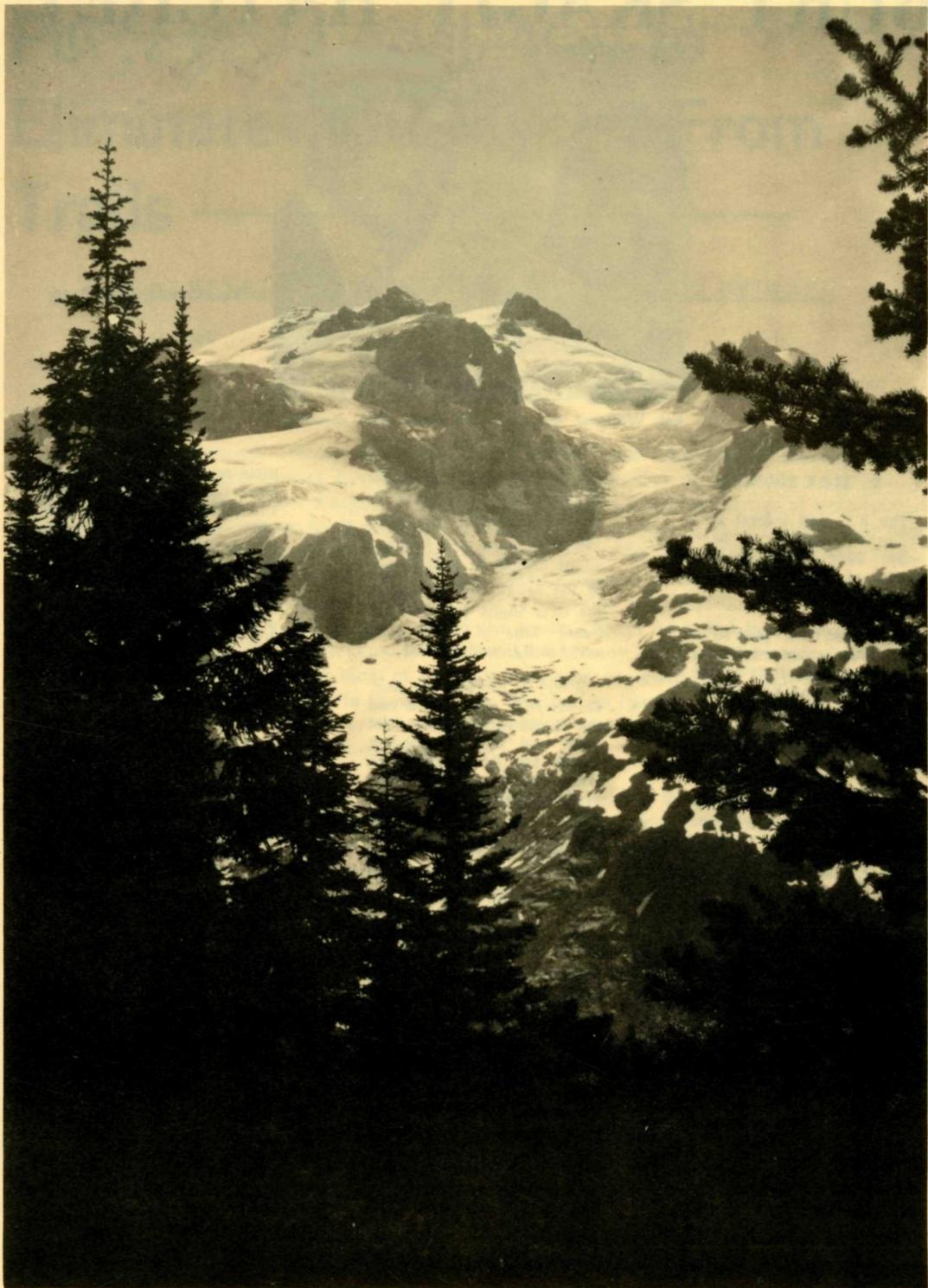
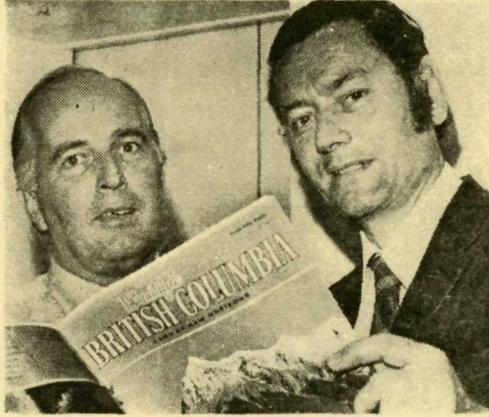


THE WILD CASCADES

April - May 1973



B.C., OTTAWA BURY SKAGIT HATCHET



Bob Williams, left, and Jack Davis after meeting.

Vancouver Province

June 9, 1973

By ALEX YOUNG

The B.C. and federal governments appear to have ended their differences over means of halting the Skagit Valley flooding project.

Agreement on a "joint strategy" was announced Friday after one hour, forty-minute meeting between B.C. Lands, Forest and Water Resources Minister Bob Williams and federal Environment Minister Jack Davis.

They refused to disclose the nature of the strategy, saying only that it would be revealed "step by step" as it is put into effect.

"We talked about what each level of government could do in order to solve the problem," said Davis. "I have said and I firmly believe there won't be any flooding. But we have to work out our common problem with the Light, and we are determined to do this together."

Under a 1967 agreement with the former Social Credit government, Seattle's lighting department has the authority to raise Ross Dam, on the

Washington State part of the Skagit River, to increase its power output. At full reservoir, the dam now floods a small portion of the B.C. part of the Skagit, but raising of the dam would put an additional area of about 5,000 acres in B.C. under water.

After its election last Aug. 30, the NDP government said the Skagit agreement was not valid and that the flooding would not be permitted to take place. It asked the federal government to negotiate an end to the project with the U.S. government, through the Boundary Waters Treaty, under which the B.C.-Seattle agreement was made.

Ottawa did have talks with the U.S. government. But, after getting what Davis called agreement in principle from the U.S. that the project should be stopped, Ottawa began insisting that B.C. negotiate directly with Seattle on paying compensation for termination of the agreement.

So far, B.C. has refused to deal directly with Seattle. In the most recent B.C. state-

ment prior to Friday, Premier Dave Barrett on April 18 told the legislature that B.C. was still relying on Ottawa to get it out of the Skagit agreement.

Neither Davis nor Williams said after their meeting specifically whether B.C. will now deal directly with Seattle, but Davis' comments indicated they may deal with Seattle jointly.

Williams said he was pleased "that we have reached some common ground on the approach we will take to the problem . . . I am very encouraged."

"I am sure we will succeed in our objective," echoed Davis.

The two men said they are not disclosing their strategy because "we want to keep our options as open as possible."

The location of the Davis-Williams meeting — the boardroom on the 21st floor of the B.C. Hydro building — was to have been kept a secret. But a Province reporter-photographer team was on hand when Davis and Williams arrived.

A Very Simple and Almost Perfectly Legal Way to Eliminate Motorcycles From Trails

REMEMBER! PEDESTRIANS HAVE THE RIGHT OF WAY!

By the IRATE BIRDWATCHER

Wenatchee National Forest, otherwise known as the North Cascades Prefecture of the Empire of Japan, in recent years has become increasingly hazardous to the health and serenity of trees and hikers. Supervisor Andrew ("Dandy Andy") Wright whacks down trees at a constantly accelerated pace, this to keep local mills going since private landowners are selling their own logs to the Homeland at premium prices, then replacing them with cheap National Forest logs. He also uses public funds to build roads that give private owners access to their timber, thus maximizing private profits and facilitating the flow of cellulose westward over the Pacific. On their eastward runs the log marus ride low in the water, heavy with Hondas, Yamahas, and Kamikazes, hordes of which are ticketed for the domain of Dandy Andy, who loves them well and for some years has been spending most of his trail budget on reconstructing perfectly adequate foot-and-horse paths into motorcycle raceways. So fanatical is Dandy that he will look you right in the eye and never blink as he says, "There is no conflict between trailbikers and hikers." (He also is very fond of sheep, but that's another story.)

It is not completely useless to write complaining letters to Wenatchee National Forest, because a strong faction of Andy's underlings are doing what they can to teach him the perils of his passion. They have been able to get some trails closed to wheels -- but in most cases these are either major feeders to the Cascade Crest Trail, which by statute is machine-free, or anyhow are too steep and rough for bikes. But they cannot change his policy. I've griped at trail crews constructing freeways through the wilds, and they've joined in the griping, saying "There wasn't a damn thing wrong with this trail except a motorcycle couldn't go more than 10 miles an hour, and they wanted to do 15." I've met rangers on wheels, and chided them for setting a bad example, and been told, "I hate the filthy machines more than you do, I spend so much time on them. But they give me so much country to patrol I can't cover it except on a motorcycle." When I quote the Dandy Andy "no conflict" pronouncement, these rangers will say, "He's right. Once the raceway is complete there's no conflict because the trailbikers swarm in and the hiker's get out."

Some hikers. Not all. Last summer, in the company of three other cantankerous bipeds, I hiked one of Dandy Andy's most notorious Japanese boulevards, the Entiat River Raceway, and am happy to report that for at least one Sunday of 1972 there was no joy in Hondaville.

We were led to our strategy by a ranger, who after listening to our bitching said, "Do you know the official 'rules of the road' on National Forest trails? Pedestrians have the right of way!"

He said no more. He didn't have to. The unspoken message was received and understood.

Now, a bit of elaboration. Horses have the right of way over pedestrians, which is only fair since it's easier for a hiker to step off the path. And on trails open to them bikeriders have the right to get by pedestrians -- but at the convenience of the hiker, not the biker.

On the particular Sunday in question we were sore as hell long before we saw wheels. We were descending from the high country, coming down the Entiat River, and at the junction with the Ice Lakes Trail left the Glacier Peak Wilderness. We were only 8 miles from the trail end in Entiat Cirque, still 7 miles from the road -- and we were out of official Wilderness! Preposterous. (The Forest Service already has paid in part for establishing a pitifully small Glacier Peak Wilderness in 1960, having in 1968 lost much of its realm to the National Park Service. But it has not yet paid the full price for that blunder.) And there at the boundary sign were wheel tracks.

We live in the noisy, smoggy city. To find clean air and quiet we'd driven many hours on highways, then 37 miles up the Entiat River road. Had we at last escaped machines? No, because in the spirit of "compromise" 7 of the 15 miles of Entiat trail are open to motorcycles. In all our long journey, only 8 miles were peaceful. Some compromise. So we were four angry men, walking down the blighted 7 miles that Sunday.

Our tactics were simple. We had the right of way, so we took it. When meeting motorcycles head on, we stopped -- in the middle of the trail. Did not step aside, but stood rooted to the ground. Motorcycles also had to stop, which in itself infuriates the jockeys. They were then forced to detour around us, usually by getting off machines and walking them past us on rough edges of the path.

When overtaken we kept right on walking, straight down the middle, paying no heed to squawks of horns, shouted requests to "Let me by!" Often the fuming (in two senses) idiots were compelled to idle along at 2 mph for as much as a quarter-mile before finding a wide enough spot to pass. To maximize the effect, we did not travel in a group, but in spread formation at intervals of several hundred yards, so that each cyclist faced not one but four disruptions. (Yet we were close enough together to quickly rally in case any of us were attacked.)

He also faced four separate lectures on the evils of his ways, delivered either in soft but stern tones or in bursts of invective, depending on the individual biper. Some of the language used was of a sort that could not be recommended to hikers unequipped with ice axes -- which we kept at the ready, since a good many of the wheelers were surly hoodlums.

We stopped for lunch at Anthem Creek, and found the bridge the most convenient place to drop packs, sit down, and sprawl at ease. For 1 1/2 hours of our leisurely meal each motorcycle was compelled to halt at the bridge and walk through a gauntlet of sermons. To the two mountain-climbers who had driven to Milham Pass we suggested they think very seriously about the mean-





ing of "the freedom of the hills" and ask themselves whether they belonged in the company of Frank Smythe. We informed little children, off on their own with no adults, that their daddies were slobs. The daddies with children we asked if they wanted their kids to grow up to be slobs like them. Other cyclists we asked such questions as when was the last time they heard a bird, or whether they felt they had a right to batter our ears with their racket, fill our noses with their fumes, or those who claimed physical disabilities, whether they had ever tried walking.

In summary, during the 5 leisurely hours we spent on the infernal 7 miles, scores of trailbikers were denied their "right" to speed along the Dandy Andy Raceway, and they learned (if they did not already know) they are hated and despised.

And all this good work was accomplished by a mere four dedicated pedestrians. We met other hikers -- not many, and most shell-shocked by the noise and vowing never to return. We urged them not to give up the Entiat, but to come again and again -- and to insist upon their official right of way over machines. At the road we met a Boy Scout troop just starting up the trail, and warned the leaders what to expect, and briefed them on the "rules of the road," and from their enthusiastic response have reason to believe that for the remainder of that Sunday the motorcycles met not 4, but 15 determined obstacles.

Now, I don't claim this strategy will have any effect on Dandy Andy, or will instantly sweep the trails clean of machines. But I feel confident that if hikers (1) will not abandon favorite trails simply because the motorcycles have become a nuisance; (2) will never ever humbly step aside to let maniacs razz by and will strictly enforce their right of way; (3) will frankly express their opinions to trailbikers; and (4) will always carry ice axes, a great many idiots who are charmed by television ads into thinking it's jolly fun to "conquer boredom" by razzing along trails will decide otherwise.

And remember, upon returning from any hike where wheels are met, sit down and write a letter to the appropriate National Forest Supervisor, complaining that there definitely is a conflict.

But in the case of Wenatchee National Forest, be sure to send carbons to the Chief of the Forest Service in Washington, D. C. and to your Congressmen and Senators. Talking to Dandy Andy about motorcycles is like warning the Japanese not to bomb Pearl Harbor. Some people just have to learn the hard way.

Regional environmentalists win major battle for wilderness area

By KENT SWIGARD
Spokane Spokesman-Review

SPOKANE — (AP) — Leaders of a fight to get a 36,000-acre tract of land included in the national wilderness system are taking a brief rest after winning a major battle in the campaign.

Last month the United States Forest Service announced the Salmo-Priest roadless area in North-eastern Washington and the northern tip of the Idaho Panhandle would be included in a study for possible inclusion in the wilderness system, along with 11 million acres of national forest lands.

MORE THAN four million of the study acres are in Idaho, Utah, Montana, Washington and Oregon.

Bob Kressek, a Spokane fireman, who has led the battle for land preservation, realizes efforts to obtain wilderness classification are far from over. Heated environmental-industry struggles lie ahead and the possibility of losing the area to multiple uses such as logging and mining still are present.

But the January announcement was a major victory for Kressek and the hundreds of environmental leaders who joined in his efforts representing more than 50 ecology and conservation groups throughout the Western United States. It was more than adequate reason to slow down and reflect on the events which led to the Salmo-Priest new status.

"I GUESS it all began in 1967 when I took a hunting trip into the area and came to the conclusion it should be spared from development," Kressek said. "A small herd of caribou lives there and I later discovered they are the only one left in the continental United States.

"I also found out this species of caribou is an endangered species," he said. "This makes the Salmo-

Priest an important wildlife refuge for these animals."

Little commercial timber is available in the area but there are several groves of red cedar trees of up to 12 feet in diameter and up to 3,000 years old.

"Because these trees have rotted and have hollow interiors, they have little value for commercial timber. But to a naturalist, the trees are beyond any price in value," said Kressek.

During Kressek's hunting trip, he also discovered Forest Service survey stakes for a road into the heart of the basin. As a result, he wrote to the Forest Service urging the area be left in its present state.

"BUT I WAS informed a road was needed in the area to accommodate timbering," Kressek said. I was told this timbering was necessary for the livelihood of the area's economy and had to be carried out.

At that point, Kressek said, he realized one person is helpless in trying to accomplish wilderness objectives."

Coincidentally, one day in 1969, Brock Evans, Northwest representative of the Sierra Club and Western Federation of Outdoor Clubs, looked at a map on his office wall in Seattle.

"I NOTICED there weren't any roads or signs of development in the Salmo-Priest area and decided to telephone the local forest supervisor to ask about plans for the area," Evans said. "When I discovered the logging and development plans, I sent letters to Eastern Washington environmental groups asking them to look into the situation to see if the area might qualify as a wilderness."

By that time, Kressek had found sympathizers among members of the Spokane Mountaineers, an organization in which he had been elected president.

"When we and other organizations received Brock's notice we went right to work. We formally requested that the area be

designated a wilderness and soon had two foresters coming to Spokane to talk to environmental groups.

"When they told us they still planned to have the area logged, we went out and collected 10,000 signatures on petitions asking them to change their minds. "Eighteen local organizations joined in the fight and further support was expressed by some 40 groups belonging to the Federation of Western Outdoor Clubs."

Kressek said a Forest Service team of experts "finally was sent into the Salmo-Priest area." They discovered there was only about \$800,000 worth of commercial timber available. As a result it was determined economically unfeasible to log the area.

"THE REST is history," said Kressek. "We compiled an eight-inch thick book of correspondence and re-

search and finally managed to get our small piece of ground included in the wilderness classification study.

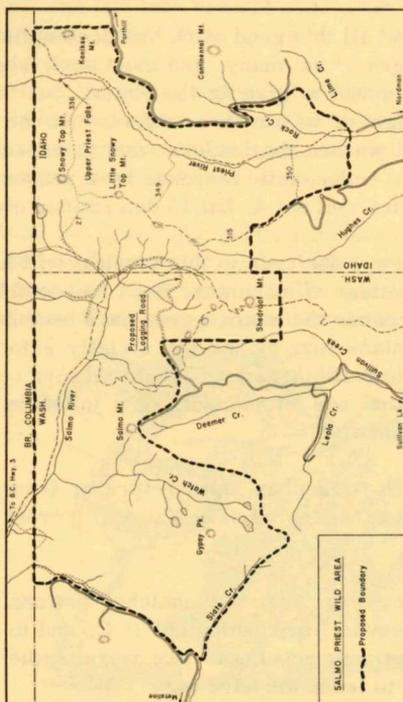
Kressek disagrees with persons who charge that environmentalists are attempting to lock away all of the country's timber and mining resources in wilderness areas.

"The present 11-million-acre wilderness system encompasses only about 6 per cent of National Forest lands. Even if all 11 million acres now being studied were added, we still would have only about 12 per cent of our national forests in wilderness areas," he said.

He also took issue with those who say only the rich and hardy can enjoy the wilderness areas.

"I'm just a fireman, and yet my wife and 3-year-old daughter spent a weekend in the Salmo-Priest. If we can enjoy it, just about anyone can."

The Seattle Times Sunday, February 18, 1973



Forest-fire fighters have 2nd thoughts

By CHARLES AWEEKA

Kenneth O. Wilson, regional fire chief for the Forest Service, agrees with the thesis that healthy ecosystems in the wilderness areas are dependent on fire.

But, he says, the Forest Service in Washington and Oregon is making little effort to duplicate let-burn policies being tried in a wilderness area in the Bitterroot National Forest in Idaho and in Sequoia and Kings Canyon National Parks in California.

"I think in the years to come, we will definitely have fire-management programs, but this won't come very fast, maybe within 10 years," he said.

He said flexible fire-control plans probably would be adopted for larger wilderness areas first. He named two of them—Glacier Peak (464,000 acres) and Pasayten (505,000 acres), both in Washington.

Forestry officials say that policies would be determined by the weather, number of visitors, watershed value and proximity of commercial timberland.

FOR DECADES, Forest Service policy in the Pacific Northwest has been to extinguish all man-made and lightning-caused fires as quickly as possible.

"There's no question that if you put out fires, you change the ecosystem," Wilson said. "If you want to retain a wilderness area, then

fire is part of the prescription."

Dr. Robert E. Martin, Forest Service researcher and head of the forest-fire-science program at the University of Washington College of Forest Resources, says a policy of letting fire play its natural role in wilderness is repugnant to some managers.

"This is a touchy situation," he said. "Don't forget that over the years about 90 per cent of the effort in forestry has been in controlling fire. These men are taught that all fire is bad."

Dr. M. L. (Bud) Heinselman, Forest Service researcher at St. Paul, said there is conclusive evidence that ecosystems in the nations "most cherished" wilderness areas are fire-dependent for preservation.

Heinselman, who spoke at a University District symposium of forest researchers and managers, said forest fires help prepare seed beds, recycle nutrients, reduce fuel accumulations, control plant diseases and insects and stimulate species that are important foods for wildlife.

He said studies of the Boundary Waters Canoe Wilderness in Minnesota indicate that fires consume an area of equivalent size to the wilderness every 100 years. Some areas have escaped fires for 500 years while others burn every other year.

UNDERSCORING the

need for better understanding of forest ecosystems, Heinselman encouraged managers to begin similar studies in other wilderness areas.

"Only when we know the role of fire can we begin to understand what that agent is doing to the system," he said.

Bruce Kilgore, National Park official, said lightning fires above 9,000 feet generally are allowed to burn in Sequoia and Kings Canyon National Parks in the Southern Sierra Nevada Range — except where fuels are continuous across park boundaries into lands owned or managed by other agencies.

The program was started in 1968 after a considerable fire hazard built up in some areas because of the fire-suppression program, Kilgore said.

In the past four years only two of 69 fires in the let-burn zone comprising 553,000 acres (about 70 per cent of the land in the two parks) had to be controlled.

WILDERNESS fire management has been under way in the 66,000-acre White Cap Creek drainage in the Selway-Bitterroot Wilderness for the past year.

Foresters say that guidelines will be refined as experience and new information are obtained, but that at no time will they provide a mechanical procedure for obtaining "the answer."

David F. Aldrich, a wilderness fire planner, and Robert W. Mutch, a research forester, said fire history is being determined from existing records and techniques of dendrochronology (the study of earlier environments based on growth rings and differences in trees and aged wood).

Fuel appraisal techniques, developed for fire planning

and fire-danger rating, also are being applied in order to provide estimates on fire growth and fire-intensity potential.

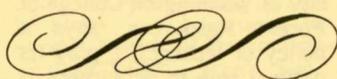
Landform, soil, geology, hydrologic analysis, vegetation and fish-habitat studies also are being made.

Mutch emphasized that fire-suppressant techniques — such as the use of bulldozers to clear off land for

roads and firelines — often do more damage to the land than the fire itself.

He said some fire-sculptured snags fit well into the natural scene of wilderness areas.

"I asked a lady in Mullan (Idaho) why she put black snags in her front yard and she said she just likes them," he said.



THE SIXTH ANNUAL (AND LAST)

CONSERVATION GARDEN SALE

The Sixth Annual (and last) Conservation Garden Sale seemed to fall victim to Seattle's soft economy. Joe and Margaret Miller reported they had more plants than usual but far fewer customers. Total contributions were \$619.00, of which \$75.00 went to Seattle Audubon Society, \$75.00 to Puget Sound Group of the Sierra Club, and \$469.00 to NCCC.

The Millers sincerely thank Larry and Anna Sebring, Olga Gull, and Helen Waterman for working at the sale. Donors of plant material were Nancy Arnold, Lila Frisch, Val Fulmer, Mrs. Ben Gale, Cora Gardiner, Jean Goggio, Dorothy Henderson, Elva Holland, Pat Landon, Anne Mack, Mrs. James Martin, Joyce Nelson, Helen Strom, and Ruby Williams.

The Conservation Garden Sales have contributed more than \$2400 to the local environmental movement over the past six years. Their novelty seems to have worn off, however, and the Millers believe there must be easier ways of raising money for the cause.



NORTH CASCADES CONSERVATION COUNCIL
BOARD OF DIRECTORS MEETING
MAY 5, 1973

UNIVERSITY OF WASHINGTON, SEATTLE

I. The Forest Service is contemplating reorganization of National Forests and subsidiary units and had asked the North Cascades Conservation Council for its recommendations with respect to consolidation of the Mt. Baker and Snoqualmie National Forests. It is generally understood this move is in accordance with efforts to meet budget restraints on the U. S. Forest Service. Among the recommendations it was considering was a merger of the Snoqualmie and Mt. Baker National Forests, the Wenatchee, Okanogan, Colville, and Kaniksu National Forests: it was indicated the Olympic and Gifford Pinchot National Forests would continue to be separate entities. The Board of Directors of the NCCC passed the following motions with respect to the National Forests within the State of Washington.

- (1) MOTION on the consolidation of Snoqualmie and Mt. Baker National Forests:
The North Cascades Conservation Council favors a reorganization of the Mt. Baker and Snoqualmie National Forests into one National Forest with the headquarters located in Seattle, Washington.
- (2) MOTION on the consolidation of Wenatchee, Okanogan, Colville, and Kaniksu National Forests:
The North Cascades Conservation Council recommends merging of the Wenatchee National Forest with the contiguous areas of the Okanogan National Forest, with headquarters to be located in Wenatchee, Washington, and that the remainder of the Okanogan National Forest be joined with the Colville National Forest together with the Washington State section of the Kaniksu National Forest, with its headquarters to be in Spokane, Washington.

II. The President had appointed an Alpine Lakes Boundary Review Committee prior to submission of recommendations to the Forest Service. The Committee (Harvey Manning, Frank Fick-eisen, Victor Josendal, and Charles Hessey, with Patrick Goldsworthy an ex officio member) recommended boundary enlargements for Wilderness as a new 1973 position for the North Cascades Conservation Council superseding its 1963 Wilderness recommendations for an Alpine Lakes Wilderness Area. These were outlined on a map. The Board concurred in the recommendations by the following Motion and also expressed approval of the shuttle bus rather than private car access up the Icicle River road and partly up the Cle Elum River road, where the recommendation included a proposal to close the latter road in its upper reaches.

- (3) MOTION on modifying the 1963 Alpine Lakes Wilderness boundaries:
The Board of Directors of the North Cascades Conservation Council accepts the Council's Alpine Lakes Committee report on expanding the 1963 Alpine Lakes Wilderness Area proposal except that the Board recommends closure of the Lenox Creek road.

III. Discussion relative to the Alpine Lakes National Recreation Area brought out that the North Cascades Conservation Council had previously endorsed the boundary recommendations of the Alpine Lakes Protection Society but had not done the detailed studies on the NRA boundaries pre-requisite to making specific recommendations on the NRA.

It was understood that several bills will be introduced into Congress, with Congressman Lloyd Meeds planning to introduce three: the ALPS proposal, the final Forest Service proposal, and

the timber industry proposal. It was the feeling of the North Cascades Conservation Council Board of Directors that a strong unified bill for an Alpine Lakes Wilderness was essential, where the emphasis would be on Wilderness rather than a second National Recreation Area Bill with Wilderness as a part. Through the following Motion the Board authorized its President to negotiate with other organizations as a coalition similar to the one recommending an Alpine Lakes Wilderness Area in 1963; among such organizations for 1973 would be The Mountaineers, Friends of the Earth, Sierra Club, and possibly other member clubs of the Federation of Western Outdoor Clubs.

(4) MOTION on Alpine Lakes Wilderness Legislation:

The North Cascades Conservation Council is to initiate proceedings for a unified Alpine Lakes Wilderness Bill and the Board of Directors authorizes the President of the North Cascades Conservation Council to negotiate with other groups.

IV. General information as to potential Wilderness designation by the National Park Service within Mt. Rainier National Park was reviewed and discussed. No final or firm recommendations have been released by the National Park Service. The President appointed a committee to review and make recommendations relative to the North Cascades Conservation Council's position with respect to the Wilderness of Mt. Rainier National Park. The Committee will be: Walter Halperin, Chairman; Philip Zalesky, James Henriot, Richard Brooks, and Polly Dyer.

V. A final position will be needed by the North Cascades Conservation Council in order to make recommendations relative to the future of the Skagit River as either a Wild, Scenic, or Recreation River. The U. S. Forest Service will be concluding its studies and making recommendations as required by the Wild Rivers Act designation of the Skagit as a potential Wild River. The President appointed Allen Wiegand, Chairman, R. Duke Watson, and Ward Irwin as a committee to develop this position.

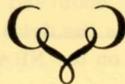
V. ELECTION OF OFFICERS FOR THE YEAR MAY 1, 1973 - MAY 1, 1974:

PRESIDENT: Patrick D. Goldsworthy
 FIRST VICE-PRESIDENT: Charles Hessey
 SECOND VICE-PRESIDENT: R. Duke Watson
 TREASURER: Joseph W. Miller
 RECORDING SECRETARY: Polly Dyer
 CORRESPONDING SECRETARY: Thomas H. S. Brucker

SECRETARY NEEDED

The North Cascades Conservation Council is looking for a part-time secretary to fill a vacancy in August. Job includes secretarial work and typing and layout of our bi-monthly publication: THE WILD CASCADES.

Hours flexible. \$2.50 per hour. For more information call: LA 3-2029.



The Seattle Times Sunday, February 4, 1973

Ecologists blast forest project

By CHARLES AWEEKA

Falcon hasn't got off the ground yet, but already it's being blasted by environmentalists and ballyhooed by the Forest Service.

Put in the latter's terms, Falcon is a high-intensity, highly visible, short-duration research, development and applications program created to solve critical timber-harvesting problems. (The word Falcon is an acronym for Forest Advanced Logging and Conservation.)

The immediate objective, the Forest Service says, is to develop, test and demonstrate advanced logging systems suitable for harvesting fragile forest areas.

It's ultimate objective is to enable resource managers to predict the economic and environmental consequences of logging methods such as balloons, helicopters, and cable systems.

Gordon Robinson, Sierra Club forestry consultant, criticized the government project as appearing to be an outright subsidy to the timber industry.

"I think it's a way of trying to increase the allowable cut without appearing to do so," he said.

IN A RECENT letter to Theodore A. Schlapfer, regional forester for the Forest Service in Washington and Oregon, Robinson expressed concern about the impact of logging, by any method, on steep, unstable slopes.

Many birds and animals need over-mature timber for habitat, while others like the grizzly bear and the moose, which range over

large territories, cannot survive in contact with man, Robinson says.

"It seems therefore that the highest and best use of the steep, unstable slopes and remote patches of commercial timber and the sub-marginal timberland is watershed, wildlife and recreation," he said.

"Timber should not be logged merely because we are able to develop a technology that makes it possible to remove it."

Robinson also asked Schlapfer if it was true that helicopter logging would require just as much road construction as more conventional methods of timber harvest. He hasn't received an answer.

He said the proposed appropriation of \$10 million a year for five years "seems very high" in comparison with the total 1973 budget of \$61 million for the entire research program in all of the Forest Service experiment stations and the Forest Products Laboratory in Madison, Wis.

AMPLE RESEARCH in helicopter logging already is taking place, he said, pointing out that the Sugarloaf sale in the Lassen National Forest in California involves 25 million board feet on 3,869 acres.

Robinson recommended that the appropriation be reduced to \$1 million a year and that experimental logging be done only in areas which are free from potentially serious environmental problems.

"Meanwhile," he said,

"the Forest Service should be admonished to delete all submarginal forest land from their resource base; and to scale down the allowable cut on the national forests to that which can be sustained."

Robinson and other officials also emphasize the obvious disadvantages of helicopter logging such as cost—a factor not lost on some Forest Service silviculturists who tout sophisticated skyline systems as the only realistic means of protecting the environment.

He estimates the cost of helicopter logging at \$60 a thousand board feet, compared to only \$10 or \$12 by conventional means. (Aerial-logging costs have run as high as \$1,000 a thousand board feet in Southern Oregon, reliable sources say.)

Hurlon C. Ray, assistant regional administrator of the Environmental Protection Agency, said the intention of the Falcon program appeared to be commendable.

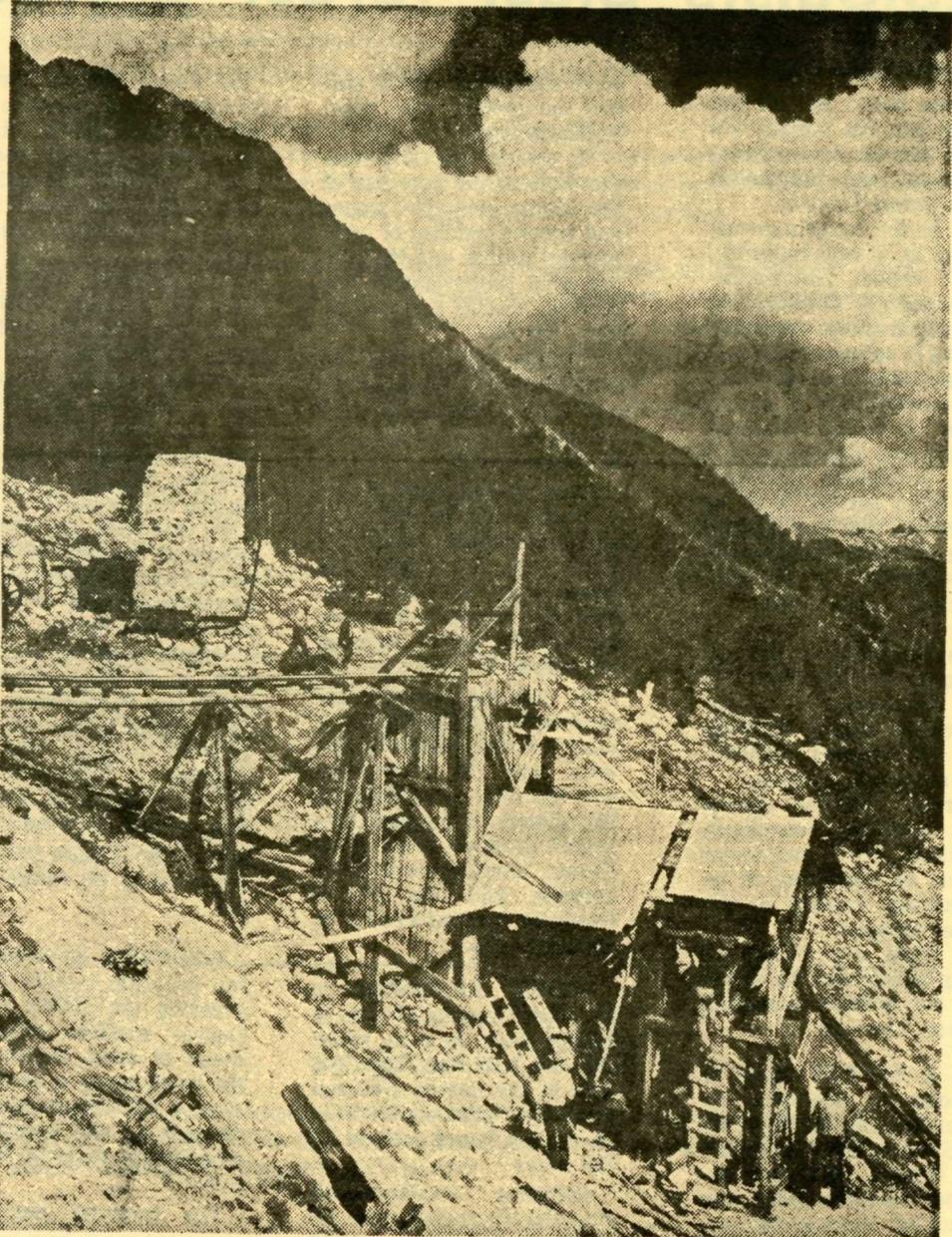
HOWEVER, he warned, if the program results in increasing the ability to log remote roadless areas or areas of steep slopes with the likelihood of a lot of erosion or little regrowth, then there is a "real question of whether the program is beneficial."

The program has been grounded up to now by lack of funds.

Congress appropriated \$5 million for fiscal 1973—half of the amount requested by the Forest Service—but the

turn to page 13.

The Seattle Times Sunday, November 19, 1972



In the isolated Pasayten Wilderness area near the Canadian border, this is all that remains of a tungsten mine and mill that operated during World War I. Crushing was done in the roofed building at lower right. A trestle brought the material there.—A.P. photo.

Deserted mine produced tungsten in World War I

By HU BLONK
Wenatchee World

LOOMIS, Okanogan County — (AP) — If the nation ever becomes desperate for tungsten again, perhaps a deserted mine deep in the Pasayten Wilderness about 18 miles northwest of Tonasket, off U. S. 97, will spring to life again.

It was operated during World War I for tungsten to harden the weapons of war. An effort was made to open it again during World War II, but the attempt failed, and now the mine is only an attraction for hikers and riders.

The ore deposits, about a half mile south of the United States-Canadian border and four or five miles from 8,500-foot Cathedral Peak, were discovered in 1904 by men surveying the international boundary.

A PACKED snow and ice road was built in the winter of 1915-16 from Loomis to the deposits so mining equipment could be hauled in on sleds.

The summer of 1916, a saw mill, a commissary, an office, three bunkhouses, a large mess hall, an ore mill, a stable and a quarter-mile-long flume to carry water to the mill were built.

At the peak of work that year, 80 men were employed, including freighters and packers, and it took about 150 horses to make up the freight teams and pack trains to keep supplies rolling to the mine.

Laborers were paid \$2 per day, muckers received \$2.25, and miners and carpenters got \$2.75.

IN OCTOBER, 1916, the first shipment of ore was ready to go out — 50 sacks of concentrate weighing 100 pounds each — by pack train.

The shipment had to be taken to Nighthawk, 14 miles north of Loomis, so the company started looking for a shorter route to a railroad. It found one down Ashanola Creek to the Similkameen River and a rail line eight miles west of Keremeos, B. C. The route was half the distance of the old one.

The Canadians, anxious for the mine's business, started building a road to the "diggings." While they worked from the north, the mone crew was building a route to connect with them.

The crews were six miles apart when the mine closed down, the price of tungsten having dropped from \$5 a pound at the outset of mining to \$1 per pound because

large deposits had been found elsewhere.

IN THE mid-1930s, another company tried to resume operation of the mine. It packed some ore by horse and mule down along North-central Washington's Chewack River to the Methow Valley, but that lasted only a year or so.

When World War II began, the need for tungsten arose again. An effort was made to sell stock in the mine, but the effort was unsuccessful.

The run-down buildings that remain at the mine are occupied frequently by hiking or riding parties. Many have burned their names or initials in the wood structures.

One party wrote that it hadn't been interested in sleeping with the pack rats when it arrived, but when a blizzard blew up, the group was only too happy to bed down.

con't from page 11. .

funds have been frozen by President Nixon.

Ultimately, the Forest Service is seeking \$50 million for the project spread over five years.

Edward Kotok, branch chief of the Forest Products and Engineering Research Division in Washington, D. C., said Falcon claims no monopoly in logging research and development.

However, he said, the program could "serve as a matrix" to speed up and mobilize present efforts.

"We cannot abandon Falcon," he said. "We will not."

Timber firm's manual sets specific environmental rules

Crown Zellerbach Corp. is one firm that is doing something about meeting the environmental challenge.

"Certainly we've set no shining examples yet," said Robert C. Lindsay, manager of forest-management sciences and services of Crown's Northwest Timber Division at yesterday's State Forestry Conference.

He added: "It's a hard chore to completely change an old-time logging crew into crusading Ralph Nader followers, but we feel we're making progress."

Lindsay said the company had drawn up a set of rules and issued them as a CZ Northwest Timber Environmental Guide.

"This is no mild corporate manual," he said. "It sets right out in black and white what we expect to do."

THE POLICY statement says that Crown Zellerbach supports the National Environmental Policy and will meet or exceed all laws and regulations concerned with environmental protection and control.

In support of the policy statement, the company has included a set of environmental goals. Among them are promises to maintain and enhance fisheries and wildlife habitat, manage timber lands to improve soil quality and soil fertility, and "operate with due consideration for esthetic values."

The manual states: "It is the responsibility of each employe, including contractors and their employes, to

comply with the intent and purpose of all environmental guidelines set forth in this manual."

UNDER EACH of the nine sections in the manual, definite rules are specified. Some of the instructions under the logging section are: Leave buffer strips of brush, alder and low-value conifers wherever possible along streams supporting anadromous fish.

Avoid logging across any stream supporting anadromous or resident fish, or any stream where a downstream water system might be affected.

Keep size of contiguous clear-cuts to a minimum practical limit. Make boundaries fit natural topographic features.

Time logging activities to the season in which soil damage can be kept to acceptable limits.

Use the logging method that best suits the soil types and season in order to minimize soil disturbance.

Plan logging layouts to avoid across-ridge or across-drainage skidding.

Remove all logging-machinery debris (broken or discarded cable or chokers, old oil barrels, filters, empty cable spools, broken machine parts, etc.) to a county dump or proper disposal area.

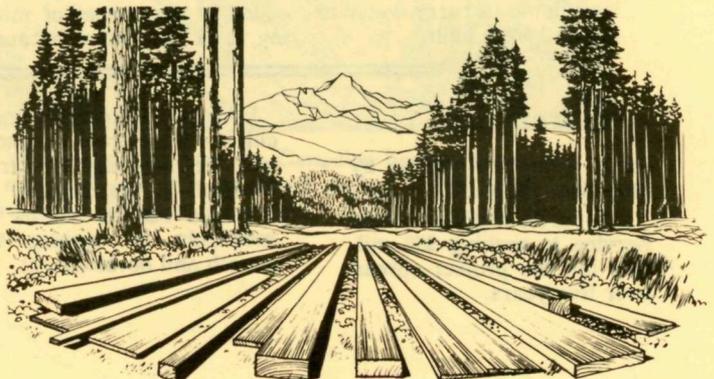
Do not discard lunch wrappings and refuse at roadside. Use garbage cans provided in crew buses.

LINDSAY SAID the company is stressing esthetics and appearance along public roads. One plan used is to harvest a strip 100 to 150 feet wide along the road, then plant it with large nursery stock. When the seedlings are large enough to screen the road the remaining timber will be harvested.

The firm's guidelines, issued last summer, are applicable to the management of 750,000 acres in Washington and Oregon, Lindsay said.

He said the environmental question is the most important problem today facing the forest-products industry, adding, "I propose the forest industry must meet this challenge and those who do not will die."

The Seattle Times Saturday, November 4, 1972



NEWS & VIEWS

of the north cascades

--- From Our Correspondents at the Front

Certain experts on the design of picnic tables and privies who latterly have sold themselves to Seattle City Light as "ecologists" would have you believe the big old western redcedar trees of the Big Beaver Valley are not so uncommon that we should cherish them.

Maybe not, but an N3C member who prefers to remain nameless tells us he has been waiting 3 months to get a new roof on his house because for reasons that may not be defensible he wants cedar shakes and the roofing contractor says they simply are not to be had.

Now we read in the papers that Seattle Cedar Lumber Manufacturing Company, in business at the same place in Ballard since before 1900, processing clear, old-growth cedar logs into siding, paneling, and specialty items, is considering going out of business. The firm's saw-mill already has shut down, "temporarily." The reason? No logs. Or rather, no logs at prices the company can afford.

Where are the logs going? Mostly to Japan. Where price is no object.

If the company does close, 160-180 jobs will be lost, and an annual payroll of about \$2 million.

We are confident the working people of Japan do not live in cedar houses. But we suspect the executive offices of the Honda Company are cedar-paneled.

Meanwhile, the N3C member has evacuated half his living room due to rivers pouring through the roof, and hopes the roofer can steal at least part of a log from the Japanese. In fact, he claims the reason he wants a cedar-shake roof is so that at least something of his natural heritage will not be shipped out of the country.

* * * * *

An apopleptic N3C field agent reported as follows in a letter of 13 August 1972:

"I returned just a few hours ago from a climb of Vesper and Sperry. I scouted this climb on July 15th and thus have had a chance to observe changes over a 28-day period. The main change has been wrought by a D8 Cat. In this 28-day period it has extended the road from the mine head at about the 2800 ft. contour toward the basin which lies between Sperry and Vesper. I estimate this recent extension to be just under 1 mile in length and to reach the 4200 ft. contour. The new road is very straight and steep and has completely scarred the whole west side of the Vesper Creek valley. It appears to me that the road will be further extended so as to reach a region of many test holes at the 4700 ft. contour. They are apparently working on a 7 day a week basis as I had a chance to watch the goon and his machine push a great pile of rock mixed with small trees over the new road edge toward Vesper Creek.

"I know it's very important to prevent a State subsidy to the Bren Mac road and to warn people about the unproven nature of the Bren Mac ore body; however,

while all these good things are going on, the man with the D8 is massacring the valley."

We see in the papers that the City Council of Everett, whose water comes from Sultan Basin, which Bren Mac is messing around in, has taken action to discourage mining, logging, and recreation in the basin as activities which might adversely affect the water quality -- but specifically has not mentioned Bren Mac as a threat. But at least it did not endorse the mine, as Bren Mac representatives wanted. Build the tax base? Make jobs? Or keep the water clean? Hard choice for the typical city council.

* * * * *

What's going on at "the 5400-foot level of the ridge north of Baker Lake"? In September a Seattle newspaper reported a helicopter made a forced landing there while delivering geologists to an exploration site. Presumably the site is on Mt. Shuksan, within the North Cascades National Park, and relates to the molybdenum claims established on Sulphide Creek before creation of the park. Whatever it is, we don't like it.

* * * * *

In the spring of 1972 a Bellevue promoter announced plans to develop a \$100,000,000 "city" just east of Snoqualmie Pass. Investors are being sought all over America and Japan. Fred Tallmadge Day, Jr. is the motivator of the project, and a director of Financial Systems Management Co., a holding company for five other companies which would carry out various aspects of the development, one of these being Hyak Meadows Co. of which Day is also president. The masterplan was scheduled to be presented to Kittitas County officials last summer, but we've heard nothing further. Which doesn't mean nothing is happening.

Hyak Meadows Co. already has paid \$1 million for 146 acres in lower Gold Creek, an area called Mountain Grandeur, and has agreements to purchase 76 acres from Boise Cascade for \$257,000 and 400 acres, including the ski area, from Hyak Skiing Corp. for \$3.2 million. Hotels, motels, condominiums are planned, and shopping centers, tennis courts, swimming pools, a golf course, skating rinks. And many tramways. Perhaps an airfield.

Eventually Day hopes to extend improvements to Silver Peak and through Mill Creek basin -- on National Forest land. He hopes in future to gain use of much Burlington-Northern (railroad land grant) property.

But mind you, Day intends to make all this "harmonious with the pass area." Well, the way Snoqualmie Pass is going, Disneyland, Sodom and Gomorrah, downtown Dallas, and the roller derby would be "harmonious" there.

* * * * *

One of the great things about the Lake Chelan country is how often nature reminds us that we live there, whether for a day or decades, on sufferance. Torrential rains on June 9-10, 1972 sent flash floods down many a stream. Twenty Five Mile Creek washed out much of Ramona Park Campground, carrying away one car and battering it to hell and isolating four other cars and 20 campers who narrowly escaped with their lives; the people were evacuated, and later returned to find their cars had been vandalized by local criminals. Safety Harbor Creek wiped out the dock and little campground, scouring the site to bedrock from canyon wall to canyon wall. Prince Creek, which over Memorial Day of 1948 cut the wide trench in the old alluvial fan so familiar to lake voyagers, flooded again, taking out the dock and part of the campground. Graham Harbor Creek removed a bridge.

Stehekin folk do not tremble in fear and call the Army Corps of Engineers for protection. They are fatalists, optimists; the Ray Courtneys live at the base of Mt. McGregor ("Courtney Mountain") between two avalanche chutes which sweep from the summit to the valley floor; all the buildings at Stehekin Landing are on the alluvial fan of Purple Creek, which over the eons has raged again and again, and by the terms of its existence must do so again in future.

The whole Stehekin valley seemed imperiled last spring. Halfway between Cottonwood Camp and Basin Creek, sometime last winter, a great piece of the valley wall broke loose and tumbled into the Stehekin River. There was speculation a temporary dam might impound so much water that when it burst the valley would be devastated. However, the mass of boulders fell atop deep avalanche snows and the river has continued to tunnel under. During a mid-October inspection, I wondered how many years will pass before the 50-foot-deep snow, protected by the capping of rock melts completely away.

* * * * *

Moore Point on Lake Chelan, or 128 acres of it, has been purchased by the U. S. Forest Service from Moore Inn, Inc. for \$226,300, the funds provided by the Land and Water Conservation Act. The point, which is the alluvial fan of Fish Creek, was homesteaded in 1889 by James (John) R. Moore, grandfather of Robert Byrd, present concessionaire at Stehekin, and Ray Courtney, former N3C director. During the mining rush of the '90s Moore built a three-story hotel which first served prospectors, then tourists, until burning down in 1957. Part of the point remains in private hands, as do Four Mile Point and most other lands suitable for camping on the upper lake; the 128 acres thus are particularly important for camping by boaters and by hikers along the Lakeshore Trail and have an important place in joint Forest Service - Park Service recreation plans.

* * * * *

Okanogan National Forest so far has identified 60 species of mammals and 164 species of birds in the Pasayten Wilderness. Copies of a checklist showing the species may be obtained by writing Okanogan National Forest, Box 950, Okanogan, WA 98840.

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Everybody knows there was a lot of snow in the Cascades in 1971-72, but the figures were slow reaching us. We have heard that the snowpack of the Columbia River watershed contained "the largest volume of snow and water since 1948," the year of the flood that wiped out the city of Vanport, Oregon. Dams built since then pretty well eliminated flood danger in 1972.

As of May 1, 1972, Soil Conservation Service reports showed near-record snowpacks in the higher mountains of Washington. The Wenatchee River watershed was 138 percent above normal; Yakima, 114 percent; Skykomish, 73 percent; Snoqualmie, 70 percent; Green River, 5 percent. At 2 percent below normal, the White River watershed had the only subnormal snowpack in the state. All others than those named were at least 20 percent above normal.

During the 1971-72 snow year ending June 30, a new world's record for measured snowfall was set at Paradise Valley on Mount Rainier -- 93 1/2 feet.

* * * * *

While prowling the Stehekin valley last fall, one of our agents learned the Army Corps of Engineers was getting ready to mess around with the river. "Good grief!" was our reaction to his report. "What the heck is the Army doing in National Park Service terrain?" Investigation revealed a very strange story.

The high water of June 1972 carried a lot of debris down the Stehekin, and in subsiding,

deposited logs here and there -- all perfectly natural, part of the usual and accustomed behavior of a wild river. However, the event officially was construed as "damage" and the fallen trees and jams were seen as a "potential hazard to residents and property of lower Lake Chelan during the next high water." Under terms of Public Law 91-606, the County of Chelan, through the federal Office of Emergency Preparedness, declared a "disaster" as of June 10 and requested assistance from the Army Engineers.

Between November 2 and 17, 1972, the contractor "cleaned up" the 4 miles of river from the airstrip to the lake. No streambank stabilization was done and close inspection was maintained by the National Park Service and the Washington Fish and Game Department, which conceded the Corps did all it could to minimize impact on the environment. However, there's no getting away from the fact that this sort of tinkering with a natural system is incompatible with National Park (or, in this case, National Recreation Area) values, even though the river in time will repair the damage (and by "damage" we mean not the log jams but their removal).

Had all the land been under National Park Service jurisdiction the Army never could have invaded the river, but much of the lower portion runs through private property, giving entry to Chelan County and the Corps. Even so the Park Service might have been able to call a halt and certainly would have tried, but for some reason it was not officially notified and first heard of it when they read about the Engineers' plans in the newspaper. This was only a few days before work began. That's no way to win friends and influence people, Army.

* * * * *

Flowers still come cheap for eating but the price is going up a little. The Departments of Interior and Agriculture have announced that 1973 fees charged for grazing public lands will be 12 and 11 cents respectively higher than in 1972, part of a plan adopted in 1969 to reach fair market value in 10 annual increments.

For 1973 the average fee for grazing on National Forests will increase from 80¢ to 91¢ per animal-unit-month. This means 100 sheep can spend a month in gardens of the Glacier Peak Wilderness for \$91.

It long has been our opinion that by popular subscription we could easily raise more than \$91 to keep 100 sheep out of the highlands for a month. For example, if each hiker (and horse-man) taking the Chelan Crest Trail paid \$5 so his trip would be free of trampled flowers and polluted water, the income would be at least 10 times more than the shepherd pays.

Flowers are still too damn cheap for a sheep.

* * * * *



As of March 1, the word is that unless winter suddenly comes blasting in (which it has done in other years at this late date, but the long-range forecast is it won't this year) the high trails will be open much earlier than normal, and surely far earlier than during the Ice Age of summer 1972. February 1 surveys showed snow was at its lowest depth since 1963. The Chelan-Entiat watersheds were 81 percent of normal, though only 55 percent of 1972. Other figures: Nisqually, 95 percent of normal; White, 69 percent; Snoqualmie, 48 percent; Skykomish, 76 percent; Skagit, 83 percent.

Though we haven't yet seen March 1 reports (as of this writing) the exceptionally balmy February greatly intensified the snow shortage.

* * * * *

Geology and Mineral Deposits of the Loomis Quadrangle, Okanogan County, Washington. Bulletin 64, has been published by the U. S. Geological Survey, and is available at \$4 a copy from the Washington Department of Natural Resources, Olympia, Washington. A geologic map shows the rocks and formations, another shows mineral deposits -- 89 mines and prospects, with their locations, mineral workings, and former production. The text discusses the sculpture of the terrain and how present drainage relates Pleistocene glaciers that were at least a mile deep, telling that the ancestral course of the Similkameen River was the trench now occupied by Sinlahekin Creek.

* * * * *

In 1971 the Washington Legislature passed a law requiring registration of snowmobiles and all-terrain vehicles, the fees to be devoted to supervising the machines to minimize their damage and to providing them with certain services. However, the proceeds are being considered by the razzers as their private slush fund, and because they pay (a little) to enjoy their sport are making muscles to take over all the land. (Same pattern as highway lobby with its slush fund.)

The first major conflict came this winter at the parking lot plowed out at the Stampede Pass interchange on Interstate 90. Snowmobilers are complaining that when they arrive at "their" lot (plowed with "their" money) it often is filled by the cars of cross-country skiers, who apparently get up earlier in the morning than snowmobilers. The Washington Chapter of the Western Snowmobilers Association wants the skiers kicked out. Among its complaints is that during one confrontation a 16-year-old girl snowmobiler was spit upon by a group of cross-country skiers. The state Department of Parks and Recreation is pondering the matter, but the attorney general has ruled the parking lot cannot be restricted to snowmobilers.

Meanwhile, the ATV and trailbike crowd is griping that trails (on state land) maintained "for them" with their fees are being used by hikers. --Well, maybe the answer is a boot tax and a ski tax and snowshoe tax. There are only 7500 snowmobiles registered in Washington. Cross-country skiers and showshoers outnumber them. And hikers outnumber bikers. If it comes to a battle of slush funds, we'd win hands down.

* * * * *

The National Society of Professional Engineers has named the North Cascades Highway one of the top ten "outstanding engineering achievements" of 1972, calling it "... a tribute to the Washington State Highway Commission's determination and to the efforts of countless men who worked on the formidable task in an area unlike any other in the world..." No comment.

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THE WILD CASCADES

April - May 1973 (published in June)

North Cascades Conservation Council
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Seattle, Washington 98125

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NORTH CASCADES CONSERVATION COUNCIL
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Route 4, Box 6652
Issaquah, Washington 98027

Published bimonthly 50¢ a copy
Subscription price \$5 a year