rowboats; we would see at once that the lake seemed ten or perhaps a hundred times bigger. The same thing holds true, to an even greater degree, for the automobile. Distance and space are functions of speed and time. Without expending a single dollar from the United States Treasury we could, if we wanted to, multiply the area of our national parks tenfold or a hundredfold—simply by banning the private automobile. The next generation, all 250 million of them, would be grateful to us.

(3) Put the park rangers to work. Lazy scheming loafers, they've wasted too many years selling tickets at toll booths and sitting behind desks filling out charts and tables in the vain effort to appease the mania for statistics which torments the Washington office. Put them to work. They're supposed to be rangers—make the bums range; kick them out of those overheated air-conditioned offices, yank them out of those overstuffed patrol cars, and drive them out on the trails where they should be, leading the dudes over the hill and dale, safely into and back out of the wilderness. It won't hurt them to work off a little office fat; it'll do them good, help take their minds off other things, and give them a chance to get out of reach of the boss—a blessing for all concerned.

They will be needed on the trail. Once we outlaw the motors and stop the road-building and force the multitudes back on their feet, the people will need leaders. A venturesome minority will always be eager to set off on their own, and no obstacles should be placed in their path; let them take risks, for God's sake, let them get lost, sunburnt, stranded, drowned, eaten by bears, buried alive under avalanches—that is the right and privilege of any free American. But the rest, the majority, most of them new to the out-of-doors, will need and welcome assistance, instruction and guidance. Many will not know how to saddle a horse, read a topographical map, follow a trail over slickrock, memorize landmarks, build a fire in rain, treat snakebite, rappel down a cliff, glissade down a glacier, read a compass, find water under sand, load a burro, splint a broken bone, bury a body, patch a rubber boat, portage a waterfall, survive a blizzard, avoid lightning, cook a porcupine, comfort a girl during a

thunderstorm, predict the weather, dodge falling rock, climb out of a box canyon, or pour water out of a boot. Park rangers know these things, or should know them, or used to know them and can relearn; they will be needed. In addition to this sort of practical guide service the ranger will also be a bit of a naturalist, able to edify the party in his charge with the natural and human history of the area, in detail and in broad outline.

Critics of my program will argue that it is too late for such a radical reformation of a people's approach to the out-of-doors, that the pattern is too deeply set, and that the majority of Americans would not be willing to emerge from the familiar luxury of their automobiles, even briefly, to try the little-known and problematic advantages of the bicycle, the saddle horse, and the footpath. This might be so; but how can we be sure unless we dare the experiment? I, for one, suspect that millions of our citizens, especially the young, are yearning for adventure, difficulty, challenge—they will respond with enthusiasm. What we must do, prodding the Park Service into the forefront of the demonstration, is provide these young people with the opportunity, the assistance, and the necessary encouragement.

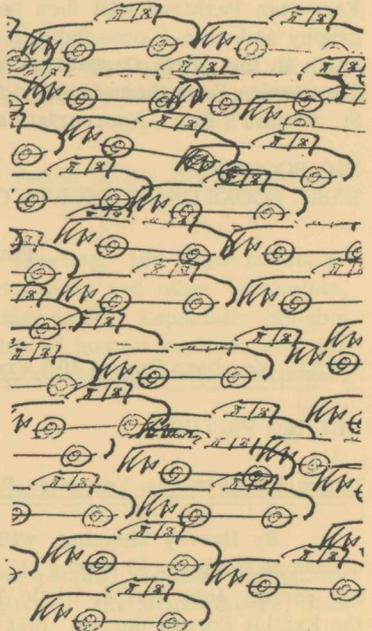
How could this most easily be done? By following the steps I have proposed, plus reducing the expenses of wilderness recreation to the minimal level. Guide service by rangers should, of course, be free to the public. Money saved by not constructing more paved highways into the parks should be sufficient to finance the cost of bicycles and horses for the entire park system. Elimination of automobile traffic would allow the Park Service to save more millions now spent on road maintenance, police work and paper work. Whatever the cost, however financed, the benefits for park visitors in health and happiness—virtues unknown to the statisticians—would be immeasurable.

Excluding the automobile from the heart of the great cities has been seriously advocated by thoughtful observers of our urban problems. It seems to me an equally proper solution to the problems besetting our national parks. Of course it would be a serious blow to Industrial Tourism and would be bitterly resisted by those who profit from that industry. Exclusion of automobiles would also require a revolution in the thinking of Park Service officialdom and in the assumptions of most American tourists. But such a revolution, like it or not, is precisely what is needed. The only foreseeable alternative, given the current trend of things, is the gradual destruction of our national park system.

Let us therefore steal a slogan from the Development Fever Faction in the Park Service. The parks, they say, are for people. Very well. At the main entrance to each national park and national monument we shall erect a billboard one hundred feet high, two hundred feet wide, gorgeously filigreed in brilliant neon and outlined with blinker lights, exploding stars, flashing prayer wheels and great Byzantine symbols that gush like geysers every thirty seconds. (You could set your watch by them). Behind the fireworks will loom the figure of Smokey the Bear, taller than a pine tree, with eyes in his head that swivel back and forth, watching YOU, and ears that actually twitch. Push a button and Smokey will recite, for the benefit of children and government officials who might otherwise have trouble with some of the big words, in a voice urinsic, loud and clear, the message spelled out on the face of the billboard. To wit:

HOWDY FOLKS. WELCOME. THIS IS YOUR NATIONAL PARK, ESTABLISHED FOR THE PLEASURE OF YOU AND ALL PEOPLE EVERYWHERE. PARK YOUR CAR, JEEP, TRUCK, TANK, MOTORBIKE, MOTORBOAT, JETBOAT, AIRBOAT, SUBMARINE, AIRPLANE, JETPLANE, HELICOPTER, HOVERCRAFT, WINGED MOTORCYCLE, ROCKETSHIP, OR ANY OTHER CONCEIVABLE TYPE OF MOTORIZED VEHICLE IN THE WORLD'S BIGGEST PARKING LOT BEHIND THE COMFORT STATION IMMEDIATELY TO YOUR REAR. GET OUT OF YOUR MOTORIZED VEHICLE, GET ON YOUR HORSE, MULE, BICYCLE OR FEET, AND COME ON IN.

ENJOY YOURSELVES. THIS HERE PARK IS FOR people.



new books on the North Cascades

Suddenly, publishing books about Northwest mountains is rather respectable.

The coverage is south of our boundaries so we won't carry it in the N3C Bookshop, but we urge all lovers of Oregon wildlands to buy 100 Trail Hikes in Oregon, published by Touchstone Press of Portland. A splendid piece of work, and we hope it helps Oregon conservation operations. Just \$5.95, and full of photos and maps and directions.

Ray Atkeson, the famous Oregon photographer, has put out a big-page book on the Cascades from California to British Columbia. Again, the coverage is such we won't offer it through the N3C Bookshop, but Ray has a good eye.

Coming into our heartland, we note the bargain of the year, Fred Darvill's pocket guide to selected trails of the North Cascades National Park and et cetera. For details, see N3C Bookshop. Only \$1.00.

The Mountaineers continue in their home terrain -- for new ski and snowshoe guides, see N3C Bookshop.

Superior Publishing Company of Seattle, which published the first photo books on the Cascades (High Adventure, High Worlds of the Mountain Climber) returns to the scene with The North Cascades National Park. Great photos by Bob and Ira Spring. Stories of various fiascos by your N3C editor. A fighting foreword by your President, Patrick Donovan Goldsworthy. A call for the New Campaign in the North Cascades. (You will receive a special-offer mailing from the publisher, so this book will not be available for now from the N3C Bookshop.

Finally and most spectacularly, in May you will see the North Cascades in every drugstore in Washington. The Ballantine-Sierra \$3.95 paper-cover edition of The Wild Cascades: Forgotten Parkland will then be published. The new edition will have much new color photography and also a new fighting foreword by President Goldsworthy, announcing the New Campaign in the North Cascades. You'll want to buy many copies from your local bookseller or drugstore. Send them to your friends. To your enemies. For Christmas, for birthdays, for St. Swithin's Day. Appropriate also at bridal showers and bar mitzvahs.

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The Wild Cascades: Forgotten Parkland

By Harvey Manning, with foreword by William O. Douglas, lines from the poems of Theodore Roethke, 80 photos (21 in color) by Ansel Adams, Philip Hyde, David Simons, Bob and Ira Spring, John Warth, Clyde Thomas, and others. Edited by David Brower. Number 11 in the Exhibit Format Series. Sierra Club, 1965. \$20.

The North Cascades

68 classic photos by Tom Miller displayed on 10-by-12-inch pages. Cold ice and stark cliffs and warm meadows from Dome Peak to the Pickets to Shuksan. Peak-top panoramas and basecamp scenes. Text by Harvey Manning, maps by Dee Molenaar. The Mountaineers, 1964. \$10.

TECHNIQUE

Mountaineering: The Freedom of the Hills

By the Climbing Committee of The Mountaineers, edited by Harvey Manning. The revised Second Edition of this standard text on hiking and climbing includes new material on equipment, alpine cuisine, rock and ice technique and has been updated throughout. 525 pages, hard-bound. 16 photos, 135 drawings. The Mountaineers, 1968. \$7.50.



GUIDEBOOKS

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For each of the 100 hikes there is a page of text by Louise Marshall telling where to walk and camp and look, a sketch map by Marge Mueller, and on the facing page a photo by Bob and Ira Spring. The trips extend from ocean beaches to valley forests to high meadows to easy summit rocks, from Mt. Adams to the Canadian border, the Olympics to the Methow. Some make good walks for winter afternoons, others will fill a rich summer week. 200 pages, soft cover. The Mountaineers, 1966. \$4.95.

NEW Selected Trails of the North Cascades National Park and Associated Recreational Complex

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Trips and Trails, 1: Family Camps, Short Hikes, and View Roads in the North Cascades and Olympics

In the same format as 100 Hikes, with text by E. M. Sterling, 106 maps by Marge Mueller, and 128 photos by Bob and Ira Spring. Covers logging road and other viewpoints, hikes up to several miles in length, and places to camp and things to do. Especially valuable for people new to the area and seeking a comprehensive notion of how to explore, and for people who can't walk very far -- such as 2-year-old children (and their parents). 240 pages, soft cover. The Mountaineers, 1967. \$4.95.

Trips and Trails, 2: Family Camps, Short Hikes, and View Roads in the South Cascades and Mt. Rainier.

Companion to the above volume, same format, by the same people. Extends through the Cascades from the Snoqualmie Pass vicinity to the Columbia River. The Mountaineers, June 1968. \$4.95.

Routes and Rocks: Hiker's Guide to the North Cascades from Glacier Peak to Lake Chelan

By Dwight Crowder and Rowland Tabor of the U. S. Geological Survey. A classic appreciation of the high country, one of the most thoroughly useful and charming guides ever written to any mountains anywhere. Full descriptions of all the trails and off-trail high routes good for hiking in the Glacier Peak, Holden, and Lucerne quadrangles, with information on places to camp, viewpoints, and things to see. Frequent notes explaining the geologic story spread before your eyes as you walk. Some 100 line drawings, 9 photos. A back-cover pocket holds the three quadrangle maps, which have special overprints. 240 pages, hardbound. The Mountaineers, 1965. \$5.

Hiker's Map to the North Cascades: Routes and Rocks in the Mt. Challenger Quadrangle

By Rowland Tabor and Dwight Crowder. Covers the heart of the north section of the new North Cascades National Park. The same approach as the above, but in shorthand form. The first hiker's guide to the Picket Range, Custer Ridge, and adjoining country. In a back-cover pocket is a U. S. G. S. Challenger Quad printed on an over-size sheet with planimetric maps on borders covering the approaches. Special overprint shows trails and off-trail routes, points of geologic interest, camps. The text describes the routes, points of geologic interest. 48 pages, paper cover. 5 photos, 12 drawings. The Mountaineers, 1968. \$2.95.

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MAPS

The North Central Cascades

A pictorial relief map by George W. Martin and Richard A. Pargeter. This 25-by-30-inch four-color map covers, roughly, the area from Snoqualmie Pass north to Glacier Peak. Roads and trails shown -- giving lots of ideas and places to go and what to expect. Published by the authors, 1964. \$2.25.

Mount Rainier National Park

A pictorial map by Dee Molenaar. A 24-by-24-inch four-color Essential for any person visiting The Mountain or thinking about it. Published by the author, 1965. \$1.95.

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NORTH CASCADES CONSERVATION COUNCIL

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*Year preceding name indicates terminal year of 3-year term of office.

Bang, Bang, Bang!

Editor's Forward:

The North Cascades Conservation Council does not now and never has opposed hunting as such. Sufficient evidence of this is our 1963 proposal for a North Cascades National Park, which specifically eliminated from the Park all areas with a significant hunting use, proposing instead to place these within a Chelan National Mountain Recreation Area which would provide National Park protection except that hunting would be allowed.

The N3C was deeply disappointed then by the response of the Hunter Establishment, as represented by the Washington State Game Department and the leaders of the major hunting clubs. The Establishment (but not all individual hunters, many of whom belong to and enthusiastically support N3C) adopted a no-compromise attitude: every forest and meadow and cliff must remain open to shooting.

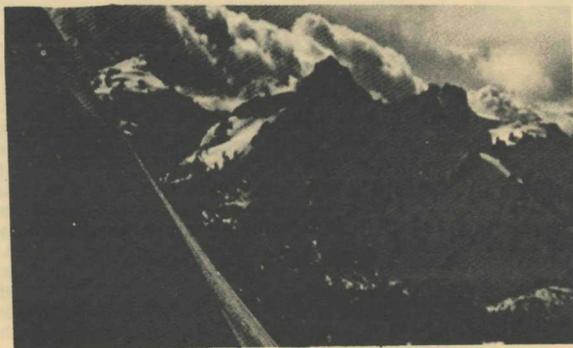
Our intention here is not to start a vendetta, but to offer several insights into the sport of hunting. If we are to progress further in protecting the North Cascades from loggers and miners and other exploiters, we must gain a better understanding of those who make a gun-oriented use of the land.

"Hunting is a Dirty Business" is reprinted from the Saturday Evening Post (which only survived the article by 15 months -- does that tell us something?).

"Elk Population Control", reprinted from the September 1967 issue of Trail and Timberline, the magazine of the Colorado Mountain Club, is a good discussion of a problem that has occurred in some National Parks. We must point out the problem does not arise when (1) the no-hunting unit is large enough to cover a total ecological community, and (2) all the animals, including predators, are protected from humans.

Finally, we present several miscellaneous items from Game Bulletin, the voice of the Washington State Game Department. We encourage all N3C members to have their names placed on the mailing list (no charge, simply write to Washington State Game Department, 600 North Capitol Way, Olympia, WA. 98501). It is an excellent magazine, containing a great deal of information about wildlife and hunting. It also, on occasion delivers a blast at the N3C.

Game Bulletin is such good reading we would like to give Mr. Biggs and his people about 1000 new subscribers overnight. Do your part for a better understanding of Biggsism; write now for your free subscription.



Hunting is a dirty business

BY BIL GILBERT

A native resident of rural Pennsylvania, naturalist and author Bil Gilbert has taught survival techniques to members of the Peace Corps.

Bang,

The Saturday Evening Post · October 21, 1967 · 35c

POST

The sports-hunting Establishment—the numerous private and public agencies, industries and lobbies whose life depends upon the killing of our native fauna for pleasure—is the most pampered, privileged, subsidized recreational group in existence. Nevertheless, it has a paranoiac fear of even the mildest criticism. As far as hunters are concerned, every critic is a sentimental old lady (regardless of sex). She is also most probably a vegetarian agent of the socialist conspiracy.

I grew up among a clan whose first instinct upon encountering a creature was to blow a hole in it. Now I earn my living as a naturalist, although when I am in the bush and hungry I will kill and eat anything I can. I have no moral objections to killing various species for legitimate purposes. But I think a live mallard is a thing of beauty and wonder and a dead duck an object of limited interest. The usual hunter does not see the difference.

At the lowest critical level, in my experience, the average hunter is a hypocritical nuisance. Unfortunately I have intimate knowledge of the common, suburban-garden type of sport. Each year the easterly spur of the central Appalachians on which we live is invaded by several regiments of gunners from the wilds of Washington, Baltimore, Philadelphia. Each one seems to believe that because he is trying to shoot an inoffensive animal, he is a tough, crafty, courageous woodsman whose chest is covered with hair, a figure out of James Fenimore Cooper by Ernest Hemingway. Frankly I suffer these clowns more as a composite of Studs Lonigan and Walter Mitty.

Physically they run to paunch and red faces. They are slow of foot, expensively dressed from the tips of their down booties to the knobs of their silver hip flasks. They have little desire to search for game, but a great desire to kill something that can be tied to a fender or held up in a bar-room. They shoot from the road ("Don't slam the door, Jack, you'll scare him"). They rarely pursue wounded game, and after a hunting season the woods are filled with cripples. Hunters are noisy, belligerent and the dirtiest of all outdoors-users, littering the landscape with bottles, corn plasters and aspirin tins. They are also dangerous.

Stories about hunters shooting cows, goats, poodles, Volkswagens and people are part of the folklore, but unfortunately they are frequently true. One fall I foolishly ventured out with three small children into our overgrown pasture. Suddenly there was the report of a gun, the zing-zing of slugs passing through the underbrush a foot or so over our heads. One satisfaction of the whole scary incident was proving that at least one bird watcher was hardy enough to run down one 17-year-old hunter. I took the gun away from the boy and took him to his father, who was sporting nearby. The old man mildly admonished the boy and lectured me sternly about letting "un-

marked" children wander about our own posted field.

Beyond the fact that sports hunters are, as a rule, disreputable, the most obvious complaint against them is that they are destructive of wildlife. Several species—the passenger pigeon, heath hen, Eskimo curlew—were simply hunted into extinction. Many more—buffalo, antelope, grizzly bear, wolf, mountain lion, eagle, certain waterfowl—now barely survive.

Hunters say that these were merely atrocities of the past, committed by gunmen who had not been saved by the National Wildlife Federation or the National Rifle Association. Today's hunters are said to be enlightened conservationists whose fees and political support make possible all sorts of wildlife research, protection and preservation. In fact, about half of the funds of state game agencies is spent to hire, equip and arm wardens to protect wildlife from gunners. Hunters are therefore in the position of would-be bank robbers who, upon encountering armed guards in front of a vault, decline to blow it open and then demand a good-conduct medal.

While traveling throughout the country recently, I got in the habit of asking state wildlife officials what they thought would happen if they suddenly halted all their enforcement activities. Eventually all admitted that without wardens the sports gunners would probably come close to wiping out all game and a variety of other species. Actually, removing all hunting restrictions might be the quickest, most effective and natural way of solving the whole hunting problem. It is likely that after a year or two there would be scarcely any conspicuous animals left alive within a quarter of a mile of any road. Surviving wildlife could then be left for nature lovers and those who have sufficient pride, endurance and patience to master the skills of true hunting.

The most irksome aspect of all of this is that, unlike bridge players, Boy Scouts, pool hustlers or any other sporting group, hunters are more or less public wards. I, you, we are required to subsidize hunters with our taxes and set aside large chunks of our increasingly scarce wild lands and wildlife for their use. Somewhere in the neighborhood of 25,000 public wildlife "conservation" workers, state and federal, consume upwards of a half-billion dollars a year mostly to make it easier and quicker for gunners to gun things. No other sport comes anywhere close to being so pampered and coddled.

Take, for example, the National Wildlife Refuge system operated by the Department of the Interior. Some 29 million acres of public land (2 million more than are in the National Park system) are set aside for wildlife refuges. Much of this land is managed and maintained for the primary benefit of waterfowl gunners. Hunters point out that they buy duck stamps and assert that this money pays for the refuge system. The

truth is that the annual refuge budget is about \$30 million, and the annual income from duck stamps is \$5 million. In other words, about 85 percent of the refuge money comes from general tax revenues. So far as I know, there are no state game agencies that do not need appropriations which issue from people who do not hunt at all.

Hunters attempt to justify this obvious inequity by explaining that the work of state and federal wildlife agencies benefits all wildlife. It is claimed that state and federal hunting lands also serve as a sanctuary for many nongame birds and mammals. They do sometimes, but it is largely accidental. For example, Michigan is contemplating creating about a half-million acres of new deer habitat. This will involve bulldozing the land, turning it into deer-browse scrub. Some other species will find this scrub hospitable, but the variety of wildlife that can use the land will decline. From the standpoint of the nature watcher, these acres will be about as attractive as a housing development in preconstruction stages.

The record of research and management of nongame species carried on by public wildlife agencies is all but nonexistent. You seldom find public wildlife employees out ministering to a bluebird, chipmunk or owl, since they are occupied almost exclusively with about 30 shootable species (out of approximately 1,000) of North American birds and mammals. "You may be hired as a wildlife manager, biologist or whatever, but you soon find that you are paid to put out so much meat on the hoof," explains a man who until last year was an official in a "conservation" department. He is now employed by a private conservation foundation. "I just got tired of being a butcher's assistant and quit."

The results of our national wildlife policy, almost totally dominated by hunters, have been disastrous. A few months ago, for example, the Secretary of the Interior published a list of 169 species of animals judged to be either rare or endangered; that is, they have come perilously close to extinction as public wildlife agencies mismanage or decline to manage nongame species. Another fact that should be considered is that hunters, despite their many privileges, are minority users of wildlife, and their numbers are declining. In 1960 the Department of the Interior estimated there were 14½ million sports hunters. In the 1965 edition of the department's report the number of hunters had dropped by a million, and by now the department has finally counted others who appreciate our wildlife, without violence. There were 11½ million nonhunting users of our fauna, to whom must be added the 120 million national-park users (most of whom hope to encounter a bear in the Smokies, an elk in Yellowstone, a moose on Isle Royale) and the uncountable number whose Sunday stroll can be made memorable by the sight of a pheasant, fox or hawk.

Despite their declining numbers and importance, the hunters are grabbing successfully for still more privileges. When federal legislation for study and management of rare and endangered wildlife was finally enacted in 1966, the price of its passage was a rider that permitted all of the National Wildlife Refuge system to be opened to hunting. Previously, hunting had been allowed on no more than 40 percent of any given refuge. Many of our new and proposed national parks—Pictured Rocks in northern Michigan being an example—are administered by the National Park Service, and commonly called national parks, and yet federal administrators explain that these lands are not "national parks" but "national recreation areas." Through semantics, hunting is not being introduced into forbidden parks, only into recreational areas.

An obvious solution to many of these inconsistencies and inequities is to remove the financial—and thus political—stranglehold that hunters and many public wildlife men believe they have on wildlife agencies. The crucial need is for all the operating funds for wildlife agencies to be appropriated from general revenues. Freed from the bondage of hunters' money, state and federal wildlife agencies should be required to initiate research and habitat-development-and-preservation programs which would benefit all our fauna, not just those creatures that hunters shoot. There is no reason why some public refuges could not be managed for the pleasure and instruction of small boys who want to climb trees to see crows' nests, of butterfly collectors, deer photographers and those who simply enjoy seeing and contemplating the ways of species not classified as human.

The increase in numbers of nonhunting wildlife-users suggests a source of conservation funds that might more than compensate for the loss of hunters' fees. Already the Federal Government, in a quiet attempt to free itself from hunters' pressure, has begun to tap this source. Last year some nine million dollars was collected from campers, bird watchers, picnickers and scenery viewers and funneled into the Land and Water Conservation Fund. I concede that hunters, whatever their failings, still constitute a recognizable recreational group, and some provision should be made for them. However, they should, proportionately, receive no greater privileges than are granted other sports—pleasure boaters, campers, golfers. Perhaps their share should be a little less since hunting is an aggressive, exploitive use of resources, and the land where ducks are being shot is unsafe for other fun and games. If a fair share of public land, money and services seems to hunters to be insufficient for their needs, then they would be free to buy and stock their own land and pay fees to private landowners or hunting clubs.

None of these changes in wildlife policy and use will occur simply because they are logical and equitable.

Hunters are so firmly entrenched in our wildlife bureaucracy that only a concerted, aggressive campaign will flush them. A philosophical basis for this campaign might be the realization that despite a lot of pious, self-congratulatory propaganda, hunters generally are a destructive, dangerous lot, who have made a mess of our wildlife resources. They may or may not have hair on their chests, and maybe some do. But hunters all must be skinned of the right to use the forests and fields as if they were a personal preserve, a private butcher shop.

Bil Gilbert

Bang,



Trail and Timberline, September 1967

Bang,

Elk Population Control

Edmund J. Bucknall*

Last winter the newspapers and television newscasts had much to say concerning the methods of controlling elk populations in the national parks. Opinions expressed have ranged from full support and approval to complete condemnation of National Park Service methods and policies.

What, basically, is the problem as far as elk are concerned? Reduced to simple figures, it is just a matter of too many elk for the food supply. During the summer months, vast areas in the parks and surrounding forests are accessible for grazing, but the heavy snows of mountain winters cut drastically into the available range, forcing the animals to concentrate in the lower valleys, competing with one another for whatever forage is obtainable. Each elk requires a certain amount of food to survive the winter, and when there is not enough to go around, both the animals and the range suffer the consequences.

How is the carrying capacity of the winter range determined? First, field ob-

servations tell us which area the elk use during the winter. This area is delineated on a map, measured, and the vegetative types and species determined. Then, sample plots are set up in representative portions of the area, and the available forage in each plot is carefully clipped and weighed. These figures are used to calculate the total available forage on the entire range. From information gained in other studies, we know the average elk's daily forage requirements. From these figures, we can calculate the number of "elk days" the range will provide. This figure, divided by the average number of days the elk herds spend on the winter range tells us how many elk the range will support. If more elk than this are occupying the range, it is being overused. Occasionally, moderate overuse can be tolerated by a healthy range, but with constant, heavy overgrazing, the range quickly deteriorates, the preferred plants disappear and the carrying capacity is drastically lowered.

*Wildlife Management Ranger, Rocky Mountain National Park

'YOU WICKED, WICKED MAN! LET THE ELK DIE OF STARVATION LIKE THEY'RE SUPPOSED TO!'



Cartoon by Pat Oliphant, courtesy The Denver Post

Dilemma: How To Balance the Population?

Most people engaged in the controversy understand this part of the situation. The disagreement arises over which method shall be used to bring the elk populations into line with the carrying capacity of the range.

Thus far, elk populations in Yellowstone and in our nearby Rocky Mountain National Park have been reduced in four different ways. Hunters in areas immediately adjacent to the parks have taken some during regular or special seasons. Others have been trapped and transplanted to various parts of the country. Park Rangers have taken more by shooting inside the park and providing the meat to Indian tribes or distributing it to public and charitable institutions. This method, while simple, efficient, and economical, has in recent years stirred up considerable controversy. The fourth method is the ugly result of no action at all. It is simply to let nature take its course, let the elk strip the range bare and die the slow, agonizing death of starvation. No one who has witnessed this sad spectacle would consider allowing its recurrence as long as other means of population control are available.

During the past winter, each of the first three control methods mentioned were used in Yellowstone. Hunters just outside the Park killed 1103 elk, and live-trapping and transplanting accounted for 1105 more. Direct reduction by Park Rangers took only 239, but from the uproar, one would assume that 90% of the reduction was being done in this manner.

Vociferous hunters' groups, egged on by those who would hope to outfit and guide them, demanded that the Park be opened to hunting. Others called for an immediate halt to the shooting and an increase in live-trapping efforts, in spite of the fact that the shooting was being done in areas inaccessible to transport vehicles and so far removed from existing traps that there was no possibility of driving the elk to the traps.

What happened? The shooting was stopped, trapping was impossible and the range was left with nearly 500 more elk

Chosa, of the T'ang Dynasty, one day come back from a walk in the mountains. When he reached the monastery gate, the head monk asked, "Where have you been all this time Honorable Sir?"

Replied the Master, "I am just back from my mountain walk."

The monk pursued, "Where in the mountains?"

"I first went out in the field scented with grasses and then walked home watching the flowers fall."

Zen Parable

than it could adequately support. Nothing was solved, and this winter there will again be a surplus of elk on the winter range.

Why not Hunt in the Parks?

Why shouldn't the parks be opened to hunting? Why not let the hunters come in, shoot enough elk to take care of the surplus each year, haul out their kill? That would finish the job.

The answer lies in the basic reason for establishing the parks—the preservation of a piece of natural America for everyone. The National Parks provide one of the greatest wildlife shows in the world, because park wildlife over the years has developed a tolerance to humans that is seldom found elsewhere. The retention of this natural wildlife picture, unaffected by the presence of people, is one of the prime objectives of park management. Public hunting would instill in park animals the same inborn fear of man which is found outside the parks, and the millions of visitors expecting to see the world-famous displays of wildlife would find themselves lucky to catch even a glimpse of a deer or elk as it flees in panic.

Some claim that shooting of elk by park rangers is no different from public hunting. Nothing could be further from the truth. Shooting reductions are planned and conducted from the beginning not only to remove a specific number of animals from a limited area, but also to complete the job with as little impact as possible on the remaining populations.

In the larger reductions, helicopters are used to gather elk into tight bunches and herd them away from the others, where waiting crews immediately remove them. When smaller numbers are eliminated, rangers select isolated herds and quickly dispatch them. Only expert riflemen are used, so that few, if any elk escape to transmit their fear to others. The animals die suddenly without suffering, and with the remaining herds unaware of what has happened. The meat is promptly processed and made available to the needy.

Contrast this with public hunting, where the primary purpose is to bring home an elk. From the hunter's viewpoint, this is certainly understandable, but what hunter would resist shooting an elk simply because there was another nearby that might be frightened by the shots? And how many hunters would take special pains to get well away from the roads to do their hunting? Hunting pressure is always greatest along roads while the most abused ranges where the control is most necessary are often miles from the nearest road.

Even with the strictest of precautions, it would be impossible with a public hunt to obtain anything close to the degree of control possible when the shooting is done by a few carefully selected and specially equipped rangers.

Another point which has seldom been discussed in this controversy is the degree or type of "public enjoyment" that would

be provided by hunting in the National Parks. Many assume that because of the lack of fear shown by park wildlife, the hunting would be terrific. Actually few, real sportsmen would consider such hunting attractive. These men enjoy the stalking and matching of wits with their game far more than the actual killing. They would have little stomach for shooting an elk from a few yards away while it stood there watching them.

Most of us who have taken part in wildlife reductions within the parks also hunt, and none of us find any comparison between the two. The hours spent carefully searching for game and getting into position for a shot are the memorable and stimulating part of sport hunting. Since the reduction amounts to no more than pulling the trigger and watching something die, it becomes only a caricature of the sport.

Does the National Park Service now plan to have Park Rangers kill all the surplus elk? Of course not. (Since there is now a surplus of elk, and probably in the foreseeable future will continue to be, every effort is being made to get these animals out of the parks and into public shooting areas.)

The first priority reduction method is public shooting in areas outside of and adjacent to the parks. In this method, federal and state game managers make special efforts to synchronize the hunts with the natural movements of elk into areas outside the park boundaries. This method, however, depends greatly upon weather factors.

The second priority is live-trapping and transplanting. Elk are sent as requested to various parts of the country to establish new herds, to restock depleted areas, and to provide animals for zoos. Recent advances in the technique of driving elk into traps with helicopters have enabled the taking of many times the number obtainable with the older method of bait trapping.

Trapping by helicopter is relatively expensive, but has the added advantage of removing large numbers of elk quickly and with little disturbance. One disadvantage, however, to live-trapping is that other areas may already have enough elk for their

available range, and therefore it is sometimes difficult to locate release sites for transplanted elk. Besides, in the more remote sections of large areas such as Yellowstone, live-trapping and transplanting are impossible. Traps can be built anywhere there is heavy timber for camouflage, and elk can be driven to them, but trucks for moving the elk cannot be brought in where there are no roads. Wild, roadless areas are becoming altogether too scarce to those remaining with new roads, especially when there are other methods of doing the job.

The Advisory Board on Wildlife Management appointed by the Secretary of the Interior, and known as the Leopold Committee, in their 1963 report had this to say about shooting reduction by Park Rangers:

"... It is the unanimous recommendation of this board that such shooting be conducted by competent personnel, under the sole jurisdiction of the National Park Service, and for the sole purpose of animal removal, not for recreational hunting.

"A limited number of expert riflemen, properly equipped and working under centralized direction, can selectively cull a herd with a minimum of disturbance to the surviving animals or to the environment. General public hunting by comparison is often non-selective and grossly disturbing."

We must not lose sight of the fact that our primary objective must be the maintenance of a natural balance between the wildlife and their range. When artificial controls are necessary to maintain this balance, the National Park Service has an obligation to the people of this country to make use of those methods which will accomplish the job with the least amount of disturbance to the park and its wild inhabitants. In those areas where control by outside hunting or live-trapping is not possible, the reduction of elk populations by specially qualified shooting teams of Park Rangers presently remains the method which will best fulfill this obligation.

Park wildlife specialists gather the elk into a trap prior to shipping.

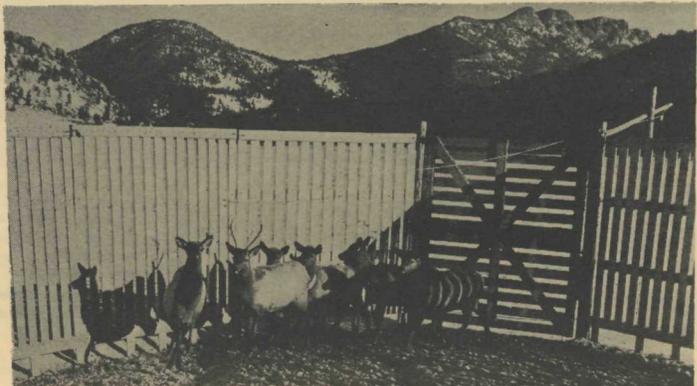


Photo by National Park Service

Bang,



Game Bulletin

The official quarterly magazine of the Washington State Game Department.

Various departments of Washington State government are given responsibility within the field of natural resources management.

The Department of Game is that public service agency whose purpose is to preserve, protect and perpetuate wildlife through regulations and sound continuing programs, to provide the maximum amount of wildlife-oriented recreation for the people of the State.



WASHINGTON STATE GAME BULLETIN

published four times a year and distributed free of charge upon individual written request, by the

WASHINGTON STATE GAME DEPARTMENT
600 N. Capitol Way, Olympia, Wn. 98501

with regional offices in Mt. Vernon, Seattle, Aberdeen, Yakima, Wenatchee, Ephrata, and Spokane.

Director..... John A. Biggs
Assistant Directors..... Carl Crouse, Wes Hunter
Editors..... Clar Pratt, Tom Knight

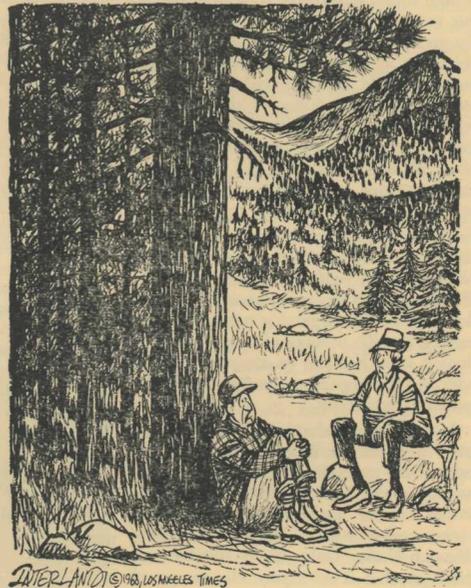
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Below Olympus by Interlandi



INTERLANDI © 1960, LOS ANGELES TIMES

"How come nature didn't let men and governments in on her plan?"

FURBEARER GUIDE FOR THE HUNTER

The Chickaree is a pine-scented, light-bellied, provocative squirrel of diminutive size. Saucy, imaginative, and often irritating, this animal is well known to most deer hunters of the western states, the nickname being applied to either the red squirrel or the Douglas squirrel. Though not hunted for sport, meat or hide, this auburn-haired little conifer has looked down more barrels of large caliber rifles than its associate—the deer. As to tracks, it does not matter. Terrestrial travel consists of bounds or chirping flits across short distances from tree to tree.

Voice: While not much louder than a cougar scream, and less staccato—almost—than an air hammer, the chirping patter of this creature is often known to set nerves on edge and teeth grinding in the deer hunter. Especially after a long stalk.

Abundance: Much to.

General status: The Chickaree is to the stalking deer hunter as the kildeer is to the jump-shooting duck hunter or the meadowlark is to the open-field bird hunter.

NON-GAME ANIMALS—

You do not need a license to hunt non-game animals such as crow, starling, coyote, bobcat, skunk, jackrabbit or raccoon.

DEPARTMENT OF GAME
600 North Capitol Way
OLYMPIA, WASH. 98501

BANG!



Seven hunters, seven deer. THE GOOD OLD DAYS IN NORTH CENTRAL WASHINGTON. The eighth member of the party, who also got his deer, left before the photographer arrived. Results of a week's hunt in November 1967. Points on bucks, left to right: 4-pt., spike, 2-pt., 2-pt., 3-pt., 2-pt., 3-pt. Approximate ages of the deer, left to right: 5½ years, yearling, 2½ years, yearling, old (oldest of group), yearling, yearling. Caliber of rifles used by the party: two 30-06s, two 308s, one 308 magnum, one 7 mm magnum, one 30-30.

FORESTS OVERGRAZED

THE WENATCHEE DAILY WORLD

Wednesday, Oct. 9, 1968

Horses Eat A Lot, And That Ain't Hay

By RAY SCHRICK

A long-range program aimed at preventing overgrazing by recreation stock — horses and mules — has been undertaken by the Wenatchee National Forest.

If successful, it will prevent a repetition of the over-grazing early in the century by cattle and sheep.

If unsuccessful, it likely will result in the closing of some over-grazed areas and the strict regulation of pack animals entering the forest.

This is the summary today from J. O. (Joe) Gjertson, the Wenatchee National Forest's range, wildlife and lands assistant. He works under direction of Archie U. Mills, staff officer for Forest Supervisor Andrew C. Wright.

An estimated 4,510 recreation-bound horses so far have used the national forest this year.

The total probably will increase about 10 per cent — to approximately 5,000 next year, Gjertson estimates.

This compares with 1,017 head of cattle, 33 grazing horses and 4,770 sheep that used the forest this year under commercial stock allotments.

"With adherence to our recreation stock allotment plans now, people can go on merrily for years," the ranger officer says. "But if overuse and abuse takes place, we will have to restrict the recreation animals."

Some scenic areas already have been over-used but today this is the exception, rather than the rule, Gjertson says.

"We think we're on top of the problem now," he says.

The long-range plan involves establishing recreation stock allotments. The allotments establish the grazing capacity in terms of net horse days in different areas.

A 1,000-pound animal requires nearly 25 pounds a day of feed.

A total of 33 recreation stock allotments has been set up in the Wenatchee National Forest. They encompass nearly 25,000 acres of grazing area for recreation stock.

The goal is to complete an analysis of the 33 years by 1972.

The program currently is in its fourth year.

So far, three plans have been approved. Six more have been roughed out. And the field analysis has been completed for 18 units.

The three approved plans include Sun Mountain in the Chelan Ranger District, Mad Lakes in Entiat Ranger District and Cooper-Waputis allotment in the Cle Elum Ranger District.

What is a plan like?

The Sun Mountain allotment study totals 10 pages plus map and photos of the area. It tells the area's history, its current needs and future development schedule by item, cost and year.

The area is located near the upper end of Lake Chelan along the border of Chelan and Okanogan Counties.

It's accessible by foot or horse from Stehekin, Moore Point and other trails.

"Commercial packers frequent the area in summer and return in the fall to accommodate the hunter," the report notes. "Mule deer find the upper basins attractive as summer range."

The total area covers 8,000 acres but suitable range covers only about 300 acres.

This includes 10 acres in good condition, 103 fair, 194 poor and 12 very poor.

This was part of an old sheep allotment where 1,200 sheep formerly were allowed. There has been no commercial use since 1955.

One of the solutions involves improving campsites with hitching racks or other facilities for horses adjacent to the good grazing areas.

"We have good grazing areas but the problem is to get people to use them," explains Gjertson.

The tendency is to camp right on the lakeshore and, if a stake is available, perhaps use the same one as the last party did.

Repeated picketing in one spot will wear down the sod as the horses' teeth chomp off the grass.

Alpine country is particularly fragile and once damaged, it takes years to revegetate it.

Evidence of damage in areas overgrazed by sheep years ago still remains in the forest, Gjertson said.

The preventive program for recreation stock today includes opening trails to better feed areas, constructing drift fences to help keep animals in tow without staking them and putting up directional signs.

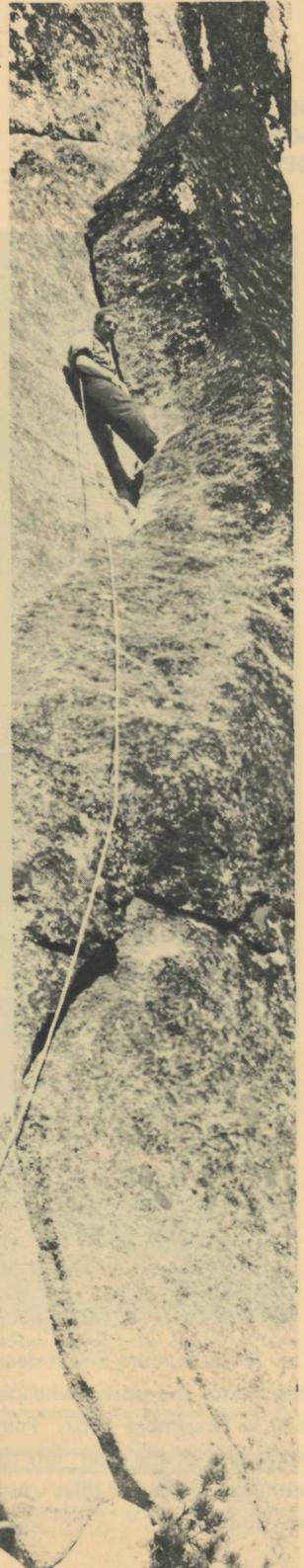
Aerial photos, clipping and weighing random samples of forage, and other steps help in locating desirable grazing areas.

Today, back country buffs increasingly are able to visit a ranger station and determine from knowledgeable people the recommended routes to travel, the abundance or lack of horse feed, campsite facilities available and things to see and do within the scenic back country, Gjertson explains.

The approved plans themselves are filed at each ranger district — as they're completed — for the ready reference in helping travelers.

In some cases it may be necessary to pack in animal feed to prevent overgrazing.

The goal is to manage the forage for recreation stock on a sustained-yield basis.



Exit Paul Bunyan

Logging Mechanization Raises Output, Stirs Fears About Supplies

Some Worry Demand May Outstrip Timber Growth; Machine Replacing Men

A Lumberjack Recalls Past

By W. STEWART PINKERTON JR.

Staff Reporter of THE WALL STREET JOURNAL

SEQUIM, Wash.—Emitting an ear-splitting whine, the big spider-like thing spots its prey, a felled tree. It extends a long claw, snatches up the tree and stuffs it into its gaping maw, digesting it in less than a minute. Insatiable, it crawls on.

Such performances by the 43-ton mechanical monster called the Utilizer may never inspire Paul Bunyan-type legends, but they make Crown Zellerbach Corp. happy. Operated by just one man, the Utilizer now is munching its way through the company's fir tree forests near this Puget Sound town, producing wood chips used in papermaking faster and cheaper than by previous methods.

The Utilizer is one of a number of new machines with awesome productive capacity now going into use in forests across the country. Their advent is having a significant impact on the lumber industry and is underscoring some long-range fears about America's supply of timber.

Lumbermen's unions see them as a threat to the jobs of their members, already reduced in number by earlier mechanization. The unions say they intend to seek job-saving provisions in coming labor contract negotiations with big lumber firms.

Danger to Reserves Seen

Conservationists and others are worried about the economics that helped bring the new lumbering equipment into being—namely, a national appetite for wood products that threatens to outrun new timber growth. Some companies say that they, too, have recognized this danger and have strengthened their forest management programs and stepped up efforts to develop trees that grow faster and yield more wood. The overall result is a race between improved ways to grow trees and improved ways to cut them down.

There's no immediate danger that U.S. forests quickly will be reduced to stubble. America's woodlands are vast, and new trees are still reaching maturity faster than logging firms are cutting them down.

This situation isn't expected to continue indefinitely, however. For example, current U.S. reserves of sawtimber—the type used for most construction purposes—are estimated at approximately 2.6 trillion board feet, with new timber reaching maturity at a rate about 10 billion feet a year in excess of lumber output. But, according to the U.S. Forest Service, companies will be cutting down sawtimber as fast as it grows around 1980. Thereafter, future increases in production of the wood would have to come from reserves, and as reserves diminish so would future growth. This would begin a cycle that experts fear would be increasingly difficult to reverse if the demand for lumber continues to mount.

THE WALL STREET JOURNAL, Friday, December 27, 1968

Paper Demand Grows

Other types of wood also are being threatened by growing demand. Consumption of paper and paperboard in the U.S. last year topped that of 1960 by about 30%, and the Forest Service forecasts that firms probably will be cutting into pulpwood reserves sometime in the 1980s. Consumption of plywood and wood veneer products has been climbing at an annual rate of about 10% since 1960, raising a threat to reserves of trees yielding that kind of wood.

A pinch already is looming in some areas, experts say. John A. Zivnuska, dean of the School of Forestry at the University of California at Berkeley, warns that a "very tight" supply situation could develop in the Pacific Northwest in the next few years if the Government doesn't allow more timber to be cut on U.S.-owned lands. The Forest Service counters that such action would endanger reserves in the area if it isn't combined with higher Congressional appropriations for its forest management programs.

Gordon Robinson, chief forester for the Sierra Club, a conservation group, asserts that timber firms already are cutting down too many trees in Oregon, dipping into their reserves. Industry spokesmen deny the charge, but some admit they are cutting down younger trees than in the past.

Despite the concern about excessive cutting, companies have shown no signs of slowing their push to put larger and faster machines to work harvesting the forests. In International Paper Co.'s Southern tree plantations, for instance, a combine-type machine manned by a single operator chews its way through three acres of pulpwood daily, cutting down trees, removing their limbs and whacking them into five-foot logs. International Paper says it will have 20 of the new machines in use next year, at a total annual cost saving of about \$200,000.

Big Woody at Work

In Minnesota, a machine called Big Woody is at work. It cuts down a tree, removes its limbs, shears the trunk into logs of predetermined length and stacks them for transport. Its maker, Omark Industries Inc., says that with one operator the machine can do eight times the work of a man using a power saw.

Labor Department figures show that 81,900 loggers worked the nation's forests last year, down from 83,600 in 1962, even though industry production rose. Officials of the International Woodworkers of America say they fear even greater job reductions as companies move ahead with modernization, and the job loss issue seems sure to weigh heavily on industry labor talks this spring.

Mechanical innovations in recent years already have sharply changed the nature of logging employment. The grizzled, rough-and-ready lumberjacks, who carried their own tools from job to job, slept in bunkhouses and blew their pay in wild Saturday night spees, are just about gone from the woods. They've been replaced by skilled machine operators generally indistinguishable from workers in other mechanized industries.

Some look back with nostalgia on the old logging camp days. "Talk about hard work—I'm telling you!" exclaims Al Jackson, a wiry, 73-year-old retired lumberjack who lives in Seaside, Ore. "Sometimes we'd have to chop a tree with an axe for a day and a half before we could start to saw. All the sawing was done with big, 12-foot hand saws. Then we had to haul the logs ourselves, using just a block and tackle."

Mr. Jackson says that he and his fellow loggers often relaxed after a day's work by wrestling. "I only weighed about 175, but I could



take on 200-pounders pretty good," he recalls with a smile.

Besides mechanizing logging, wood products firms are modernizing other areas of operation. Some concerns have turned to computers to help them manage their forests by determining what trees to cut and when.

As part of the research aimed at growing trees that produce more and better wood, Weyerhaeuser Co. of Tacoma, Wash., three years ago launched a search for a "supertree." It combed its woodlands for trees with such favorable characteristics as straightness of trunk, high density of wood fiber and high yield of usable wood per foot of growing space. Researchers took clippings from 720 trees and grafted them to some 10,000 young saplings in a Centralia, Wash., seed orchard. By cross-breeding the saplings, they hope to obtain seeds for forest planting and further cross-breeding.

The Weyerhaeuser project calls for considerable patience; it will be about 10 years before the company can begin large-scale planting of the improved breeds and about 30 years more before the first trees will be ready for harvest. But the firm figures it will be worth the wait if the trees yield just 10% more wood than present breeds, and the improvement could be a good deal greater. "The limits of tree growth potential haven't even been glimpsed yet," says Harold McMillan, a forester for Weyerhaeuser.

Crown Zellerbach is among the companies seeking faster-growing trees. It is trying to cross a Monterrey pine, fast-growing but susceptible to frost damage, with a knob cone pine that's slower-growing but frost resistant. It hopes the result will be a rugged, fast-growing tree.

The company already has developed a "magazine tree," a selected, hand-planted cottonwood that reaches maturity in only 12 years, compared with about 40 years for similar but less pampered trees. The new tree's wood is good for making slick magazine paper, Crown Zellerbach says.

Insect control is getting more emphasis, too. Scientists at Potlatch Forests Inc. in San Francisco are zeroing in on the pine bark beetle, which kills about 200 million board feet of timber a year by boring. The researchers say they think they have synthesized an odor emitted by the female beetle that apparently attracts others of the species in swarms, resulting in often-fatal attacks on trees. They plan to use the synthetic odor this summer to lure the beetles into extermination areas.

So far, the efforts to improve timberland yield through such techniques as insect control and mechanization have had had no significant impact on lumber prices. These have been climbing rapidly; Government figures show lumber prices are up 33% from the 1957-59 level, compared with a 9% rise for all commodities over the same span. Wood products experts say that to date the strong demand for lumber has outweighed the gains in efficiency in lumbering and forced prices steadily upwards.



Railroads Seek Subsidies For Interstate Lines

The New York Times

NEW YORK — The nation's railroad presidents have decided their industry can no longer continue operating money-losing interstate passenger trains without federal subsidies.

The board of directors of the Association of American Railroads adopted the subsidy idea unani- mously and this week turned over to the Trade Asso- ciation's Public Relations Advisory Committee the job of getting Congress to pass legislation for subsi- dy assistance.

A decade ago Congress did pass a transportation act authorizing the Interstate Commerce Commis- sion to guarantee up to \$500 million to hard-pressed lines for capital outlays.

One of the biggest borrowers under the act was the New York Central, which secured the Treasury's guaranty of a \$40 million loan. The Central is now part of the Penn Central Co.

But other than this legislation and the Depart- ment of Transportation's current \$11 million, 2-year program for Penn Central to provide high-speed Me- troliner train service between New York and Wash- ington, the rails have not been the beneficiaries of outright federal subsidies since the 1860's. Then the government paid land grants to builders of roads opening the West.

In a proposed bill now being circulated by the AAR among its members, the railroads are seeking an amendment to the Interstate Commerce Act which would grant the industry subsidy assistance.

Time Now For The Final Solution: REVEST THE RAILROAD LAND GRANTS

by IB

Way back when, nearly 25% of the land area of what was to become the State of Washing- ton was freely given to the railroads, principally the Northern Pacific. The Congresses that delivered this vast domain into the hands of men who were almost uniformly crooks were almost totally corrupt. However, their public justification for the largess was to make possible the provision of public transportation.

Now (see accompanying clipping) the railroads are up to their old 19th century tricks.

Well, in recent months Congresswoman Julia Butler Hansen repsonded to this new grab attempt in a most appropriate manner. She pointed out the railroads were given monstrous acreages in order to provide transportation, and even with all this land they apparently cannot do so, and therefore perhaps Congress should take back all granted land into the public domain.

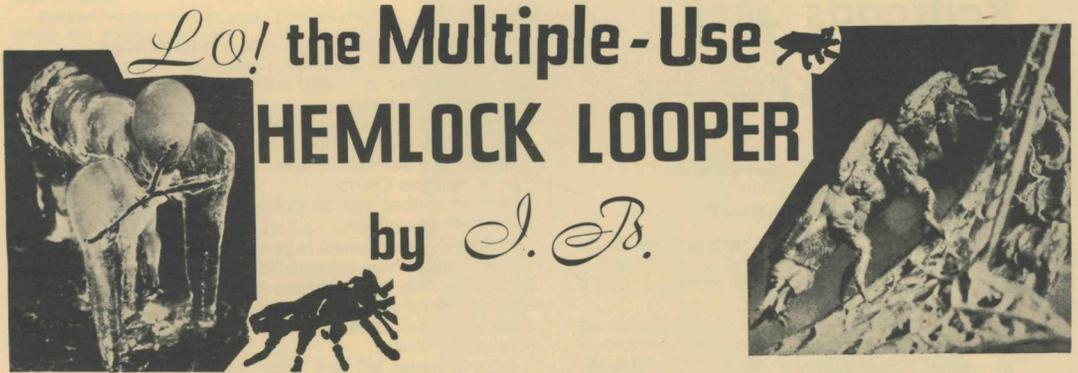
Score one for you, Honorable Julia!

It was about half a century ago that Congress "revested" the Oregon and California Railroad Land Grant, now known as the "O & C Lands" which comprise much of the publicly- owned forests in Oregon. A decade after that, Congress for the last of many times (until now) considered "revesting" the Northern Pacific Land Grant -- called by a Congressional investi- gating committee of the time a worse scandal than Teapot Dome.

More of this in later issues, as I get warmed up. It really burns me, looking at maps showing the checkerboard ownership of the Central Cascades (for miles and miles north and south of Snoqualmie Pass), to realize that you and I are now, in 1969, paying for the crimes of a thousand burglars, big and little, who've been dead and unmourned for nigh onto a century.

For openers, let me say there is no hope of obtaining a meaningful Alpine Lakes Wilder- ness Area unless America (in the mood of Julia Butler Hansen) recognizes a doctrine similar to what lawyers call the "fruit of the poison tree." That is, lands fraudulently taken from the public domain, no matter how many years ago, do not have "clear title."

If this be treason, make the most of it. I'm with the Honorable Julia.



Responding to a question about Forest Service plans for the portion of the Cascade River valley omitted from the North Cascades National Park, on November 8, 1968, Mr. H. C. Chriswell, Supervisor of Mt. Baker National Forest, answered (in part) as follows:

"The areas you mention are receiving careful attention for recreation management. I must point out that the slopes of the Cascade River below Found Creek have a very serious infestation of the hemlock looper, a defoliator that attacks everything in its epidemic stages. There is a lot of private land along the Cascade River in this area which is also infested. We are sure that the mortality of trees now dead and those that will be killed in the next year will cause extensive salvage logging operations. Logging on the private lands may commence in 1969 and on the National Forest by 1970. Although we have not issued publicity on this situation yet, except to inform the press of the infestation, we do plan major press releases to inform people of the study, the control attempts, and the salvage logging that will be necessary in the next few years."

So the moratorium is over. Logging resumes in a prime entry to the North Cascades National Park. But we can't fault the Forest Service, can we? Blame the dastardly hemlock looper. And anyway, the Forest Service won't start the damage -- private owners will do that, and we sure can't interfere with private enterprise, right?

We'll hear more about the hemlock looper in the Cascade valley in months to come. For now, several comments.

First, after some years of reading timber sale notices set out by the National Forests of Washington State, it's clear to me that nearly all sales are "salvage." Just about any tree the Forest Service wants to cut has something wrong with it. The forests of the Cascades are sick, sick, sick.

Second, I wonder if the hemlock looper is new. If not, if it's been around for thousands of years, if it's part of the natural community, then the Forest Service must convince me the harvesting of trees that die from natural causes is appropriate management in a valley that belongs in the North Cascades National Park, a "museum of primitive America." Are we supposed to think a logging patch is more esthetic than a patch of dead trees?

Third, if the Cascade valley had been placed in a National Park, provision would have been made to acquire that private land. Therefore, since the Forest Service blocked attempts to place the valley in the Park, it will be called to strict account for what the private owners do.

Finally, I understand an infestation of hemlock looper has been discovered in the personnel of Mt. Baker National Forest. If control attempts prove unsuccessful, it may be necessary to conduct an extensive salvage operation.



OFFICE OF THE DIRECTOR

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

December 5, 1968

Dr. Patrick D. Goldsworthy
President, North Cascades
Conservation Council
3215 N. E. 103rd
Seattle, Washington 98125

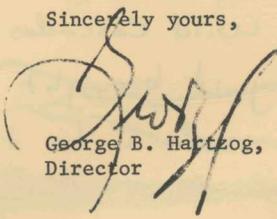
Dear Dr. Goldsworthy:

It gives me great pleasure to offer my thanks to you and to the members of your fine organization for your support in securing legislation to establish the North Cascades National Park.

Your efforts and those of your colleagues were decisive in achieving this great new park.

With warmest regards and every good wish, I am

Sincerely yours,


George B. Hartzog, Jr.
Director

Irate and His Friends

811 E. Renoke St

Seattle 98102

Feb 28, 1969

Mr. Harvey Manning
Rt 3, Box 6652
Issaquah, Washington 98027

Dear Mr Manning:

This is a letter to the Editor type of thing.

I am a highway engineer and a conservationist in heart. And I was reading your Oct-Nov 1968 issue of "The Wild Cascades" today - enjoying every memory it brought back of numerous trips I have made into that country with the Mountaineers ++

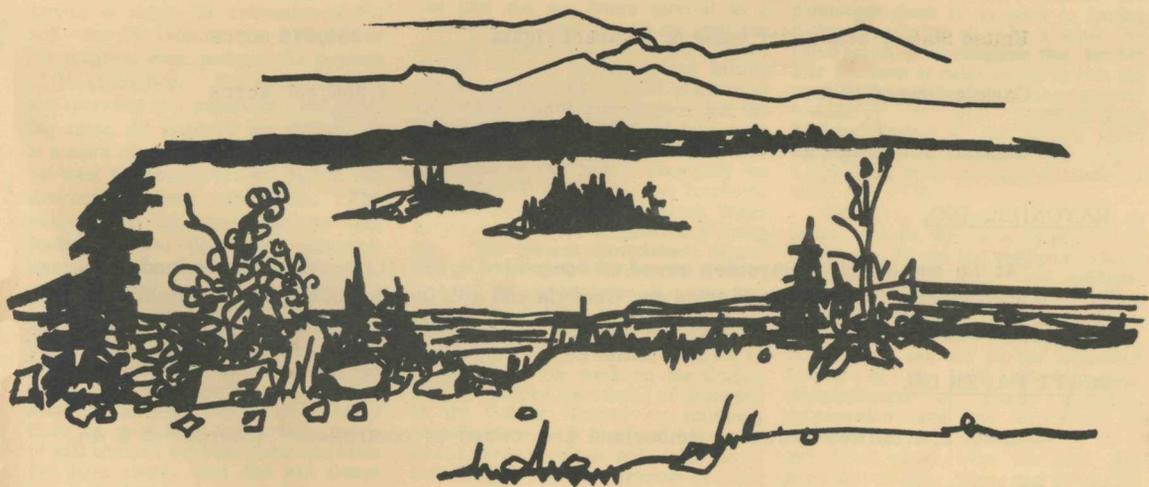
Until I came to that irresponsible "Footnote" on page 26 by a person not too surprisingly hiding behind the initials "I.B." Besides being slanderous and in poor taste - the immature violence of the attitude ^{of the} article bespeaks more against the Cause of Conservation than all the other worthy articles spoke for it.

This State is many things to many people. Conservation must be balanced with many other economic, social and political factors. In this light a friendly suggestion would be to use your Editorial position to stifle such threatening outburst of an immature and emotionally distraught mind.

In closing I wish you continued success and support in the other worthwhile endeavors of the North Cascades Conservation Council.

Sincerely yours

Robert E. Rimmer



Timber Holdings By American Companies

(Editor's Note: An N3C member has compiled information from several sources on the timberlands of various corporations active in the Pacific Northwest. The data was gathered in 1967.)

BOISE-CASCADE

"Over 1.1 million acres of timberland are owned in fee in the Pacific Northwest, Minnesota, and Louisiana. In addition, long-term exclusive cutting rights are held on 3.9 million acres, mainly in Canada." (Source: Standard and Poors Listed Stock Reports)

Total lands owned in fee, 1,295,440 acres, including 172,971 acres in Idaho. (Source: The Statesmen Papers, Boise, page 5, section F, 6-26-66)

GEORGIA-PACIFIC CORP.

"The company's western mills are in the Douglas fir region of Oregon and Washington, where most of its timber reserves are located. In addition, the company has holdings in the south. Aggregate timberlands in the U. S. exceed 2.5 million acres and 20 billion BF. Cutting rights in the Philippines, 2 billion BF; in Alaska, 8 billion BF; in Brazil, 5 billion BF." (Source: S & P)

INTERNATIONAL PAPER CO.

Does lumber business through Long-Bell. Controls 23 million acres of timberland, 34% owned. "Timberland reserves totaled 22.7 million acres at the end of 1966, of which 70% was in Canada." (Source: S & P)

Woodlands at December 31, 1966: (Source: page 33, Int. Paper 1966 Annual Report):

United States, owned in fee	6,361,564 acres
United States, held under lease or contract rights	354,379 acres
Canada, owned in fee	1,356,413 acres
Canada, held under government license	14,609,768 acres

RAYONIER, INC.

"At the end of 1966, Rayonier owned or controlled 1,085,366 acres of timberland in the U. S. (approximately 690,000 in Florida and Georgia and 395,000 in Washington) and held long-term cutting rights on 810,000 acres in British Columbia." (Source: S & P)

SCOTT PAPER CO.

"Over 2.6 million acres of timberland are owned or controlled." (Source: S & P)

ST. REGIS PAPER

"Supporting timberlands of about 4 million acres supply close to 50% of the company's wood needs." Has 8.75 billion BF exclusive cutting rights in Alaska. (Source: S & P)

UNION CAMP

"Some 1, 651, 000 acres of timberland are owned or controlled." (Source: S & P)

WEYERHAEUSER CO.

"Timberland properties comprise 2, 818, 000 acres of forest land owned in fee in the states of Washington, Oregon, and California, of which 2, 215, 000 are in the Douglas fir region and 603, 000 acres are in western pine. These lands are estimated to contain some 53 billion BF of old-growth timber, and over 10 billion BF of second-growth saw timber. In addition, the company owns in fee some 800, 000 acres of timberland in southeastern U. S., estimated to contain in excess of 1 billion BF." (Source: S & P)

For Perspective:

Our world-roving N3C member, Dick Brooks, found that even in Australia, a continent larger than the United States and with fewer people than California, wilderness is beginning to matter.

The Sydney Morning Herald

SATURDAY, MAY 25, 1968

The wilderness

MAN'S conquest of his natural environment—the opening up of frontiers, the taming of rivers, the cultivation of the soil—was for centuries the hallmark of his progress; even, perhaps, the measure of his civilisation. But now that cities are sprawling and populations are growing apace, the emphasis has shifted. It is a mark of our modern civilisation that we want to preserve at least part of our environment from destruction. The motives for this are instinctive and aesthetic, and to oppose them with arguments of economics, of industrial efficiency, is for the conservationist a vulgarity. The conservationist understands that for man to remain a sane and reverent creature, aware of his place in a natural order, he must keep some parts of the world unspoiled, knowing that within his reach there are mountains and streams, tracts of wild country, animals, plants and birds that have always been and will always remain as they are.

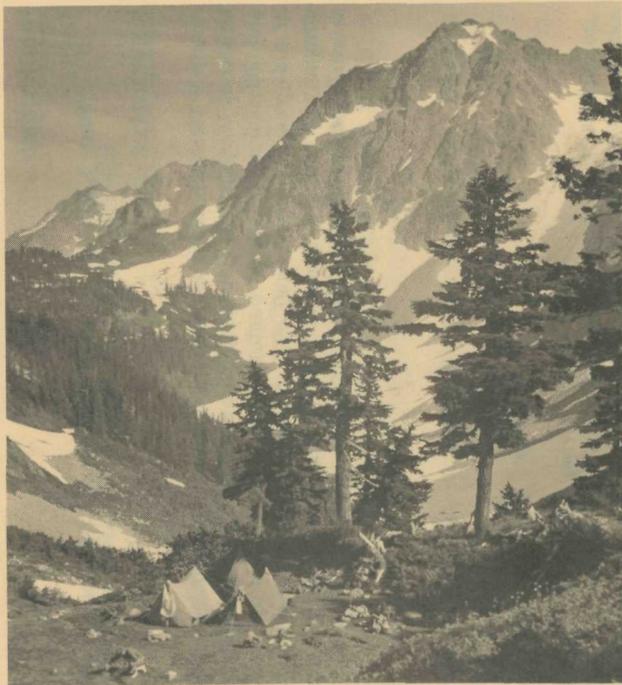
But it is not only the conservationist "crank" who believes that our environment and its exploitation must be kept

in a delicate balance. For some scientists, not only our sentimental links with the past but our future survival as a species depends on the way we treat our natural surroundings. In Judith Wright's words: "It may be late in our history for man to recognise himself as the most destructive animal ever known, but the knowledge may enable us to take steps to save ourselves from the worst consequences of the past." Gradually we have come to accept this new emphasis, and Governments in New South Wales have generally been enlightened in doing so. The present Government earned credit for its legislation on national parks and wildlife preservation. But now that it faces the first real test of its sincerity, the indications are that it will fail.

The Minister for Mines, Mr Fife, in his statement this week on the Colong dispute, justified the mining of limestone in the Colong Reserve on economic grounds alone. It may well be true—though many people do not accept this—that the only economic reserves of limestone within easy reach of the Commonwealth Portland Cement Company's works at Maldon are in the Colong area. But the economic arguments, even if true, are beside the point. It is precisely to protect areas from economic exploita-

tion that we declare them natural reserves. If economic interests are paramount there is no point in having national parks at all. In a sense the Government must recognise this, for Mr Fife has been at pains to tell us that the company's lease lies outside the proposed boundaries of the Kanangra-Boyd National Park. It lies outside them because the Government has lopped 5,000 acres from the park in order to make way for it.

Colong is of special importance to Sydney people, for in a decade or so it may well be the last region of natural wilderness within reach of the metropolis. That it is no more than a wilderness is the chief reason for keeping it that way—not the justification for cutting it up. Already we can see in the dwindling fertility of the soil, the increasing destructiveness of floods, droughts, deforestation and the extinction of exploited species, the stripping of plant and forest cover from the land, the pollution of air, lakes and rivers by industrial and human waste, the consequences of centuries of uncontrolled exploitation. If the Government can be brought to see that the issue at Colong runs deeper than the price of cement, the dispute may not have been in vain.



Pelton Peak from Cascade Pass by Joseph Collins

NORTH CASCADES CONSERVATION COUNCIL
Founded 1957

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Issaquah, Washington - 98027

Published bi-monthly... 50¢ a copy
Subscription price \$5.00 per year

THE WILD CASCADES

February-March 1969
(Printed in April)

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3215 North East 103rd Street
Seattle, Washington - 98125

BULK RATE
U.S. POSTAGE
PAID
SEATTLE, WASH.
PERMIT *8602

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