

THE WILD CASCADES

February - March 1973



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ON PAGES 3-7 HARVEY MANNING PROVIDES A REVIEW OF THE IMPORTANT STUDY DONE BY THE CONSERVATION FOUNDATION AS THEY APPRAISED WHERE THE NATIONAL PARKS ARE AND WHERE THEY SHOULD GO AS WE ENTER INTO A "SECOND CENTURY OF PARKS."



"Beautiful... sigh... Scout, this is a perfect spot to set up our camp!"

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"ONE MAN'S DREAM IS ANOTHER'S NIGHTMARE" SAYS I.B. AFTER TRAVELING THE NEW NORTH CASCADES HIGHWAY. FOR A HISTORY OF THE DEVELOPMENT OF THE HIGHWAY AND I.B.'S APPRAISAL OF A "DREAM OF 100 YEARS" SEE PAGES 13-25.



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PLUS....

SOME SUGGESTED BOOKS FOR ADDITIONS TO YOUR NORTH CASCADES LIBRARY. ON PAGES 28-30.

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AND MORE NEWS AND VIEWS BY OUR CORRESPONDENTS AT THE FRONT.

NATIONAL PARKS FOR THE FUTURE

AN APPRAISAL OF THE NATIONAL PARKS AS THEY BEGIN THEIR SECOND CENTURY IN A CHANGING AMERICA

BY THE CONSERVATION FOUNDATION

Washington, D. C. : 1972: \$3.50

Reviewed by Harvey Manning

The first public notice I saw of this 254-page report by the Conservation Foundation was a lead editorial in the Seattle Times denouncing "an elitist approach that would ban all development and thus lock up the national parks to all but a relative handful of true outdoorsmen... a minority of hardy climbers and hikers...."

What was it that so enraged the editorialist that he made no pretense of accurate reporting and objective analysis but instead loosed a Know Nothing diatribe? Such sentiments as these, no doubt:

"Automobiles can destroy our national park heritage just as surely as they have made our cities inhumane and dangerous to limb and lung and have desecrated much of the metropolitan countryside... It is not now feasible to recommend that private automobiles be banned from every unit of the National Park System, but that would be our choice."

Fighting words! The Conservation Foundation can expect a continuing campaign of character assassination from the mob that brays, "Parks are for people!" By which is meant people encased in a couple tons of metal, glass, and plastic. The battle lines are drawn, with the playground developers on one side, and on the other those who subscribe to the central proposition of the Foundation report:

"The National Park System can best meet the future needs of all Americans by re-asserting its original mission -- the preservation and interpretation of natural landscapes and ecosystems. This function, which must involve truly representative citizen participation, can enable the park system to make its most meaningful and lasting contribution to an urban people, and can exemplify and inspire an enduring environmental ethic."

WHAT'S THE PROBLEM?

Any discussion of the National Park Service must begin with a frank if sad recognition of its lowly place in the nation's power structure, down there at just about the absolute bottom of the pecking order.

Within the Department of the Interior, it speaks very softly when the Bureau of Reclamation proposes, say, to flood Grand Canyon.

So accustomed is it to being pushed around by the lordly U. S. Forest Service that it assiduously avoids confrontations, and that's why so many of us are suspicious of a proposed Department of Natural Resources which would lock up the fox and the chicken in the same room; at present a strong Secretary of the Interior can somewhat buffer the Park Service against the Forest Service, over in the

Department of Agriculture. (Or could until President Nixon reorganized the cabinet into "supergroups" so that Interior reports to Agriculture, meaning that for the remainder of the Nixon Era the Park Service will have no regular access to the White House except through channels guarded by the Forest Service).

Senators and Congressmen consider it a right to supervise parks in their jurisdictions, dipping into the federal pork barrel for vote-getting roads and marinas and tramways which they force down the throat of the Park Service -- which may gag politely, but always swallows. State and local politicians don't know the meaning of "national", treat the Park Service as a gang of carpetbaggers, and raise hell if it takes any action deemed to hamper the flow of dollars into the tourist industry. Long-established concessionaires, with close connections to chambers of commerce, seem in some parks to dictate policy.

The marvel is not that the Park Service has done so many crummy things, such as welcoming motorboats to Yellowstone Lake, yielding the "seasonal wilderness" of snow-covered roads to racketing snowmobiles, constructing an enormous flying saucer in Paradise Valley on Mt. Rainier, but that it has survived pressures to remain on the whole the most dedicated and selfless and sensitive and altogether admirable group of public servants on the payroll. Lesser men couldn't stand the guff.

Yet generations of survivalism have eroded idealism. And the understandable resentment of always having sand kicked in your face has led to a desire to build National Park muscle by pleasing more and more people, and the fastest way is not by preaching the old-time religion but by pandering to the gross appetites of those who come to parks demanding the right to carry on their fully-mechanized way of life. A new stratagem is to enter cities, as with the New York and San Francisco Gateway National Recreation Areas, and there establish a completely new power base.

To oversimplify, the National Park Service is split into two factions, the Developers and the Preservers. Some officials are readily spotted as one or the other. Others are more complex; they either do not have

their own heads completely organized or else deliberately play a political game so they may occasionally strike a blow for their true beliefs, or -- at the worst -- are self-serving bureaucrats who blow with every changing wind, hoping to preserve not the land but their pensions.

There's nothing new about Park Service schizophrenia. The Conservation Foundation says "the National Park Service, as an institution, today faces a crisis of confidence among some groups in our society who could be loyal friends and supporters." True enough. In the 1950s a majority of Northwest preservationists opposed a North Cascades National Park, fearing to let the Developers in. Only when the U. S. Forest Service flunked out by establishing a "wilderness on the rocks" Glacier Peak Wilderness Area in 1960 did disappointed citizens shift toward the Park Service, by then but only because it was judged to be the least bad alternative. (And illustrating where the power lies, the boundaries of the North Cascades National Park were drawn by the Forest Service, which by 1968 was compelled to accept a park but was granted the right to minimize it.)

The Conservation Foundation is too polite to bluntly finger the fundamental weakness of the Park Service, but does allude to an "... apprehension that national park programs have lost their focus. They have tended to respond to too broad an array of stimuli. They have tended to fill vacuums. And they desperately need to rediscover a unifying ethic."

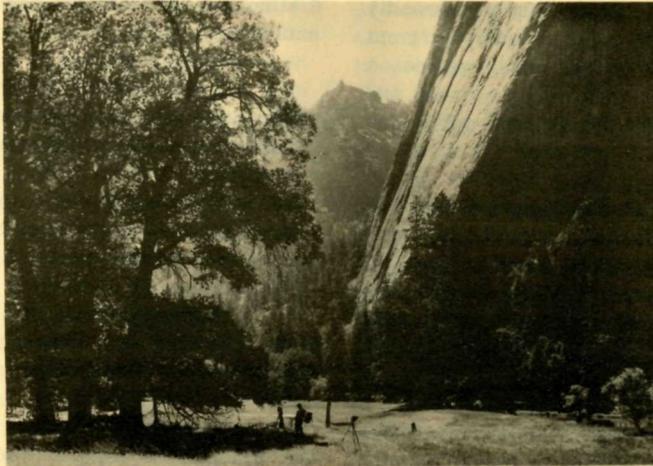
A thread running through the report is the necessity for a major campaign to teach what a National Park is, and what it is not.

"The American public and its political leaders must reject the notion that the parks can be all things to all people."

So must the National Park Service.

HOW THE CONSERVATION FOUNDATION GOT INVOLVED

Since the Conservation Foundation has, through this report, gotten itself into unfamiliarly hot water, and may henceforth be lumped uncomfortably with the radicals, the



Yosemite National Park

- JOHN WARTH

background of the involvement deserves summary.

The National Parks Centennial Commission, appointed to celebrate the 100th anniversary of Yellowstone National Park, joined with the National Park Service in asking the Conservation Foundation:

"to conduct a study and submit a report identifying the basic problems and issues confronting the National Park System today and those anticipated in the future... (and to develop) a statement of philosophy and long-range objectives and goals with implementation recommendations, to guide the administration of the National Park System into a Second Century of Parks."

Whatever they may think of the results, Park Service brass scrupulously kept hands off the study, gave its personnel free and privileged communication with Foundation investigators, and facilitated the inquiry in every possible manner.

Part II of the published report presents the work of five task forces composed of "distinguished scholars, government administrators, business and civic leaders."

Part III summarizes a symposium held April 13-16, 1972, at Yosemite National Park, attended by 200 participants representing

"diverse socio-economic, professional, and interest groups."

Part IV offers six project papers selected from dozens prepared in the course of task force studies and the symposium.

These latter sections, constituting most of the bulk of the paperbound book, offer little if anything new to long-time students of national parks but give an extremely useful summary of problems and their possible solutions, and include a number of sharp differences in opinion.

From this material the Conservation Foundation derived consensus ideas and formed its own conclusions, which are stated in the 27 pages of Part I, "Overview and Recommendations."

THE BIG FOUR QUESTIONS

The consensus of those involved in the study is that park policy makers and park policy critics must address themselves to four basic questions:

"First, how can we assure that the central purpose of the National Park System -- the preservation mission -- will endure no matter what human pressures are imposed upon it?

"Second, how can we involve a broadly representative citizen force to help carry out the public purposes of the parks against a backdrop of increasing efforts by political and commercial interests to use the parks for narrow ends?"

"Third, how can we provide, through the National Park System, for the requirements of urban man, whose need for respite from concrete and steel demands natural settings and recreational facilities at a scale never contemplated by the progenitors of parks, national or otherwise?"

"Fourth, how can we use the National Park System to help instill an environmental ethic as at once a basic means to assure stability in our political and economic institutions and as a successor, at least in part, to a diminishing work ethic as the touchstone of American mores?"

THE BIG FOUR ANSWERS

In answer to the questions, the Foundation makes four summary recommendations:

"We recommend that the National Park Service reassert its traditional role as conservator of the timeless natural assets of the United States."

This means that "recreational use in all parks should be based on natural assets, not constructed facilities." Elaborate visitor facilities should be outside park boundaries. Concessionaires should be phased out, replaced by non-profit quasi-public corporations. As much land as possible should be placed under the Wilderness Act, and "such concepts as 'wilderness enclaves,' buffer areas for wilderness roads, motor nature trails, and the like should be rejected out of hand."

"We recommend that greatly expanded citizen participation be made fundamental to the planning and management of the National Park System."

Among other steps, a citizen advisory committee should be appointed for each major unit of the Park System.

"We recommend that the National Park System serve urban America by assuring a

distinctive recreational opportunity based on natural values."

Parks should "offer an experience different in kind from standard urban or suburban recreation programs." Campgrounds should be simple and rustic, for tent-camping only, with "mechanized camping provided for outside of park boundaries by other agencies and by private enterprise."

"We recommend that the National Park System be used as a showcase of man's proper stewardship of land, water, and air."

From these summary recommendations the Foundation report proceeds to specific recommendations, several of which may be summarized here.

PURIFYING THE NATIONAL PARK SYSTEM

Of the 285 units of the National Park System, 60 percent are "historical," comprising the "cannonball circuit." The Foundation feels historical and cultural concerns could dilute or submerge the environmental mission and eventually should be transferred to a separate agency. (How many rangers have joined the Park Service dreaming of Mt. McKinley and found themselves herding visitors through the Statue of Liberty? What is the effect on the composition of the Service?)

Despite opinion in certain task force reports that the National Park System should be expanded into cities, the Foundation recommends otherwise. "We are well aware that outdoor opportunities -- particularly as offered by state and local government -- are disparate, fragmented, and uneven. In desperation, some suggest that the vacuums be filled by the National Park Service. . . . This is flattering to the Park Service, but could be disastrous for the park system." The report stresses the urgent need to enlarge urban and suburban parks and admits close-to-city recreation opportunities may very well be in part a federal responsibility, but denies it should be a Park Service responsibility.

OUT THE AUTOMOBILE!

The Foundation recommends an immediate moratorium on road-building, parking

lots, and other auto-oriented improvements. It calls for appointment of a special commission to study the question of private automobiles in parks, saying it should "be charged not with identifying a few areas where automobiles should be proscribed, but with the reverse... its determinations should focus on exceptions to a general policy of automobile prohibition." Further, "Visitors should be asked to leave automobiles and automobile homes alike at the park's edge, there to transfer to an intra-park public system."

While declaring that "If the parks are to be meaningful to all Americans, everyone must feel welcome," the Foundation says, "We do not believe the Park Service is obliged to provide camp sites equipped with electric outlets, running water, or toilet hookups. Moreover, completely modern homes on wheels are contrary to the park ethic... and those who wish to use them should be asked to leave them at the park boundary and visit the park on its terms rather than theirs."

This is what the Winnebago folk denounce as "elitism." A park lacking the connections necessary to operate a motor home is untamed wilderness, right?

The Foundation concedes that years will be required to provide alternative transportation systems in the parks, together with bus or train systems direct from cities to parks, but the job cannot begin until both Park Service and public accept the principle that the private automobile cannot be permitted to rule the parks.

One recent summer day I drove to Paradise Valley in Mt. Rainier National Park. What "paradise"? Acres and acres of once-upon-a-time flower gardens were covered with asphalt. No parking space was available, so I drove back down from Paradise, never having gotten out of my car. I don't go to Paradise anymore on summer Sundays. Automobiles have crowded me out.

RESEARCH, SERVICES, PARK ENLARGEMENT

The Foundation urges systematic research supported by designated appropriations. "The National Park Service needs to know more about the land it manages through studies

of its ecosystems, the life requirements of its animal populations... and of the impact of people upon these resources."

The Park Service must "do more than get the park visitor out of his car." Improved visitor services are required, with federal information centers in urban centers to help people decide where to seek their desired outdoor experience, in national park, national forest, state or local parks. In-park orientation centers should provide broadened information services, augmented by special "program rangers" assigned to educate visitors in the best use of the parks. "National parks should offer contrasts to city life, but at the same time not frighten off the urban resident. While the city dweller cannot be expected to make a blind leap directly from sidewalk to alpine trail, he can be encouraged to experience the parks on their own terms."

The National Park System should be enlarged far beyond present size, with "greater emphasis... to rounding out park holdings with examples of those major landscape types and natural systems not yet represented." Alaska offers "a unique opportunity to preserve intact entire ecosystems."

Park planning, centered on the preservation role, should be coordinated with the nation's total outdoor recreation system, encouraging appropriate park-related developments outside the parks, and massive expansion of state and local park and recreation facilities, particularly in and near urban centers. The Foundation says, "If national parks are to survive at all in an urbanized America, they must serve and be wanted by new urban constituencies." However, "development proposals should be considered in the light of alternative recreational opportunities offered by non-park areas in the region." Why build a Park Service marina on Ross Lake in the North Cascades when boat-owners have hundreds of nearby lakes and reservoirs on which to razz around? Why have any motorboats at all on Yellowstone Lake?

FEEDBACK AND BACKLASH

The Foundation report, though partisans can pick it apart in detail and find many an arguable point, splendidly outlines the path the

NEW HOPE FOR MINERS RIDGE:

Expelling the Miners From the Wilderness

MINING IS BANNED IN FOREST REGION

Federal Judge Acts to Save
Minnesota Wilderness

Special to The New York Times

MINNEAPOLIS, Jan. 20—Prospecting and mining of minerals in Minnesota's Boundary Waters Canoe Area have been prohibited by a United States District Court decision that may offer a new protective shield for the nation's wilderness preserves.

Those holding leases to mineral rights within the one-million-acre Canoe Area are permanently enjoined from direct or indirect exploration for the rich copper and nickel deposits that are known to lie there.

Furthermore, the order, handed down by Judge Philip Neville, prohibits any assistance by the United States Department of Agriculture, the National Forest Service or state officials in any attempt to exploit the minerals.

Noting that the privately owned mineral rights are situated in the center of the Canoe Area, Judge Neville said in his

decision, "There can be no question but that full mineral development and mining will destroy and negate the wilderness or most of it."

Mining cannot take place in a wilderness area, he said, "else it no longer is a wilderness area."

Walton League Acted

The decision grew out of a lawsuit filed by the Izaak Walton League to stop prospecting that was begun in the area in 1969 by George W. St. Clair, a New York businessman who claimed control over mineral rights in 150,000 acres.

The league argued that prospecting and mining "will cause irreparable injury to the wilderness character of the B.W.C.A.," which had been designated by Congress in the Wilderness Act of 1964.

Mr. St. Clair and several other owners of mineral rights contended that Congress had not intended to halt the exercise of mineral rights in the wilderness areas, rights that had been retained by the owners when the lands were turned over to the Federal Government.

In the Wilderness Act, Congress defined Canoe Area and a number of other areas as places "where the earth and its community of life are untrammeled by man." Congress specified that the areas were to be

administered to leave them "unimpaired."

Historically, however, Congress has extended favored treatment to promote mineral exploitation in the public domain. The Mining Law of 1872, for instance, provided that "all valuable mineral deposits in lands belonging to the United States" should be "free and open to exploration and purchase."

Popular With Campers

If it were not for Judge Neville's decision, rendered earlier this month, the mining law would have applied to national forest wilderness areas for another decade, until 1983, and to several national parks and monuments for an indefinite period.

The Canoe Area is a park of the Superior National Forest, on the Canadian border east of International Falls. Its network of lakes and rivers, dotted with hundreds of rocky islands attracts 100,000 canoeists and campers each summer.

For several years, mining companies have been prospecting for copper and nickel on private lands around the area's perimeter.

At least two questions were left unanswered by Judge Neville's decision: For what rights should the holders of mineral rights be compensated? How

is the nature and value of the mineral deposits to be established, for purposes of compensating the owners, without damaging the surface of the Canoe Area?

There is also a possibility that Judge Neville's order will be appealed.

Logging Case Pending

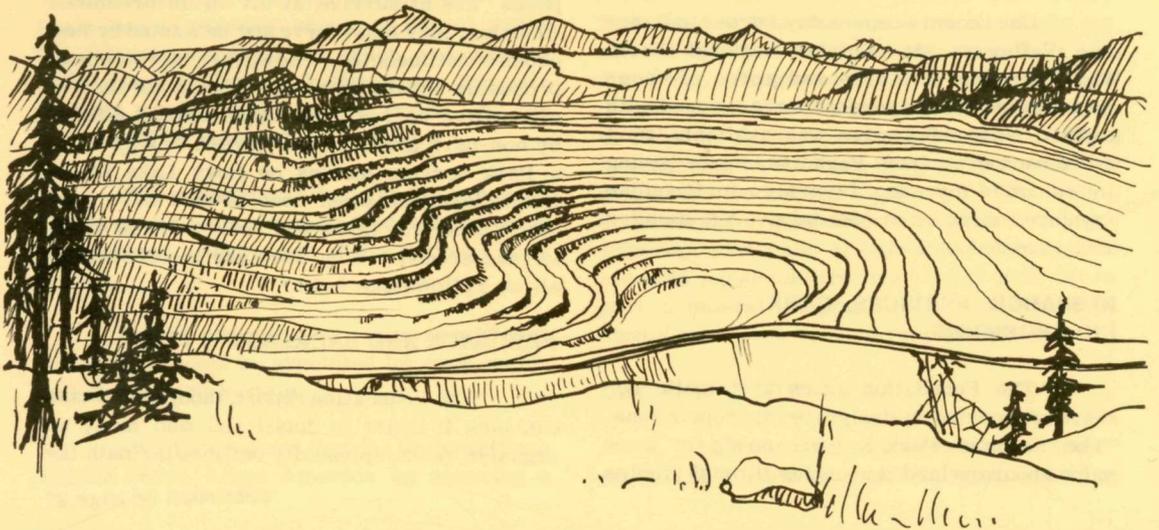
Moreover, another restriction, on logging, is being sought in a case now pending before United States District Judge Miles W. Lord. In that case, the Minnesota Public Interest Research Group, an organization of college students, is seeking a temporary injunction to prohibit logging in the Canoe Area until an environmental-impact study has been completed.

The research group filed suit last November after the Forest Service had decided to allow logging to continue while it drew up a new management plan for the area.

If Judge Neville's injunction stands, it could be used to preserve other wilderness areas that are threatened by mining.

These include the Mount Baker National Forest's Glacier Peak Wilderness Area and the Snoqualmie-Wenatchee National Forest's Alpine Lakes Limited Area, both in Washington State, and the Challis National Forest's White Cloud Wilderness Area in central Idaho.

New York Times, January 21, 1973





Founded in 1957

3215 Northeast 103rd Street
Seattle, Washington 98125
January 4, 1973

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Everett, Washington

Archie D Craft
State Director Oregon
U. S. Bureau of Land Management
P O. Box 2965
Portland, Oregon 97208

Dear Mr. Craft:

We have just learned that Kennecott Copper Co. , through its subsidiary Ridge Mining Co. , applied to your bureau to patent a claim within the Glacier Peak Wilderness. We have specific reference to the following:

BLM Land Office Case No. Oregon-8239
Glacier Peak-Percy Load Claim of 20.62 acres
Claim filed September 1, 1900
Claim location on Miners Ridge in Sec 10, Twn 31N, Rng15E

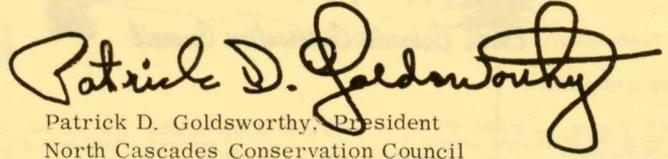
Our Council and other local, regional and national conservation organizations have, for many years, publicly contested Kennecott's plans to mine within the Glacier Peak Wilderness on its lands that are already patented. Our aim is to take every legal step possible to prevent this mining from taking place with the eventual goal of having this patented land transferred from private to public ownership. The nation's conservationists contend that there must be no more private land within the Glacier Peak Wilderness.

For your agency to give unquestioned approval to Ridge Mining Company's patent application would further inflame an intensely controversial land and resource use issue. A full scale public, legislative, and legal debate is certain to develop. It has been widely recognized that the need to revise the antiquated mining laws is long overdue. This revision is currently under investigation, precipitated in no small part by the Kennecott Copper Co. threat to mine within the Glacier Peak Wilderness.

We believe it mandatory and a minimal requirement, at this stage of the Ridge Mining Company's application to patent land within the Glacier Peak Wilderness, that an environmental impact statement be prepared by the Bureau of Land Management. We suggest that this

statement be prepared in the context of exploratory and proposed future operative activities of Kennecott within the Glacier Peak Wilderness.

Would you please advise us, in writing, of the history and current status of any negotiations between your bureau and any subsidiaries of Kennecott Copper Co? We have a long file on this controversial issue and would be willing to provide you with further background if you should wish it.



Patrick D. Goldsworthy, President
North Cascades Conservation Council

Jackson to introduce mining-control bill

By FRANK HEWLETT
Times Washington Bureau

WASHINGTON — Legislation to prohibit mining on all lands designated as federal wilderness areas is going to be introduced tomorrow by Senator Henry M. Jackson, Washington Democrat, chairman of the Senate Interior and Insular Affairs Committee.

Purpose of the legislation, Jackson said, is to close a controversial loophole in the Wilderness Act of 1964 which permitted mining activities in some wilderness areas until January 1, 1984.

"The search for minerals and the removal of ore are simply not compatible with our efforts to save the nation's few remaining wilderness areas," said Jackson.

The 1964 law, which allows mining for 19 years on some 11 million acres of wilderness land administered by the Forest Service and new wilderness areas established on Forest Service land over the next 11 years, has resulted in a

number of major conflicts with environmentalists, Jackson said.

"CITIZEN campaigns, some resulting in court actions, have blocked efforts to mine copper in the Glacier Peak Wilderness of Washington State, nickel from Minnesota's Boundary Waters Canoe Area, pumice from Oregon's Three Sisters Wilderness and oil and gas from the Blue Range Primitive Area of Arizona," he said.

Jackson noted the federal government has been reluctant to grant mining permits for even valid mining claims which were established before the wilderness legislation was enacted.

"This ad-hoc moratorium on new claims and the successful citizen campaigns are strong evidence that the public will is being respected and that Americans will not tolerate mining in our few remaining wilderness areas," said Jackson.

"OUR NATION'S mineral wealth is not confined to the less than 1 per cent of the country's total acreage on which the wilderness system has been established. This mineral wealth is not required for the economic well-being of the mining industry. It is not required for the material comfort of all of us who depend upon the products of mining and in my view it can and should be obtained elsewhere."

Jackson emphasized that his amendment would apply only to Forest Service lands since wilderness areas within the national parks, wildlife refuges and range systems are already protected from mining under existing law.

"My amendment will assure that no new claims to mineral rights will be made which would have a damaging effect on the environment," he said. "And it will end the conflict between conservationists and mining companies and it will reduce the final bill the taxpayers must bear to save these wilderness areas for their children and generations yet to come."

Seattle Times, February 25, 1973



United States Department of the Interior

BUREAU OF LAND MANAGEMENT

OREGON STATE OFFICE
P.O. Box 2965 (729 N.E. Oregon Street)
Portland, Oregon 97208

IN REPLY REFER TO:

OR 8239 (Wash.)
MS 1325 (943)
3860-B

Mr. Patrick D. Goldsworthy, President
North Cascades Conservation Council
3214 Northeast 103rd Street
Seattle, Washington 98125

JAN 24 1973

Dear Mr. Goldsworthy:

This will acknowledge receipt of your letter of January 4, 1973, concerning mineral patent application, OR 8239 (Wash.), filed by Ridge Mining Corporation for lands within Glacier Peak Wilderness, Washington State. The following will respond to the issues you have raised with respect to: 1) legal steps you may initiate to prevent mining from taking place on this and other claims within the Wilderness; 2) the applicability of the National Environmental Policy Act to mineral patent applications; and 3) the history and current status of any negotiations between BLM and any subsidiaries of Kennecott Copper Co. We have taken the liberty of treating these issues in a different order in which they are outlined above.

First, the Forest Service mineral report involving the mining claim at issue is presently before BLM for technical review. The claim will not be approved for patenting unless and until requirements under all laws governing such claims have been met. In this regard, we appreciate your concern about environmental protection of the lands involved, and have asked for legal review of the applicability of the National Environmental Policy Act to the patenting of mining claims. In the event actual mining operations are attempted on this or any other claims within the Wilderness, you may also wish to explore State and local laws governing land use and environmental protection.

Second, Ridge Mining Corporation filed mineral patent application, OR 8239 (Wash.) on July 2, 1971. Since the mining law contains no provision for administrative discretion in the approval of mineral patents, BLM has treated the application on its merits in strict conformance with the law and regulations. We have had no "negotiations" with the applicant. The Forest Service mineral report states that Ridge Mining Corporation is a subsidiary of Kennecott Copper Co.

Lastly, the procedural requirement authorizing publication of the legal notice of the filing of the application provides for adversary proceedings by interested parties. We have enclosed Circular 2289 which sets out in Subpart 3872, procedures under which protests, contests, and conflicts may be filed against mineral applications. We will send you a copy of the legal notice when publication has been directed.

We trust this information will be of help to you.

Sincerely yours,

Arcene D. Craft

State Director

HIGH ROSS Death of

Skagit plan disputed

Vancouver Sun, April 4, 1973

The United States government has agreed in principle to kill the high Ross Dam power project, Environment Minister Jack Davis said Tuesday.

Davis told the House of Commons that representatives of Canada, B.C., the U.S. and Seattle City Light will meet before the end of the month to discuss cancellation of the 1967 agreement to flood B.C.'s Skagit Valley.

But in Seattle today, Seattle City Light superintendent Gordon Vickery said he checked with the state department and was told there was no validity to the report.

"They don't know anything about this — they've never heard about it," Vickery said.

"I don't know whether Davis is not being interpreted correctly or is not being informed properly, but there is no such agreement."

Davis said the U.S. government has agreed in principle to a series of meetings "with a view to terminating a long-standing contractual agreement."

He also said in an interview today that U.S. authorities proposed to Premier Dave Barrett in Washington last month that B.C. export equivalent power to Seattle as compensation for cancelling the contract.

Vickery said he called the state department this morning after hearing a report of Davis' statement to the Commons.

He said he was told that there had been no specific discussion with the Canadian government about resolving the Skagit dispute "in this manner."

"It leaves all sorts of things open to conjecture," Vickery said.

"It would seem to indicate that some people are getting nervous about hearing the case on its merits before the Federal Power Commission."

He said Seattle City Light will proceed with its applica-

tion for an FPC permit on the basis that it has a valid and binding agreement with the B.C. government.

The hearings are scheduled to begin this summer.

In Ottawa, Davis said that Barrett had reacted with surprise to the proposal that B.C. export power as compensation for killing the Ross Dam project.

The premier was in Washington to announce his alternate proposal to transport Alaskan oil by rail and pipeline through the Yukon to avoid oil shipments down the B.C. coast.

Barrett didn't raise the Skagit issue, Davis said, but a U.S. state department official offered the proposal, presumably on behalf of the city of Seattle.

Davis said the B.C. premier responded with "interest" but made no final commitment.

Davis indicated that this may be the only alternative the provincial government has to avoid paying high compensation costs to Seattle for cancellation of the agreement entered into by the Social Credit government.

The minister said the proposal appeared to have been put forward as a basis for negotiation, but added that he does not believe B.C. will be able to get out of the agreement without having to go to court as defendant to fight a suit launched by Seattle as a consequence of B.C.'s breaking the contract.

Davis said that since the proposal was made to Barrett in Washington, Seattle City Light has been in touch with B.C. Hydro "with a view to possibly negotiating the export of power from Canada in lieu of power which would otherwise have been generated in the United States from Canadian water flowing down the Skagit Valley."

Davis said that any power export agreement made by

B.C. with Seattle would require a permit from the National Energy Board.

"But the big question is price."

He said he believes that Seattle will demand, in view of the expenditures the U.S. power utility has made in anticipation of the 1967 agreement being lived up to, power "at next to no cost."

This, he said, would not likely be accepted by Barrett in view of the high cost B.C. would have to incur for this power export.

He said he does not believe out of court negotiations will be successful and stated that the matter likely will go to court, taking a long time to settle in view of the divergent positions taken by B.C. and Seattle on the costs incurred south of the border in preparation for raising the level of the Ross Lake Dam.

He noted that U.S. cost estimates have reached \$40 million, while B.C. thinks they amount to only "a few hundred thousand dollars."

"One thing is sure," Davis said. "The valley is not going to get flooded — a few lawyers are just going to get a lot richer."

He said that under the 1909 Boundary Waters Treaty, a party which feels it is aggrieved can enter the courts of the other country as if it is a citizen of that country.

This would mean, he suggested, that Seattle City Light could sue the B.C. government for cancelling the contract in the Supreme Court of B.C., where it would have the protection of Canadian law as any private power utility operating in B.C.

However, Davis said, Ottawa does not expect B.C. to pay 100 per cent of compensation costs alone. He said the federal government feels the people of Canada have some involvement in the agreement.

ZAHN IS A FOUR LETTER WORD

OVER THE NORTH CASCADES HIGHWAY IN SORROW AND LOATHING



by the IRATE BIRDWATCHER



(with excerpts from THE WILD CASCADES of December 1962 and January 1963)

Last July the governor of California held a press conference at Minaret Summit to announce his firm opposition to long-standing federal plans for another cross-Sierra highway, to declare Californians were proud that the 160-mile stretch of the High Sierra from Tioga Pass to Walker Pass was completely machine-free.

A few weeks later in calendar time but a generation earlier in real time, on September 2, 1972, the director of the Washington State Highway Department, George Andrews, told the dignitaries gathered for solemn ceremonies (a series of ceremonies, actually, in Newhalem, Winthrop, and Sedro Woolley) that "We have built a highway without destroying natural beauty." With this big lie, was celebrated the opening of the North Cascades Highway, called "a monument to the vision of the late George Zahn" and the culmination of a "dream of 100 years."

One man's dream is another's nightmare. A new word has been added to the vocabulary of environmentalists in a gutter mood and my meaning is clear when I say, "They have zahned the North Cascades!"

The Progress of the Grim Reaper Through the Years

In 1893 the innocent, ignorant Washington Legislature made its very first highway appropriation, \$20,000 for a road "From the north fork of the Nooksack River and Glacier Creek, by the Pass north of Mt. Baker. . . thence to Marcus, County of Stevens, on the Columbia."

By 1895 the legislature knew more about the country and saw the road as going "between Marble Mount, Skagit county, and the confluence of the Twitsp and Methow river, Okanogan county." The state road commissioners were directed to "examine the route up the Cascade river and over Skagit pass; the route via North Fork of Thunder Creek and the route via Slate Creek." A field party found the "Twitsp pass, down Bridge Creek, up the Stehekin river, over Cascade (or Skagit) pass" route to be "the shortest and most feasible and practicable."

The road commissioners' report of 1896 is fun to read, both for the history it records and for the prideful exaggerations. It says work proceeded from spring through fall, from a number of camps, on a 40-foot roadway. However, "only four feet of the road bed could be graded where heavy excavation was necessary. . . (workers) made brush and timber cuts from sixteen to twenty feet in width. . . thus making practically a wagon road width except on rock barriers and steep side hills. . . Bridges wide enough for wagon roads were built over all streams where found necessary." Modern hikers may judge for themselves the overall veracity of the report. The commissioners claimed terrific benefits from the single season of construction, including: "The time between Cascade Pass and Marble Mount, after the road was constructed, was six hours; whereas, prior to construction, it required two days."

The Seattle Times

SUNDAY, JANUARY 21, 1973

The Times' opinion, comment:

A 'mountainway' For North Cascades

MUCH of the route of the state's new highway through the wonderfully wild and beautiful North Cascades is under National Forest and Park Service jurisdiction and federal officials have made it plain they are going to protect the corridor from despoliation.

Other sections, however, are potential victims of the kinds of overcommercialization and exploitation that have caused nearly irreparable harm to other cross-state highways. The route across Snoqualmie Pass summit is a spectacular example.

On the North Cascades route, highway engineers exercised far more care and sensitivity in design and construction work than on other projects.

THE task now, however, is to prevent any part of the right-of-way from becoming "another Snoqualmie Pass."

We think the State Parks and Recreation Commission is taking exactly the right tack in proposing that a coordinating committee be

set up with powers to set controls on the location and type of development along the future route.

The necessity for controls is especially urgent because of the expected heavy use. Although the highway is to remain closed during winter months, it is estimated that more than 1 million persons will be using the road annually by 1980.

WITH proper restrictions on the development of roadside service and recreational facilities, the entire length of the highway could rightly be called the North Cascades "Mountainway."

Governor Evans should give prompt attention to the commission's request.

Evans himself is well aware of the potential damage that could be done in the area. Speaking at last September's opening ceremonies, Evans noted that the region through which the highway passes is rife with scenic and natural "jewels."

But they are the kind of jewels, the governor warned, that tarnish easily.

If I smile at the commissioners, I don't want to minimize the prodigious effort of the field crew. In fact, I once read an article in an issue of the Seattle Post-Intelligencer from some time in the 1920s describing a trip many years earlier over Cascade Pass with wagons. Amazing, if true.

The construction of other cross-Cascade roads on more logical and useful lines eroded state-wide enthusiasm for the far-north route, but its adherents kept plugging and found sympathy in a rural-dominated, boomer-oriented legislature. A few official actions may be noted to outline progress.

In 1922 a reconnaissance was made through Cascade and Twisp Passes via the Stehekin valley. The 1923 legislature ordered building of a road to "connect Marblemount and Gilbert's Cabin on Cascade River and to make so much of the distance passable for light wagons or light



EARLY WINTERS CR.-WASHINGTON PASS
U.S. FOREST SERVICE PHOTO

auto travel."

A 1932 survey recommended a route from Winthrop over Washington Pass, down to the Stehekin, and over Cascade Pass -- but said Granite Creek was better in terms of cost and alignment.

During the 1930s federal PWA and CCC funds were used to improve the Cascade River road as far as Sibley Creek. In the 1940s "mine-to-market" funds extended the road to Mineral Park and the Johnsburg Mine, near Gilbert's Cabin, in 1947 opening Cascade Pass peaks to long-weekend climbs, rather than the previous week-long semi-expeditions. But the over-the-

range highway languished until after World War II. (The "Cascade Wagon Road" continued to be shown on maps well into the 1960s, on many without the qualification "proposed" -- to the confusion of tourists; several years ago, on a fine day in May, I met a party of Easterners at the first snowbank above Mineral Park; they had planned to have lunch in Stehekin!)

In 1945 the legislature authorized another survey and in following years various routes were considered; favor gradually shifted to the one finally chosen.

This crossing has been variously named over the 70 years of its consideration as:



- 1. Skagit River Road 1912 Marblemount to Barron (at Harts Pass)
- 2. Methow-Barron Road 1912 Barron to Mazama, Twisp and Pateros on US Highway 10
- 3. Roosevelt Highway 1922 Marblemount to Barron, Twisp and Pateros
- 4. Methow Valley Highway 1924 Pateros to Twisp and Barron
- 5. Cascade Wagon Road 1924 Marblemount to Cascade and Twisp Passes and Twisp
- 6. Cascade Pass Route 1947 Marblemount to Cascade and Washington Passes and Mazama
- 7. Rainy Pass Route 1947 Marblemount to Granite Cr. , Washington Pass and Mazama
- 8. Harts Pass Route 1947 Marblemount to Harts Pass and Mazama

LOCATION -- PRESENT - - - - The route was officially designated North Cross-State Highway or Primary State Highway No. 16 in 1961 and the route narrowed down:

"... Cascade Pass is not feasible by reason of the many loops required to reach the summit, the steepness of the slopes . . The extreme ruggedness of the country on the west and east side of the pass and the snow slide areas to be traversed and the adverse grade to reach Washington Pass."

"... Harts Pass should not be considered by reason of the difficult terrain between Granite Creek and Robinson Creek on the east, the long distance of sustained maximum grade, the heavy curvature and this being the highest pass on any of the routes."

"Rainy Pass is the most desirable of any route considered. A connecting road from this route can be projected from a point between Rainy and Washington Passes to give access to the Stehekin Basin and the head of Lake Chelan. Past and budgeted (through 1962) expenditures will have provided for the construction of all but 41 miles (from Ross Dam to Pine Creek) on this route."

Since no member of the State Highway Commission knew anything about the area, in 1956 they were conducted on a horseback trip over the route. By special invitation the party included a Methow orchardist who always had wondered what was up there behind the ridges. Thus did George Zahn enter this horror story.



WASHINGTON STATE DEPT. OF HIGHWAYS PHOTO

But lest too much credit be assigned one

man, in January 1948 the old Cascade Highway Association had been reorganized as the North Cross-State Highway Association (which in 1972 changed name again, to North Cascades Highway Association, and lives on, so beware!). The leaders were congratulated at the September 2, 1972 ceremonies, given certificates by the governor, and will get their names on a plaque. Hu Blonk, Lowell Peterson. Movers and shakers from Sedro Woolley, Concrete, Methow, Twisp, Omak, and Oroville. Even Bellingham and Anacortes.

Zahn became a leader in the Association, then a member and long-time chairman of the State Highway Commission, and a co-worker has said: "George Zahn was as responsible as any man ever was in getting the highway finished. He was continually able to get appropriations for the highway from various public sources. As time went on, he pretty near became the Highway Commission, and he devoted his whole life to it."

With all due respect for the feelings of his descendants, we must agree the North Cascades Highway is Zahn's monument.

One would have to talk to the various governors and senators to figure out the sequence of wheeling and dealing. Anyhow, by 1959 it had been agreed the Federal Highway Administration (U. S. Bureau of Public Roads) would handle the west section of construction in the 63.5 roadless miles between Diablo Dam and Mazama, the Washington Highway Department the east. In that year a contract was let for 5.3 miles from Diablo to Thunder Creek and the show was on the road. Ultimately there were 35 contracts worth \$23,898,261. (More in the next decade will bring Skagit and Methow approaches up to high-speed standards of the new highway.)

In 1966 the governor of Washington hiked the soon-to-vanish trails along the highway route; his campfire comments will not be revealed here. In 1968 he led a four-wheel-drive caravan over the pilot road, and one can only speculate on his feelings as he addressed the throng at Rainy Pass. A friend of mine who was there said it was frightening to look out over that gang of four-wheel-drivers; never had he seen all in one place so many WALLACE FOR PRESIDENT bumper-stickers, so many Stars and Bars.



VIEW UP EARLY WINTERS CREEK ~ VASILKY RIDGE TO LEFT
NORTH CROSS STATE HIGHWAY — U.S. FOREST SERVICE PHOTO

And Where -- Oh Where -- Were We All This Time?

Newcomers are blaming us for not stopping the highway. And they are correct in saying that in the context of the present -- the Great American Freeway Revolt, the National Environmental Policy Act, the one-man one vote rule, and so on -- the North Cascades Highway could not now be built.

But now is now and then was then. In the early 1960s many (if not most) of us feared we never would live to see a North Cascades National Park and battled on only out of pure damn crankiness. The loneliness of those years is hard for a newcomer to imagine. More news-

paper space and TV and radio time were devoted to the opening of the North Cascades Highway than the whole area had received in its entire previous history.

The N3C opposed the highway. But we were nothing and Zahn was everything, with hotlines to Congress and the legislature, with the full crushing mass of the then-uncontested gasoline-and-concrete lobby behind him. Realizing we couldn't stop the project, we recommended a route over Harts Pass and down Canyon Creek as the least damaging in terms of new construction through wildland.



Congressman Thomas M. Pelly proposed a Harts Pass Parkway in his famous nineteen point letter to the Director of the National Park Service in 1959. Then and now the North Cascades Conservation Council and other conservation organizations see the great need for protecting the scenery of a North Cross-State Highway which may well be one day a major entrance into the future North Cascades National Park. To do so it is very essential that if the Rainy Pass route is constructed that much of it be included in the national park boundary to protect the scenery. . . .

In 1957 the North Cascades Conservation Council reflected the thinking of most of the conservation groups in a resolution stating ". . . that it would be adverse to the long-range public interest to build trans-Cascade highways between Stevens and Harts Passes and the Canadian border. . . . request that data on engineering and economic feasibility of proposed trans-Cascade highways be reviewed by the State and the U. S. Forest Service with consideration given to comparative losses in intangible scientific and wilderness-recreation values and that these data be made available in public hearings. . . ." Conservationists across the country were agreed on the proposal of a Glacier Peak Wilderness Area which included Granite Creek, thus excluding endorsement of the Washington Pass route but by implication endorsing the Harts Pass route. With the formal establishment of a Glacier Peak Wilderness Area by the Forest Service, the possibility of preserving the wilderness values of Granite Creek became more remote. Henceforth, the essential thing was to insure that if there was to be a highway up Granite Creek that it be a parkway type of road located within the boundaries of a national park, to protect its scenery from the type of devastation that is so shocking on the drive up to Chinook Pass from the west. Protests over the plans for a North Cross-State Highway are certain to flare up again if the conservationists can not be given a guarantee that the scenic values are to be preserved and that this is to become a scenic highway rather than a timber or mining access road. Furthermore, everything possible should be done to prevent destroying the natural beauty of Washington Pass, one of the loveliest in all the Cascades. Since the Rainy Pass route is certain to do just this it would be ironical if a pioneer road were to be bulldozed through from Early Winters Creek to Washington Pass before the potentialities of a Harts Pass Parkway as proposed by Congressman Pelly could be explored. Finally the quiet peaceful isolation of the Stehekin valley should not be invaded by a road down Bridge Creek. This area is unique in its water access by Lake Chelan and should be kept as such in the heart of a North Cascades National Park as an area developed for tourists and interpretation.

NORTH CASCADES HIGHWAY

MARBLEMOUNT TO MAZAMA - 1973



We might as well have saved our breath. However, though our protest could not halt the bulldozers, it did give us "standing in court" to

help prevent a disastrous highway from getting worse.

What the Highway Is, and What It Is Not

The highway has been justified in different ways through the years. Originally it was seen as "a continuous highway for the movement of troops" if the Indian nations should rise again. It would enable cattle drives from the Okanogan to Puget Sound to eliminate the detour south to Snoqualmie Pass, and would "encourage settlers to take up homes." Most important, it would allow exploitation of "vast deposits of gold, silver, and lead."



U.S. FOREST SERVICE PHOTO



There are those who would promote the highway only for the profit to be made from harvesting timber and minerals and pay for it with the high price of superlative and outstanding scenery of national park caliber. While conservationists will not in general oppose the road they will take violent exception to the publicized motivation for promoting the highway in as far as the harvesting of natural resources goes:

"The continuing demand for the North Cross-State route is the result of the dreams of wealth that could be taken out of the vast primitive region the road would open up. These concepts have embraced minerals, real and suspected, of the region, the genuine wealth in timber that exists and the economy of bringing out the cattle and produce of the interior via a direct route to tidewater" (36 miles shorter than the Stevens Pass route - same start and finish). (Highway Department report)

"Such a highway would open up vast amounts of over-ripe timber resources which would yield an annual harvest of approximately 40 million board feet of timber. Vast proven mineral resources could be economically mined." (Mt. Vernon Chamber of Commerce)

In our own time, the U. S. Forest Service wanted the highway to get at inaccessible timber -- but quietly dropped that ambition, realizing that cutting forests (mainly of small commercial value anyway) along the route would earn millions of new enemies. Enormous ski resorts were envisioned in the heart of the range -- but on closer examination no suitable areas were found.

The road was proclaimed the salvation of agriculture, lopping 100 miles from the travel distance between Winthrop and Sedro Woolley, saving hay trucks 2 hours. And maybe this is so, though one wonders whether there is enough hay in the Methow and Okanogan and enough dairy

cows in the Skagit to justify a \$24 million highway. Last September and October the State Highway Patrol counted an average 70 trucks a day, but these were virtually all construction trucks. In 2 sun-bright October weekdays ideal for hauling I saw not a single hay truck. A friend of mine, on another fine day, saw one.

The highway is called a great time-saver, and may well be for a late-at-night drive from Winthrop to Sedro Woolley; I doubt though, there is that much socializing between the two towns. The fastest way from Seattle to Winthrop still is via Snoqualmie or Stevens Passes, and for reasons mentioned below, on most occasions always will be.

The new route is open only part of the year. Winter was exceptionally late in 1972 and therefore closure did not come until November 26, when forced by avalanches near Liberty Bell; there were then only 2 feet of snow on the ground at Washington Pass. A mid-September snowfall closed the highway for several days; on September 24 a rockslide of 300,000 cubic yards covered the highway and temporarily dammed Granite Creek. What at this writing appears to be an extremely light snowfall for 1972-73 could allow opening of the highway in May or even April. (Snow depth up through March 1, 1973 at Washington Pass had been no deeper than 6-1/2 feet, compared to 14 feet the previous winter.) The more typical travel season is likely to be mid-June to mid-October, with the first and last of these 4 months made hazardous by avalanches (Skagit Gorge, Granite Creek, Liberty Bell area), rockfall, snowstorms, washouts. Thus, only 2 months can be counted on for speed. But don't count on those, either.

Over the 3-day Labor Day weekend 12,500 cars drove the route, and 2410 more on Tuesday--800 an hour. On the 4th of September 370 cars

an hour went westward, 270 eastward -- 10 a second passing the tabulator. In the 2 weeks beginning Labor Day, 23,000 people visited the Washington Pass overlook. During September and October, the average weekday total was 2000 vehicles a day, only 3.5 percent being trucks; the average weekend total was 3000-4000 a day. For comparison, the daily average at Stevens Pass during the same period was 2150 vehicles, at Snoqualmie 12,700. Think of that: only just opened and on some days the highway carries almost a third the traffic of Snoqualmie Pass! So don't expect to make speed, despite the new section of the road being engineered for 60-70 mph. It's two lanes, and passing opportunities are limited.



WASH. STATE DEPT. OF HIGHWAYS PHOTO.

THUS, THE ZAHNING OF THE METHOW VALLEY...

Valley expects flood— of visitors

A total of 2½ million visitors are expected to visit the Methow Valley this year and there are only 174 "existing and planned rooms available," says a recent study.

The study, undertaken for the Methow Center, Inc., and the Virginian Motel in Winthrop, Okanogan County, based its figures on the 1972 experience after opening of the North Cascades Highway September 2.

A traffic count in September and October indicated

an averages of 2,000 vehicles a day, with an average of 3.64 persons in each, visiting the valley.

THE 1973 projection is based also on assumption that the highway will be open from May through November this year.

George Sukovaty of Winthrop, a former researcher for The Boeing Co. who aided in the research, said 2½ million visitors would require 1,600 additional hotel or motel rooms and many other related tourist-oriented businesses.

An additional 1 million travelers are expected to pass through Methow in 1974 as a result of the Spokane Expo '74.

By 1978, the survey indicated, a yearly total of 5 million persons will visit the area and 3,400 hotel or motel rooms will be required. Demand for campsites will rise from 1,800 in

1973 to 4,900 in 1978, the survey said.

THE FIGURES are based partly on what has occurred in other parks. The report pointed out that the most visitors will prefer to stay in the Methow Valley close to the North Cascades National Park, Okanogan National Forest and Pasayten Wilderness.

The dramatic need for lodging was demonstrated last fall when visitors were sleeping in cars parked along roads. During one period of the survey there was no lodging available during 20 days within a radius of two hours' driving distance from Winthrop.

Some restaurants in the area had to close their doors, unable to handle the business. Restroom facilities for tourists were virtually nonexistent last year in Winthrop.

STATISTICS --- TRAFFIC - The Planning Survey Division of the Highway Department in 1958 forecasted the following average daily traffic (ADT, no. of vehicles):

ADT Volumes by Month in 1975

January	100	July	2,400
February	150	August	2,600
March	200	September	1,500
April	400	October	900
May	800	November	200
June	1,400	December	100

Typical Week in August 1975

Sunday	34,000
Monday	2,600
Tuesday	2,300
Wednesday	2,500
Thursday	2,250
Friday	2,600
Saturday	2,800

The high traffic figures for June, July and August reflect the anticipated recreational movements. In 1947 the Highway Department stated that "the low volume of traffic that can be foreseen does not provide economic justification for the expenditure required and the pressing requirements for improvements of the many heavy travelled portions of the State highway system preclude consideration of the construction of this highway in the immediate future."

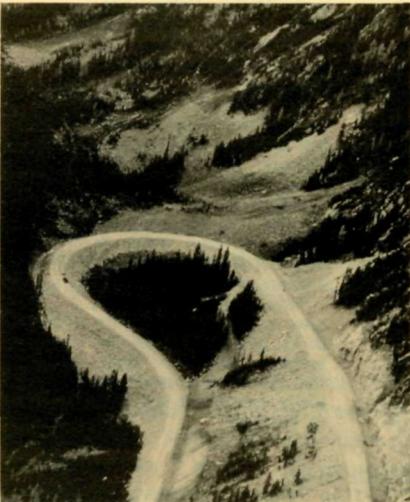
The Director of the Highway Department stated "It is possible that the establishment of a North Cascade National Park could have some material effect on the future traffic using this route when completed, and while no estimate of future traffic has been made giving consideration to the establishment of a national park, it is the opinion of the Department of Highways that the establishment of a national park in this area will not cause an increase in traffic using the route equal to that using the Chinook Pass route.

Few of those people were traveling on business. They came to look. The highway was originally pushed for other reasons, but long before opening justification had shifted from the economic to the esthetic. How scenic is it?

The same mentality that once called the North Cascades the world's richest storehouse of minerals now calls the North Cascades High-

way "the most beautiful mountain drive in North America -- and probably the world." That is a bit strong considering the competition: Going to the Sun Highway in Glacier National Park, Banff-Jasper Highway, the highway beneath the east scarp of the Sierra Nevada, the Tioga Pass road over the High Sierra, the Richardson Highway, the highway from Anchorage to McKinley. A lovely drive it is, but far from the most spectacular in the nation; many an outsider attracted by the overselling will ask, "What's all the excitement about?"

The highway is said to let motorists share glories of the North Cascades previously denied them, and that's a crock. The finest alpine scenery on the route, from Marblemount to Diablo, has been open to roadside viewing for years. The one exception is Washington Pass -- very dramatic indeed, if you don't strangle at the sight of the hideous gash across the base of Liberty Bell. No views from the new section of highway equal those from Heather Meadows, Harts Pass, logging roads above Baker Lake, not to mention the Paradise and Yakima Park roads in Mount Rainier National Park and the Hurricane Ridge Road in Olympic National Park. No single sight equals the stunning thrust of Mt. Index above the Stevens Pass Highway.



WASH. STATE DEPT. OF HIGHWAYS PHOTO

The scenery along the new section from

Diablo to Mazama is superb, but (from the car) not the grandest in the nation, nor even the grandest available from North Cascades roads that existed before construction began in 1959. When balancing gains and losses, this must be kept in mind for proper perspective.

Tolling the Bell

Spend an evening drinking beer in a Marblemount tavern. Ask long-time settlers what they think of the highway, and be prepared to hear language unsuitable for a family magazine. Marblemount used to be a place where a brush-ape could be lonesome, could mess around his stump ranch secure from the turmoil of Sedro Woolley. On the balance sheet mark down the loss of the Skagit cul de sac.

I remember when Newhalem was end-of-road, and we there boarded the Toonerville Trolley-like train for the rattling ride up the Skagit Gorge to Diablo: as the boat does on Lake Chelan, the train up the gorge took us on a journey back through time. And I remember when we dropped packs for a rest at Thunder Lake, already on the trail an hour. (My memory does not extend to the pre-Seattle City Light Skagit, and thus I will leave that loss for expert mourning by old timers. Now automobiles compress the landscape, the highway saving minutes here, minutes there by gouging viciously through cliffs.

Ruby Creek. A few years ago, hiking the trail, we agreed this was among the great delights of North Cascades water. It still is, where the highway has not invaded the bed.

Granite Creek. Again, the "rights" of the stream have been grossly violated. And a wide swath has been slashed through the forest to eliminate "danger trees." I recall looking down from Crater Mountain, the pilot road visible, but ignorable by averting eyes. Then an unholy racket rose from below, we saw a truck and heard the future and knew that Crater Mountain, McMillan Park, Devils Park were nearing the end of pure wildness. A highway is not a strip of concrete a few yards wide; it is a corridor of disturbance miles wide. No use of averting eyes -- the message of the high places will be interrupted by static.

Farther along Granite Creek I looked up to Mt. Hardy and remembered walking those meadows before the brown gash had ripped

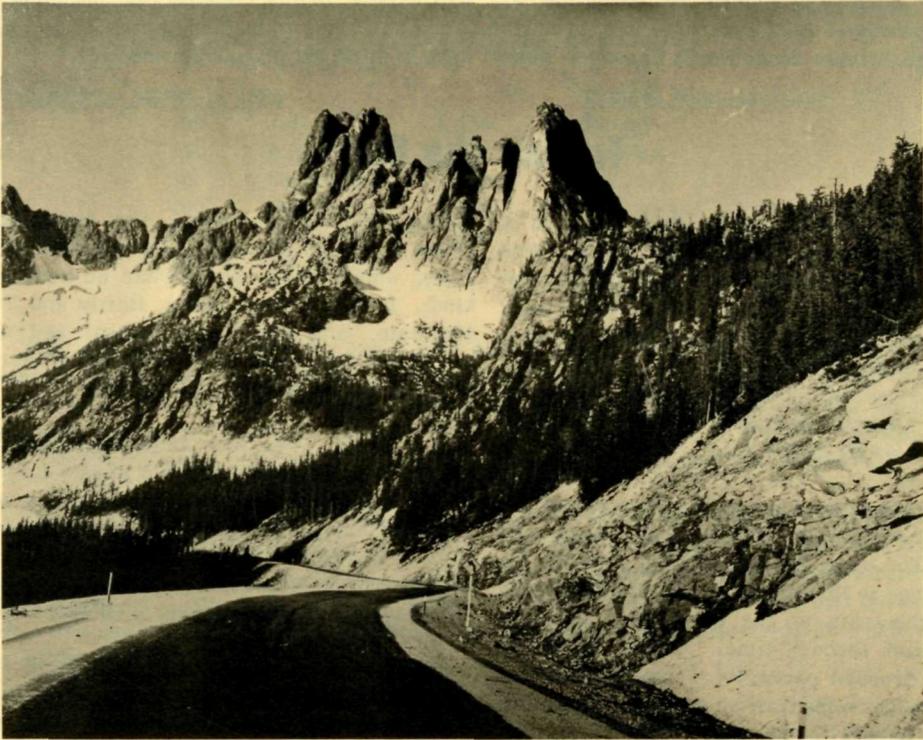
through the valley below. The new Cascade Crest Trail was only then being built over Methow Pass, which previously had had no trail of any kind. In these brief years Hardy and Tower Mountain, and Black and Arriva, and more, have been translated from trackless wilderness into beside-the-highway attractions.

Rainy Pass was saddening, and State Creek. And then, Washington Pass. Horrified by the disfigurement of the marvelous upper valley of Early Winters Creek, the cruel switch-back in the granite tower rising above pleasant meadows of grass and larch, I screamed (silently) an obscenity: "They have ZAHNED Liberty Bell!"

The Methow Valley. In September cars were backed up as much as 8 miles trying to get through Winthrop. Merchants reported sales were 100 times greater than BH (Before Highway). They are happy. So are land speculators, vacation-home subdividers. How about old settlers, many of whose roots in the valley go back to the 1890s? They tell us now they didn't think, then, it was worth stirring up bad feelings in the community so they didn't argue with Zahn and his pals. Now they are sick unto death, for on September 2, 1972, they saw their way of life destroyed. They are the poorer for having lost their cul de sac, and so is the nation, which has one less genuine alternative.

Stehekin. The folks there are sweating with relief that they were not invaded (as for long some of them wanted to be) by a spur road down Bridge Creek from Rainy Pass. Forest Service plans for this spur were dashed forever when the conservationists succeeded in turning Bridge Creek over to the National Park Service to manage as Wilderness. But the Stehekinites have not entirely escaped the fate of their Methow neighbors. Boat tickets sold as never before through September and October -- the Sunday boat kept running until December 31! It normally stops after Labor Day.

These are a few elements of the tragedy.



LIBERTY BELL PEAKS

There are others. Hikers, for example, having lost trail country from Early Winters to Ross Lake, are saying, well, there are compensations -- more good weekend trips. Perhaps. But the nearness of the road has forced an end to camping at Lake Ann, Rainy Lake, Blue Lake, Cutthroat Lake. Parking bans along the highway, and limits on length of parking, rule it out as a starting point for extended journeys. In fact, many hikers are going to be disappointed, reaching a trailhead, finding the parking lot full, and realizing they must switch to some other destination, one not in the highway corridor. Whether any substantial number of hikers will be able to use trails from the highway remains to be seen.

More losses may come. Whatever the merits of a Ruby Mountain tramway in providing tourists a view of the North Cascades fully deserving national fame, any construction on Ruby will be visible from all the peaks and valleys visible from it. The tram will send "messages of interference" into the wilderness experience of everyone who roams back country in sight of Ruby. (The N3C is awaiting plans for the tram, and the environmental impact state-

WASH. STATE DEPT. OF HIGHWAYS PHOTO

ment, before rendering a detailed opinion. The proposed Arctic Creek tram, by contrast, has been condemned out of hand.)

Our friends in Congress who worked for the North Cascades Act say part of the deal was a campground and boat-launching facility at Roland Point on Ross Lake, and they are nagging the National Park Service to get started. But a road from Ruby Creek to Roland Point would be massively destructive to the terrain. And think of 4000 cars a day making (or trying to) the side-trip! And all those boat-trailers waiting in line to get to the launching ramps! What sort of parking lot is planned - a 20-story garage? In some opinion, the opening-day traffic jam never could be unsnarled -- the vehicles would have to be abandoned, for a steel mine. And if a means were found to put all those boats in the water, Ross Lake would lose the hard-to-get-to quality which is its major distinction. With innumerable other lakes and reservoirs nearby, do boatmen really need Ross as well? The N3C will have much to say about the Roland Point road-- if the notion ever gets as far as an environmental impact statement.

So What's To Be Done About It All, Now?

The highway is there, a fact of life to be endured, like a stomach ulcer. But we can minimize future pains. We can:

Support Park Service and Forest Service officials who are resisting pressure for campgrounds and other facilities between Diablo and Early Winters Creek. Help them save the central portion of the highway from further degradation.

Reject plans to keep the road open (if nature should permit) all winter.

Stubbornly oppose a road to Roland Point, though perhaps supporting a tourist facility (but no private boat-launching facility -- rental boats and a public tour boat will suffice on Ross Dam.

Denounce the Arctic Creek tram and take a long, close look at the impact of a Ruby Mountain tram.

Seek strict zoning to preserve as much as possible of the special qualities of the upper Skagit and Methow valleys.

Insist that the Harts Pass road (similarly to the Mineral King road in the Sierra) be left to drivers with a bit of initiative and nerve, no major reconstruction undertaken. Close the road at Harts Pass, cutting off the Army-built tract up Slate Peak and the miner-built one down

Slate Creek, making possible a 100,000-acre addition to the Pasayten Wilderness. While we're at it, close the Cascade River road at Mineral Park, the Stehekin River Road at High Bridge, removing Cascade Pass from the category of afternoon stroll.

As the North Cascades Highway becomes one long traffic jam, tourists unable to find a vacancy in a turnout and unable to enjoy the scenery because they have to keep moving (slowly, nerves jangled by frequent sudden stops), hikers unable to park cars so they can go hiking, propose closure to private automobiles during peak traffic periods and provision of shuttle-bus service from Newhalem to Mazama -- so the road can be for people, not cars.

Finally, join me in the new Close the North Cascades Highway Association I founded at Washington Pass overlook last October. Is this madness? In the year that Governor Reagan announced stout opposition to the Minarets Highway? Washingtonians, too, will grow up someday. I do not expect overnight success. A highway that took the North Cross-State Highway Association 24 years to get built may take us equally long to get unbuilt. Maybe we won't live to see the road closed, any more than George Zahn did to see it opened, but his dedication is our inspiration.



The freeway debate rages

Traffic on the new North Cascades Highway "will enter a cathedral of quiet beauty," the Washington Department of Highways magazine said in an emotional editorial published before the new highway opened last September.

"It will pass beneath towering sentinels of granite which command awe . . . It will ford rivers and creeks which are as pure and untamed as the virgin country through which the highway passes. . . ."

All of which prompted Harvey Manning, a local conservationist, to write to The Times:

A Times special report

" . . . Highwaymen simply don't understand. They think 'traffic' can 'enter a cathedral of quiet beauty,' that a highway can pass through 'virgin country.'"

"Until now, a full 100 miles of the Cascade Range was uncrossed by road, was machine-free, was gen-

uinely a 'cathedral of quiet beauty.' But we just couldn't leave it alone, could we?" Manning suggested the highway ought to be closed and abandoned.

This clash in print pinpoints the growing conflict in philosophies between highway builders and environmentalists. For many years, highways were noncontroversial. Generally they were regarded as a boon to mankind, a stimulus to the economy and a matter of great convenience.



North Cascades Foundation

209 COLLEGE CLUB BUILDING · 505 MADISON STREET · SEATTLE, WASHINGTON 98104

Dear Member of the North Cascades Conservation Council,

Most of you have heard of the North Cascades Foundation, incorporated as a non-profit organization in early 1971. You may know that the purpose of the Foundation was to supplement the work of the N3C in protecting the North Cascades by engaging in non-legislative activities. In this way the Foundation could qualify under Section 501 (c) (3) of the Internal Revenue Code, and contributions made to it would be tax-deductible.

Many of you, however, may not be aware of what the North Cascades Foundation has accomplished during the first two years of its existence. This open letter is an attempt to give an accounting to those persons most interested in the protection of the North Cascades, the members of the North Cascades Conservation Council.

NORTH CASCADES FOUNDATION

INCOME through January 31, 1973

Contributions	\$12,305.70
Interest on savings account	222.66
Total	12,528.36

EXPENDITURES through January 31, 1973

Legal expenses re High Ross Dam	\$3,452.32
Engineering and architectural expenses re High Ross Dam	826.00
Legal expenses re I-90 appeal	925.70
Forest practices research	600.00
Administrative costs	46.77
Total	5,850.79

Board of Directors

Irving M. Clark Jr.
Hollis Day
Patrick D. Goldsworthy
Joseph W. Miller
Ronald B. Renny
G. James Roush
R. D. Watson

ASSETS

Checking account	\$534.73
Savings account	6,142.84
Total	6,677.84

To protect and preserve the North Cascades' scenic, scientific, educational, wildlife, and wilderness values

The contributions shown above represent numerous gifts, mostly from you members, but many from individuals who read of the Foundation and its work in various national publications and wished to help the North Cascades. The largest gift, \$5,304.27, came from one of the great names among the protectors of wilderness, a donor who requested that he be kept anonymous.

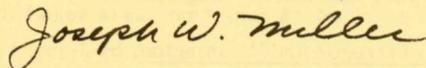
It is a safe assumption that without the assistance rendered by the Foundation, the North Cascades Conservation Council would have had to withdraw from the battle to stop the High Ross Dam. The assets of the Council were almost completely exhausted by this lengthy struggle against Seattle City Light, which had a bottomless source of public funds with which to destroy the public's property.

The small reserve of the North Cascades Foundation will quickly melt away when the Federal Power Commission hearings on High Ross Dam are held. Seattle citizens will continue to subsidize through their light bills the enormous expenditures by City Light in pushing this project (over \$2 million in the last three years), but the friends of Big Beaver Valley and the Canadian Skagit will have to come up with the funds to stop it. We have no idea of just how much money will be required to give High Ross Dam a decent burial. We know, though, that many thousands of dollars must be spent in travel cost, expenses and salaries of legal counsel and expert witnesses for a lengthy Washington, D. C. hearing.

The North Cascades Foundation was granted a two-year trial period of tax-deductibility by the Internal Revenue Service. At the end of 1972 we were required to prove to the satisfaction of IRS that our income and activities were such as to warrant the continuation of our tax-deductible status. We have now been notified that our probational period is over, and we have full IRS clearance.

On behalf of the board of directors of the North Cascades Foundation, I urge members of the North Cascades Conservation Council to contribute as much as they feel they can afford to the Foundation for the High Ross Dam fight.

Respectfully submitted,



Joseph W. Miller
Treasurer

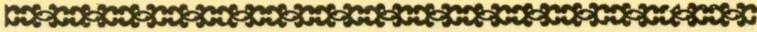
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National Park System must take in the second century. But will it?

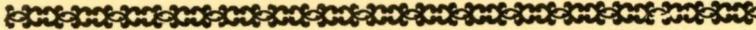
The Developers in the Park Service have other plans. So do Senators and Congressmen who are thrusting funds upon the Park Service (requested or not) for tramways, jet airports highways, marinas. Concessionaires and chambers of commerce and automobile associations demand that parks do their duty in boosting the local economy.

Fortunately, despite political harassment and morale-eroding interludes of cannonball duty, highway-cop duty, amusement-park duty, a preserver faction survives in the National Park Service, dedicated men (and let it be noted, far too few women at present, but that's another story) who maintain the true vision of the National Park ideal. Hopefully the Conservation Foundation report will strengthen their position -- which is ours.

Recommended Additions to any proper North Cascades Library



REVIEWED IN BRIEF BY HARVEY MANNING



The Comstock Backpacking Guide to the Pacific Northwest, by Thomas Winnett. Ballantine Books, New York, 1972. 184 pages, some drawings and photos, paperback. \$1.50

The ideal first book for the novice. Half the volume is devoted to a concise, sensible lighthearted introduction to backpacking equipment and technique, half to 28 selected hikes, 18 in the Washington Cascades, all carefully researched and brightly described. Look for it in the paperback rack at your local drugstore or supermarket.

Cascadia: The Geologic Evolution of the Pacific Northwest, by Bates McKee. McGraw Hill, New York, 1972. 394 pages, many many photos and maps, paperback. \$9.95

At last! You've wanted to learn about the rocks, the valleys, the glaciers, the volcanoes, but didn't know where to start? Here's your primer. You took a lot of geology in college 20 years ago but know research has changed all the facts since then and you want to catch up? Here's your refresher and updater.

Part I presents "Geologic Principles" in four chapters. Part II describes a dozen geologic provinces of Washington, Oregon, Idaho, and British Columbia. Written by a University of Washington professor for the layman, giving extensive listings of "Further Readings and References" to continue your education. Magnificent.

Vegetation of Oregon and Washington, by Jerry F. Franklin and C.T. Dyrness. U. S. Department of Agriculture, Pacific Northwest Forest and Range Experiment Station, Portland, Oregon, 1969. U.S.D.A. Forest Service Research Paper PNW-80. 216 pages, many photos and maps and charts, paperbound. Price???

You'll have to write the Experiment Station and ask the price and the availability. The "paper," actually an 8- by 10 1/2-inch page-size book, was prepared for the XI International Botanical Congress held in Seattle. Though designed to give scientists attending the congress from all over the world a summary of local trees, shrubs, flowers, and other vegetation, and supporting physiography, geology, soils, and climate, the material is fully accessible to the idiot layman who would like to learn the difference between the Picea sitchensis Zone and the Crataegus douglasii Association, and all sorts of stuff like that. A "List of Plant Species" at the end gives equivalencies between scientific and common names and quickly makes anyone a Latin scholar.

I'm told by experts this is the book on the subject, and I believe. It may be a while before I memorize the contents, and thus qualify for a professorship in a major university, but meanwhile I'm enjoying the unveiling of mysteries, the easy-to-read explanations of forest zones and plant associations I've seen for years but never understood.

Land Above the Trees: A Guide to American Alpine Tundra, by Ann H. Zwinger and Beatrice E. Willard. Harper and Row, New York, 1972. 489 pages, countless line drawings and some color photos, hardbound. \$15.00

Approximately speaking, where Franklin and Dyrness quit, Zwinger and Willard begin -- in the fellfields, the tundra turfs, the snowbank communities, the wet-marsh communities, the "gopher gardens." Though only one chapter is devoted specifically to the Cascades, the tundras of America -- and the world -- are everywhere so much alike that what is said about one applies pretty much to all.

The 106 pages of "Part One: The Alpine World" read like a lyric poem to anyone who ever has walked above treeline. But the poetry comes only secondarily from the language of the authors, primarily from the insights they give into tough-delicate life systems of the high country.

The rest of the book is of interest mainly to specialists, and to rovers of the six tundra regions described. But Part One is, by itself, worth the price of admission.

The Alpine Lakes -- Environmental Geology, by a dozen-odd students in the Department of Geological Sciences of the University of Washington. Department of Geological Sciences, University of Washington, Seattle, 1972. 160 pages, many charts and maps and drawings, paper-bound. \$2.50

It used to be that geology majors either were real hardheads, programmed in childhood to sell out to the first oil company or mining outfit that made a good offer, or were detached philosophers who intended to spend their lives pondering the billions of years of Earth's history, perhaps supporting themselves making maps for the U. S. Geological Survey.

It's no longer completely so, at least not at the U of Washington. The students there are involved. In 1971 they researched, wrote, and published (with no state funds) a study of the Nisqually Delta. Now they've done the definitive analysis of the underlying structures of the Alpine Lakes Cascades, presenting the data needed for politicians and citizens to understand what it is upon which they would build their recreation areas, or wilderness areas, or dams and cities, or whatever. The emphasis is on geological characteristics affecting mining, dam-building, tree-cutting, and other human tampering with the environment.

If you have any interest at all in the Alpine Lakes area, send your \$2.50 to the Geological Sciences Department of the UW.

Inventory of Glaciers in the North Cascades, Washington, by Austin Post, Don Richardson, Wendell V. Tangborn, and F. L. Rosselot. Geological Survey Professional Paper 705-A, U. S. Government Printing Office, Washington, D. C., 1971. 26 pages, two large back-pocket maps and one large folio of nine Post photos. Price???

You'll have to write the Superintendent of Documents at the Government Printing Office in Washington, D. C. and ask the price, but if you're an ice buff, it must be done. A 1960 paper by Mark F. Meier (reprinted in the April-May 1969 issue of THE WILD CASCADES) described distribution and variations of glaciers in the United States exclusive of Alaska. This paper, prepared for the International Hydrological Decade, and the first American contribution to the "world inventory of perennial ice and snow masses," assembles all the information so far obtained about glaciers in the American North Cascades, which to to say, between Snoqualmie Pass and the Canadian border. (The British Columbia portion of the range is not included.)

The number of glaciers has gone up since the last count, and now totals 756 (compared to the earlier 519) covering 267 square kilometers. All perennial bodies of ice of at least 0.1 square kilometer are here tabulated and classified. Since Mark Meier has estimated that 77 percent of the glacier area in the old 48 states is in Washington, and 63 percent of that is in the North Cascades, the present inventory thus covers about half the glacier area in the old 48.

North Cascades glaciers include (1) small ice patches, the most common; (2) glaciers on

steep, irregular slopes, next most common; (3) many cirque and niche glaciers, the Boston with 7 square kilometers being the largest, (4) three small valley glaciers, the McAllister, Honeycomb, and South Cascade; (5) seven slope glaciers diverging from a common ice cap on Mount Baker and covering 35 square kilometers; and (6) small icefields consisting of contiguous glaciers of various forms around Eldorado and Dome and south of Glacier Peak.

The longest glaciers in the North Cascades are the Deming (4.7 km) and Park (4.7 km) on Mt. Baker and the Honeycomb (4.8 km) near Glacier Peak. The lowest large glacier is the South Cascade, with a mean altitude of 1875 meters; trees grow on slopes above its accumulation area.

Since the advances noted between 1949 and 1955, most North Cascades glaciers appear to have been in equilibrium with the climate. The Coleman and Roosevelt have made significant further advances since then, and the Deming, Boulder, Inspiration, and Boston have made small gains, as have three others on Glacier Peak. The Lynch, Whitechuck, South Cascade, and "Banded" have continued to retreat, and six stagnant, relict ice masses have undergone considerable losses.

Within the boundaries of North Cascades National Park, 318 glaciers cover 117 square kilometers, compared with 87 square kilometers in Mount Rainier National Park, so this is our iciest park south of Alaska.

The report mainly consists of a table listing all 756 glaciers, for each giving location, area, length, elevation, and other information. The table is keyed to a large back-pocket planimetric map which locates the glaciers.

Also in the back pocket is a USGS topog map showing all the ice and covering the entire range from Snoqualmie Pass to Canada, on a scale of 4 miles to the inch, contour interval 200 feet. I was not aware such a map existed and am overjoyed to have it -- for the first time I can look at virtually the entire North Cascades (except for the Canadian part and the extreme east and west edges) on a single sheet that does not overwhelm the living room and yet has sufficient detail to give a meaningful overview.

STEHEKIN DIARY

By Robert Byrd

EDITOR'S FOREWORD:

Bob Byrd, grandson of the man who homesteaded Moore's Point on Lake Chelan, and author of Lake Chelan in the 1890s (available from N3C Bookshop), is well-known to Stehekin visitors. For several years he has run the famous and exciting float trips down the Stehekin River, and recently has operated the shuttle-bus service on the valley road. In late summer of 1972, he took over the concession at Stehekin Landing, including the restaurant, lodgings, and other facilities.

Following are some of his columns, "Stehekin Diary," published regularly since 1968 in the Wenatchee Daily World. We shall print more in future issues of THE WILD CASCADES as space permits as we know you will enjoy sharing in some of his reflections as much as we do.

JUNE 25, 1971 -- Rub a sleepy eye open and wade through a sea of blue lupines down the path to the old water hole. Snag a couple buckets of crystal mountain nectar which promptly swirls over the brim and runs down a pant leg.

McGregor Mountain towers across the river, its top all frowzy in cotton-wool clouds and a fresh dusting of snowy "dandruff" on its shoulders says it sure was a short summer we had this week. The brisk air frolics the spine and puts giddap in the blood.

On the way to work a half dozen Canada geese glide round the grassy lake edge. The blazing wing patches of a red-wing blackbird flash by.

At eight-mile a patch of green in the gravel is plain evidence that Buck McKinney lost a bale of horse-power makin's. At Coon Run scores of giant tiger lilies stalk through the massed wild roses, growling a glad "Good morning".

Ernie Gibson's float plane feather-touch lands a New York family for a late breakfast and a "Can you tell us a good place to sight-see today?"

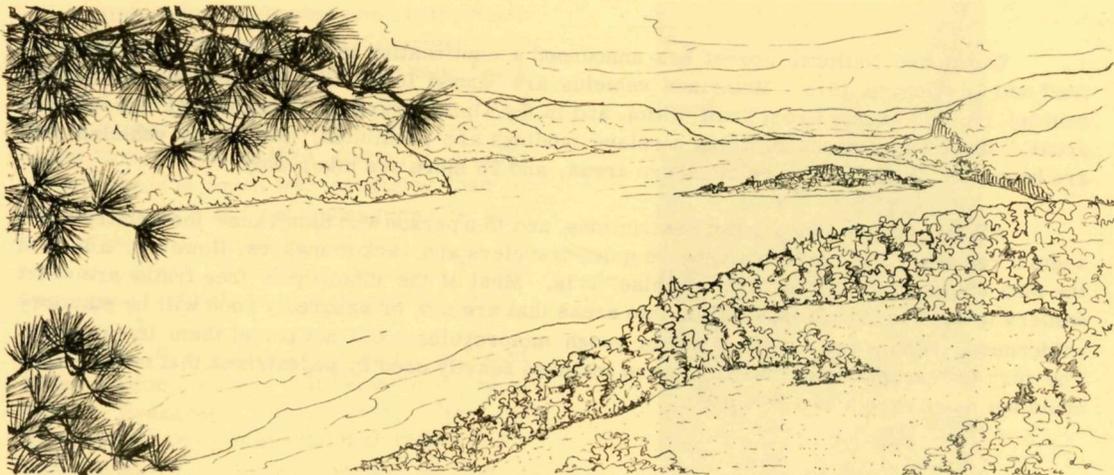


Eight assorted hikers unload eight assorted back packs off the boat and mill around Ranger Jim Eckman for trail information. -- "No, the fishing's not too good as the water's fairly high." -- "Yes, the passes are all still closed with exceptionally deep snow."

The newly remodeled Stehekin Landing Inn's "Creamed tuna on toast" attracts some appetites. Others head up the hill to the Stehekin Lodge Resort's buffet.

Soon the Rainbow Falls bus unloads its newly spray-showered passengers. The 5-minute horn of the Lady of the Lake boat magnets people up the gangplank. The shuttle-bus heads up the valley and -- "Look out, squirrel! or a squirrel rug will be invented with a tire-tread design!"

Say, how come is it, anyway, that squirrels simply have to do all their mind-changing smack in the middle of the road? -- how come, now?



NEWS & VIEWS

of the north cascades

--- From Our Correspondents at the Front

In August 1972 a much-bedeveled N3C member, having for a decade suffered motorcycles on the trails of Wenatchee National Forest, and having repeatedly been told by Supervisor Andrew C. Wright that there was no problem except in his mind, wrote Senator Henry M. Jackson requesting a high-level review of Wenatchee Forest recreation policies.

Senator Jackson brought the situation to the attention of the Chief of the Forest Service, John R. McGuire, who stated he would have the matter looked into by the Regional Forester in Portland, Oregon. On November 16 Chief McGuire reported to Senator Jackson. The meatiest part of his letter is: "... trails within the Glacier Peak Wilderness are closed to motorcycle use... Outside of the Wilderness, the trails are open to this type of use. We realize that there are conflicts between various recreation users on the National Forests... Some users feel... that motorcycles should not be permitted on forest trails. Other users feel just as strongly that motorcycle use is proper on most of our trails. It seems obvious to us that the answer lies somewhere between the two points of view."

Senator Jackson told the N3C member, "I am a little disappointed with the response which I received from the Chief because it is more than a little wishy-washy."

Right on, Senator.

However, he pointed out that in February 1972 President Nixon issued Executive Order 11644, directing federal agencies to establish rules governing use of off-road vehicles on public land. General guidelines are now being formulated, and public opinion will be sought through several public-involvement processes. Therefore, let each of us now gather evidence and gripes and prepare for those 11644 processes.

* * * * *

Wenatchee National Forest has announced a continuation in 1973 of the restrictions on trail use in effect in 1972. Motorized vehicles are banned in the Glacier Peak Wilderness (of course), on the Cascade Crest Trail (ditto), and in the Alpine Lakes and Enchantment "air-closure areas," these being areas in which airplane landings are prohibited. Motorized vehicles also are banned on 49 trails outside the above areas, and 26 more are hiker-only.

All this sounds like a lot of restrictions, and to a person who didn't know the country would seem a reasonable compromise between quiet-travelers and racket-makers. However, a look at the map shows what sort of "compromise" it is. Most of the motorcycle-free trails are short feeders to the Cascade Crest Trail or into areas that are now or assuredly soon will be statutory wilderness. Others are so steep and/or rough motorcycles could not travel them in any event. The very few exceptions to these rules are trails so heavily used by pedestrians that motorcycles could not move except at a foot pace.

On the map, indeed, the little black lines of trails closed to machines are lost in the vast expanse of wide-open white. This is a compromise?

* * * * *

We read somewhere that about 6700 snowmobiles were registered in Washington State in 1971. It sure sounded like more than that.

* * * * *

Mt. St. Helens, the multiple-use volcano, is notoriously infested with trailbikes, benignly permitted by Gifford Pinchot National Forest. For how long? The pumice soils of the area erode practically at a glance and churning wheels are digging myriad gullies, both on trails and in the above-timberline area hoodlums favor for hill-climbing contests. The Forest Service so far has been too blind to realize that the heavy use of Spirit Lake - St. Helens trails by horsemen and hikers, plus unstable soils, make vehicles completely out of place. But then, Gifford Pinchot National Forest ranks with Wenatchee as the most environmentally reckless in the Cascades.

* * * * *

As of July 1, 1972, Snoqualmie National Forest established new regulations to protect 68 lakes which receive heavy recreational use. Horses and pack stock are prohibited within 200 feet of the high water mark around the designated lakes, lake inlets, and within 200 feet of trail shelters, except as necessary for loading, unloading, watering, and traveling established trails not otherwise closed. Camping is prohibited within 100 feet of the high water mark.

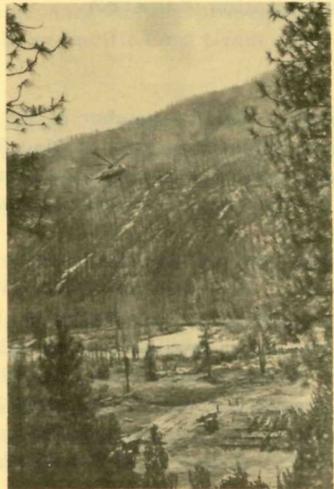
Use of motorized vehicles (except snowmobiles!) was prohibited, for a period beginning each year on November 16 and ending in individual cases from May 31 to July 14, on several dozen trails in the Naches, Tieton, and White River Districts. The motive is to protect trails from erosion when especially mucky, but the effect is to specifically accept trailbikes during the summer - fall hiking season and the fall hunting season. While recognizing soil erosion as a danger, Snoqualmie National Forest does not yet see noise pollution as a threat.

Though not a mandatory requirement, this Forest (together with the other Forests in Washington) suggests that citizens cooperate in keeping the size of parties traveling backcountry areas to a maximum of 20 persons and 20 horses.

* * * * *

Helicopter logging has come to the North Cascades in a big way, with Columbia Construction Helicopters, Inc. of Portland being awarded contracts to cut 12.9 million board feet of timber killed by the Mitchell Creek and Entiat fires of August 1970. Carrying out logs by helicopter is much less damaging than by building roads. But the economics are still unfavorable. In order to get any bid on the salvage project, Wenatchee National Forest was forced virtually to give the timber away.

The first helicopter logging in Mount Baker National Forest will begin in spring of 1973. Evergreen Helicopters, Inc. of McMinnville, Oregon was the high bidder on the East Finney Sale, south of Concrete, in an area



of sensitive soils where road construction would be harmful. Some 12 million board feet of timber will be cut in five irregular-shaped units designed by a landscape architect. The trees are old, the logs big -- averaging 40 inches in diameter. The largest in the sale will measure 8 feet in diameter at the stump; hazarding a guess, it probably was a seedling about the time of the Fall of the Roman Empire.

* * * * *

The Forest Service butters up the counties by pointing proudly to the 25 percent share of receipts from timber sales within their boundaries it gives them for roads and schools. But the counties aren't as happy as they once were. Last year income to State of Washington counties dropped from almost \$12,000,000 to less than \$8,000,000. The main reason is the Forest Service is spending more and more money building high-standard forest roads, the cost of which is deducted from payments to counties. Thus, one drives a narrow, rutted, twisty county road into the hills -- and suddenly, at the National Forest boundary, it becomes a wide, smooth, straight "forest road."

Well, last spring Ferry County sued the Colville National Forest, contesting the deductions. In response, the Forest Service cancelled all timber sales in Ferry County, citing as reason the high cost of fighting legal battles over the sales. But the Ferry County Prosecutor had another explanation. Said he, closing his fist as if strangling something, "It's the squeeze."

Can a handful of people in a remote county of the West successfully challenge the might and majesty of the Forest Service? Time will tell. Similar lawsuits are underway in Texas and Alabama.

* * * * *

That you may know the names of the enemies, in Spring 1972 the following clubs were represented at a meeting for the purpose of signing a joint letter to the U. S. Forest Service asking that presently-proposed "wilderness study areas" should be designated for multiple use: Washington Horsemen's Association, Four Wheel Drive, Northwest Steelheaders, Houndsmen, Washington Airplane Pilots, W. S. S. C., King County Outdoor Sportsmen Council, Western Wood Products Association, Industrial Forestry Association, Good Sam Pickup Campers, Washington State Archery Association, Forest Products Association, Washington Auto Club, Alaska Campers, Trail Dusters.

We're very surprised to find horsemen and steelheaders keeping such bad company, and hope our information is in error.

* * * * *

Tracy J. Owen, member of the King County Council, has been nominated for the Alfred E. Newmann Soulmate award of Mad Magazine, honoring his recent speech in which he said, "Let's open up some of our wilderness areas... I favor letting the strong climb but I also favor facilities for the average American to enjoy his environment via tramways and gondola cars."

Considered by the nominating committee but rejected as too "camp" for Mad was Mr. Lloyd Cooney, President of KIRO-TV, Seattle. Mr. Cooney devoted two (2) of his famous editorials, which have been compared to the Philosophy and Wisdom of President McKinley, to reasons why Ross Dam should be raised. In the interest of fairness, Mr. Cooney allowed Patrick D. Goldsworthy one (1) rebuttal. But fair is fair, so a Mr. Larry Penberthy, President of Mountain Safety Research, Inc. and Trustee of The Mountaineers until defeated for reelection by a humiliating margin, was allowed to rebut Goldsworthy. When Goldsworthy asked for a chance to answer, Mr. Cooney said 3-1 was fair enough. (It is worth noting that under Mr. Cooney's

leadership the KIRO-TV evening news program featuring his editorials ranks fourth in a three-station market, beaten out for the #3 spot by reruns of situation comedies on a non-network station whose signal reaches only a small part of the market.

* * * * *

Sorry, Weyerhaeuser, you venerable "Tree Growing Company," you, but every couple years we get so ticked off by your deceptive damn four-color ads in national magazines that we have to throw the deception back in your face. The latest is your spread on "High Yield Forestry: even the animals like the idea," showing two fawns in the foreground and Mt. Rainier in the background. The middle ground? A green blur. Very close inspection reveals a clearcut, but it's as delicious a green as the old-growth timber. Well, the fact is that your White River Tree Farm hasn't looked this good since 1934. I know it, you know it, everybody who lives in the Douglas fir region knows it -- so why lie to the people back in Nebraska? Defend clearcut logging as you wish, but don't mock us by claiming it's pretty.

Your text says, "We've been refining these forestry practices since 1941, when Weyerhaeuser first introduced tree farming to the U. S. "

Please be honest. Until the last several years your idea of a "tree farm" was tacking up signs saying "TREE FARM" and then cutting down all the trees and sitting back waiting for nature to grow new ones. Recently you have been doing somewhat more on one or two "model farms" which are showed visitors on conducted tours. You are hand-planting seedlings, fertilizing, thinning. But why don't you admit these practices are so costly that wood from trees grown by this method will be 5 or 10 times more expensive than from the wild trees you are still cutting? Why not confess that the era of cheap trees is nearing an end, and we the people must expect in future to pay more for wood products?



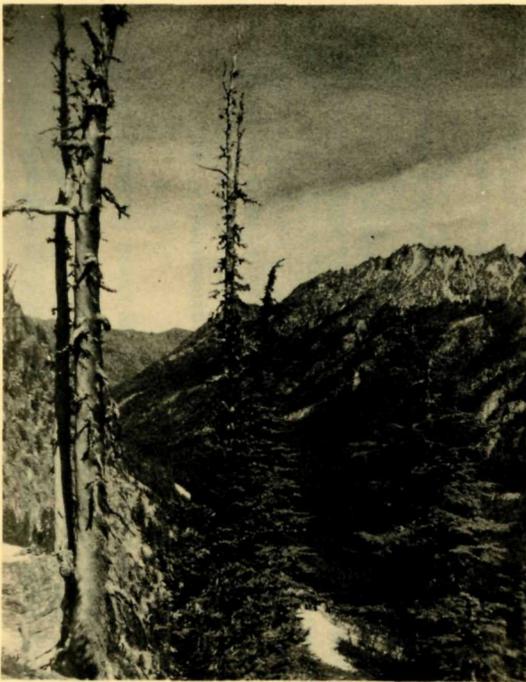
Yes, there definitely must be tree farming, high-yield forestry, and you've taken a step or two in that direction, and for that our thanks and congratulations. However, we'd be more enthusiastic about your concern for "growing trees for the needs of today" if you were not busily cutting the wild trees, nature's bounty, and shipping them to Japan, which has cut all its wild trees and thus must pay full cost for its homegrown "farm" trees and thus can easily afford to pay you a premium for the wild trees you are cutting on "your" land -- your American land.

Keep up this profiteering, keep up the deception in grossly wasteful propaganda campaigns, and by God we may just get around to revesting the Northern Pacific Land Grant, that monstrous swindle of which you are a major heir.

At the least we'll pass legislation along the lines proposed a half-century ago by Gifford Pinchot which would recognize a public interest in your "private" land and compel you to manage forests for the highest interests of the nation, not the highest return to stockholders. And we consider the nation to have higher interests than a favorable balance of trade.

* * * * *

California Time Petroleum, Inc. filed suit in November against the Weyerhaeuser Company for \$500,000,000, charging that "the prices of raw timber in Washington are being controlled by Weyerhaeuser." Attorney for the plaintiff says the suit arose from a sale of timber to Weyerhaeuser for which California Time was paid a less-than-fair price. The amount sought is said to represent the money Weyerhaeuser saved in the last 4 years by paying unfair prices to California Time and others. The suit also charges fraud.



THE WILD CASCADES

February - March 1973

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NORTH CASCADES CONSERVATION COUNCIL

Founded 1957

PRESIDENT: Patrick D. Goldsworthy MANAGING EDITOR: Camille Reed

EDITOR: The Wild Cascades

STAFF ARTIST: Eliza Anderson

Harvey H. Manning

STAFF CARTOGRAPHER: Noel McGary

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