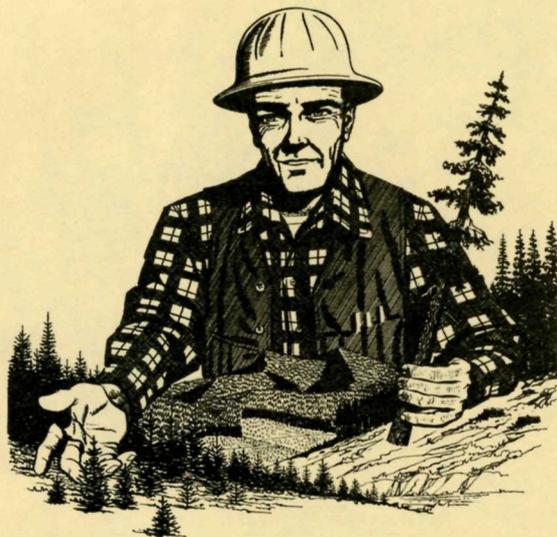




August - September 1973

THE WILD CASCADDES

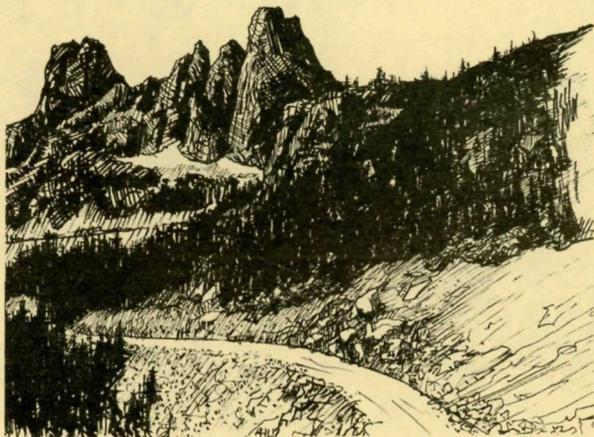
IN THIS ISSUE...



GRAZING, MINING, LAND-USE
PLANNING, TRAILS, ROADS,
AND PEOPLE-PRESSURE IN
GENERAL ARE PROBLEMS
THE FOREST SERVICE IS
ATTEMPTING TO COPE WITH.
"NATIONAL FOREST PLANNING"
ON PAGE **23** IS AN
"UNOFFICIAL" CRITIQUE
OF THOSE PLANS,

ON PAGE **4**, WE'RE BROUGHT UP TO DATE WITH THE
"1973 ANNUAL REPORT OF CTNGHA." ON THE LATEST
MACHINATIONS OF THE STATE HIGHWAY DEPARTMENT AND
OTHERS.

SHEELA MCLEAN SHARES WITH US HER "REFLECTIONS OF A
WILDERNESS RANGER" ON PAGE **3**, AND ON PAGE **10** ARE
NEWS AND VIEWS FROM OUR CORRESPONDENTS AT THE FRONT.



COVER PHOTO: Lyman Lake at head of Railroad Creek,
below Northstar Mountain, Glacier Peak Wilderness.

ERRATUM

Editor: The cover photo on this issue was intended for a latter issue and is incorrectly described at the bottom of page 2. The correct description of the COVER PHOTO is:

The Valley of the Skagit before Ross Lake from Sour Dough Ridge -
U. S. Forest Service Photo by Lage Wernstedt - 1926.

This scenario was taken from Sourdough Ridge by Lage Wernstedt of the U. S. Forest Service, with a large field photography camera and tripod, used in conjunction with his extensive surveying and triangulation, probably in August or September, 1926. Wernstedt hiked to numerous high vantage points in Mt. Baker and Okanogan National Forests, took thousands of scenic and panoramic photographs of the North Cascades for the purpose of mapping and surveying. His work, virtually unknown to the public, included monumental explorative and mountaineering achievements, the development of highly improved and effective surveying techniques, and the building of photographic equipment for what was likely the first aerial photography for mapping in the mountain region. His dog accompanied him during many summers of this work, and can be seen in the foreground.

The glacierized valley of the Skagit River dominates the landscape, and with a lens one can distinguish its course and the giant, old cedar forest in the lower valley of the Big Beaver; much of this natural vista has been destroyed by the flooding from Ross Dam. On the east side of the Skagit River one can note the natural environmental change as the forest becomes more open on the vast slopes of Jack Mountain, the direct result of diminishing rainfall. The dome of granodiorite nearly in the center of the photograph is Pumpkin Mountain (3419 ft.), the beginning of a long spur leading to Mt. Prophet. The two peaks of Hozomeen Mountain, nearly at the Canadian Boundary, dominate the topography of the distant skyline.

The significant improvement in detail and standards of accuracy, and the multiplicity of mountain feature names, which appeared on the 1931 edition of the Mt. Baker Forest map of this region seems directly attributable to Wernstedt's projects. He had a strong need for a permanent nomenclature as a corollary to the triangulation networks. There appears the likelihood many of the names which first appeared at this stage of cartographic history were his. It is additionally significant that the generic name Picket Range and several of the dramatic peak titles made their bow on this map.

There seems no basis for the assumption that the name honors Captain George E. Pickett, once in command of Fort Bellingham, and later of Civil War fame.

The previous planimetric map (1926) portrays no graphic skeleton for the Picket Range; the state of exploration in this area prior to this date is suggested by the exaggerated length of McMillan Creek and the absence of a watercourse for Luna Creek.

Fred Beckey

* * * * *

The so-called "vision" of J. D. Ross that the Skagit Gorge should be plugged with concrete (Ross Dam) and the upper Skagit Valley flooded (Ross Lake) for the benefit of Seattle is one of the greatest tragedies of the North Cascades. This occurred before people who knew and cared about the scenic grandeur of the Cascades were organized to protect these values and before Congress had made it a law that all environmental impacts of such projects must be fully explored and presented to the public. Today the North Cascades Conservation Council is seeking to prevent Seattle from raising Ross Dam and extending this callous destruction and disregard for the environment into the untouched wilderness of one more valley: Big Beaver Valley, which will ultimately become part of the North Cascades National Park. The Canadian R. O. S. S. Committee is joining forces with the N. C. C. C. in this effort to prevent the flooding of the Canadian Skagit Valley by High Ross Dam. This is an extremely costly fight being waged before the Federal Power Commission. Can you help a little to prevent another tragedy?

P. D. G.

REFLECTIONS OF A WILDERNESS RANGER summer 1973 by sheela mclean

My job began with the melting of snow from mountain passes and ended when winter's new snow drove all but the native animals down into the lowlands. It allowed me to be in the wilderness in a capacity other than pure visitor; having responsibilities towards the wilderness lent me a special sense of belonging there.

The job was as wilderness ranger in the Pasayten Wilderness and sections of the national forest adjoining the wilderness, all under administration of the Winthrop Ranger District.

My responsibilities covered a wide range. I was trained in advanced first aid and carried a radio, in case of emergency. I was informed on the history of the wilderness and, as much as possible, on the present physical and political status of the land, so I could give information to people with questions and concerns. I was there also to enforce the laws which cover the wilderness in an attempt to preserve it as it is, while allowing people to enjoy it, to keep notes on use of and observed abuse to the wilderness, and to serve as one channel of communication between the users of the wilderness and administrators.

The beauties of the job to me personally went beyond the opportunity to spend a summer in the Cascades doing a job I could so strongly identify with.

I learned lessons invaluable. The majority of my time was spent backpacking alone, so I learned of my need for human company. I learned that time can stretch and pull like taffy and that a person can spend hour upon hour just thinking and walking and not begin to exhaust one's realm of reflection.

I came to know many people in the special atmosphere of wilderness comradeship, where one is eager to listen to the other -- where a peculiar brand of mountain integrity exists, perhaps caused by the fact that one person doesn't know the status or attitudes of the other, and in that setting it really doesn't matter anyway.

Of course, besides these things there was the incredible impact on my senses of the pure uncontrolled, unorganized, untouched splendor of the mountains.

I recall especially one evening I spent on Meebee Pass at the head of East Creek after a long day of losing and refinding the trail, always gaining altitude in the sweaty hot sunshine. Having finally reached the top, and looked on over the other side into the Methow, I picked a sunny spot on that narrow heather and stunted-fir ridge, unrolled my sleeping bag, and began to cook a favorite meal - cheese and macaroni.

The sun was setting in orange and purple haze, and when I turned to watch the shadows climb the granite faces across the Methow, a full August moon began its nightly journey across eternity. I felt in those moments an almost religious belief that life does have a rhyme and reason.

Filling a role in which I felt useful doing a job needing to be done, and at the same time gaining experiences in beauty which taught me the vital necessity of wilderness to my own spirit - all done and felt in a wandering summer.

1973 annual report of CTN GHA

(close the north goddamn highway association)

Opening and Closing Dates

The North Goddamn Highway (referred to by some as the North Cascades Parkway), opened to the public September 2, 1972, was closed for the winter November 26 by avalanches on Liberty Bell Mountain. Due to an exceptionally mild winter and the indefatigable efforts (costing hundreds of thousands of dollars) of the State Highway Department, eager to get its newest gas-guzzling toy back on display, the route was opened April 27, 1973.

Temporary closures began in September and travel thenceforth was very risky. (In the 1973 spring clean-up, 750 tons of rock were cleared from the roadway; even during summer the rule was to drive at your own peril and keep dodging; more junk began falling from disturbed cliffs with the first fall rains). The Liberty Bell avalanche blocked the road from November 14-18. On November 21, the chutes off Liberty Bell and Cutthroat Ridge sloughing snow steadily, the Highway Department gave up for the year, conceding 60 miles of the route were almost continuously dangerous.

Interestingly enough, after the Chinook Pass Highway was closed November 9, Cayuse Pass followed suit December 12, the first time since the road was built 40 years ago it has been closed for the entire winter. Studies had shown that each car using the road in winter cost some \$10-\$20 in maintenance (snow-plowing) expense, for the most part as a subsidy of Puget Sounders using the White Pass ski area.

We would like to know how much the Highway Department spends plowing the road to the Mt. Baker ski area, and the amount of the taxpayer subsidy to each of the skiers here -- 75 percent of whom are Canadians. We are sure that without this subsidy the Mt. Baker ski area would be forced to close. We also would like to know how much it costs to maintain the North Goddamn in fall, in total and per car.

In December 1973 the Highway Department announced the gas shortage would force reduction of snow-removal activities. It will not try for the traditional early openings of Chi-

nook Pass or the North Goddamn. "We plan to let Mother Nature do the snow removal."

We will watch with interest to see how early the Goddamn opens in 1974.

Use

In 1972, between opening in September and closing in November, some 264,000 people traveled the North Goddamn.

Vehicle counts in early 1973 were: May, 32,520; June, 35,970; July 1-15, 28,540. Through August, the year's cumulative total was 176,000.

In mid-September the National Park Service estimated about 618,000 people in 221,000 vehicles had driven the North Goddamn since spring. Though figures are not available to us at this writing, the total probably did not rise greatly beyond that, what with the bad weather and extreme hazards prevailing during the last two months before closure.

It is thought that had it not been for fear of a gas shortage, more than a million people would have used the route in 1973.

The Wenatchee World made a spot check of traffic from 10:30 a.m. to 12:30 p.m. on Monday, August 6, and found 71 percent of the vehicles were private automobiles (219), 15 percent campers (45), 12 percent travel trailers (38), and 2 percent motorhomes (5).

Traffic counts in 1974, during a (probably) genuine rather than a threatened gas shortage, will make an interesting comparison.

Zahn Gang Honored

Plaques commissioned by the State Legislature to honor Zahn and others for their contribution to wilderness vandalization and the energy crisis have been placed on a concrete monument at Overlook Rock above Washington Pass. One plaque commemorates Zahn. The other names eight people, four from each side

of the mountains, who have no shame. West side: Sig Berglund, G.W. Gannon, Sig Hjaltalin, and S.S. McIntyre Sr. East side: Jack Abrams, Morris A. Bolinger, Lester Holloway, and Leonard Therriault.

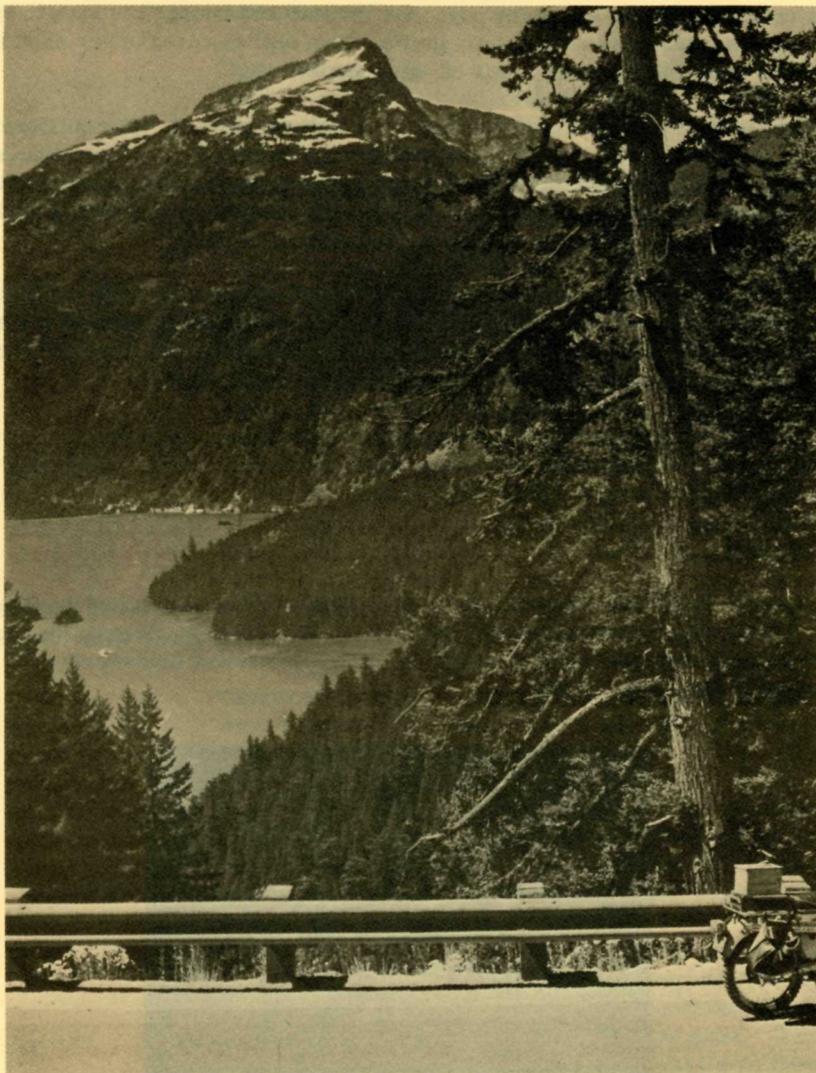
When visiting the plaque, CTINGHA members should refrain from rude noises and gestures and be scrupulously polite. The friends and families of these men have suffered enough.

Andrews Gang Honored and Dishonored

As previously reported in WC, the Na-

tional Society of Professional Engineers cited the North Goddamn as one of the six greatest engineering achievements of 1972. On October 12 the Pacific Northwest Council of the American Society of Civil Engineers called the Goddamn the 'outstanding civil engineering achievement in the Pacific Northwest in 1973'.

Reacting to the first of these honors, Richard E. Taylor of Aspen, Colorado, a member of both the N3C and the American Society of Civil Engineers, wrote the following letter (ignored) to the editor of Civil Engineer, the official ASCE publication:



DIABLO LAKE

"We can only hope that the six projects selected for achievement awards this year do not reflect the state of the art of civil engineering. The paucity of creative and functional design displayed by these projects speaks well for the critics of our profession. If this is the best that we can offer, how can we save the world with technology? How can we claim the title of master builder?"

"Fortunately we were spared photographs of three of the nominees. One, the Safeguard Missile facilities, is hopefully classified and will never appear in our magazine. Of the nominees pictured, two happen to be very common and average solutions to everyday problems. The electrical substation's only attribute (other than drainage) is the fact that it was built in a hole where it cannot be seen. One picture, however, stands out as a parody of our avowed criteria of an "engineering project demonstrating the greatest engineering skills and representing the greatest contribution to civil engineering progress and mankind". The North Cascades Highway could easily make the list of this century's ill-conceived and poorly executed public works.

"It is ill-conceived because there is no reason for this highway. The handful of farm-to-market sorties can hardly justify the enormous cost. Its recreational benefit has been to split the nation's largest contiguous wilderness area exactly in two. Two million acres of our most beautiful alpine mountains have been rent by an ugly scar of "civil engineering".

"It is poorly executed because it is an average state highway project. The bulldozer mentality of the designers and constructors has made no provision, whatsoever, for the unique scenic qualities of the area. The photograph in the April Civil Engineering is representative of the entire job. The reader will note the ugly scar eight times wider than the actual highway, and the excavation waste falling directly into what used to be a virgin mountain stream.

"It is unfortunate and saddening that we as civil engineers and people, when confronted with the unpleasant task of raping a virgin wilderness, cannot at least make it pleasant for mother nature. The North Cascades Highway could have ushered in a new era in scenic highway design. Instead, we have produced more ammunition for our critics.

"What's done is done. It is sad but true that man's construction cannot be undone by nature. We can only hope that this travesty will be a constant reminder of civil engineering's current failings and will inspire us to do better work in the future."

Unsanitary Timber

In summer 1973 N3C President Patrick D. Goldsworthy was invited by Okanogan Forest Supervisor Gerhart H. Nelson to inspect the sites of the Winthrop Ranger District's proposed "sanitation" logging along the North Goddamn Highway. President Goldsworthy's 3 October 1973 letter of response speaks for itself:



Construction work on the Cutthroat Creek to Silver Star Creek section in 1963.

Washington State Highway Department Photo

"We were in receipt of the notice from your Winthrop District Rangers Office relative to proposed Timber Sanitation Salvage Operations on North Cascades Highway. We were invited to view the two sites on September 8, 1973. Unfortunately this date was in conflict with a Washington Environmental Council Symposium on Forest Management Practices in Washington State to which we were previously committed. As a consequence we were unable to view the sites.

"However, we wish to advise at this point that we seriously doubt the desirability of so called enhancement of scenic values and elimination of fire hazards. Avalanche-felled trees are a part of the natural scene and as seen from the highway, constitute an educational display. A nice, tidy, cleaned-up slope is definitely not natural. As time goes on there will be more avalanches as this is the nature of things in the North Cascades. Will the Forest Service always want to conduct a sanitation salvage clean up?

"It is this very tendency that made us work so strongly for a North Cascades National Park including the Granite Creek Valley and the entire North Cascades Highway as a Parkway. You will recall that Congressman Saylor twice introduced bills to add this valley to the Park. Salvage logging activities by the U.S. Forest Service serve only to add fuel to this glowing ember.

"Several questions came to mind which we would have exposed if we could have viewed the sites with your staff. What is the merchantable value of the timber to be removed, will this be a bid sale, and if so, when would the sale be announced? What thought had been given to clean-up that involved no removal at all but landscaping the avalanche debris to remove what you refer to as a non-scenic situation (i. e. this would cost the Forest Service money as no sale would be made)?

"Before you take any action we request an opportunity to go over this matter in detail with you at a mutually convenient time."

Supervisor Nelson concluded, in answering President Goldsworthy on October 25, 1973, as follows, that the Rainy Timber Sanitation Salvage Operation should become inoperative:

"Thank you for your response to our notice of proposed salvage timber operations along the North Cascades Highway west of Rainy Pass.

"We have thoroughly analyzed these specific sanitation-salvage possibilities, solicited public input, and visited the areas many times. Some people feel these areas should be cleaned up; others such as your group feel they should be left alone.

"The Okanogan National Forest Staff, after reviewing the Environmental Analysis report and public response concluded that salvage operations in these particular locations may result in even greater aesthetic problems than now exist. Our objectives were the enhancement of scenic values and the elimination of a fire hazard. Therefore I have reconsidered and decided to drop

the proposed sales.

"I agree with your statement that avalanche and other natural catastrophes can be very interesting and constitute an educational display. However, the fact that man has entered this area precludes the notion that all catastrophes which may occur to the timber stands adjacent to the highway will necessarily be of natural origin.

"The presence of the old growth trees with occasional grey spike tops promotes the primitive, almost timeless, character of the North Cascades. These old growth stands in turn present a problem in both visual resource management and recreation development in that they are most susceptible to windthrow, insect and disease, and fire, all of which could be caused by man's presence in the area. The need for treatment in each specific case must be carefully evaluated."

WC Editor Gains Infamy in Wenatchee

On August 29, 1973, the Seattle Times published an interview with the editor of WC in which he expressed the opinion of the North Goddamn familiar to WC readers and predicted ultimate closure by popular demand.

September 5 the Wenatchee DailyWorld devoted 24 column inches of its editorial page to quoting from the interview and commenting upon it -- not in a spirit of hostility, but of rational discussion.

September 13 the World printed a letter from Twispite Jack Abrams, renowned as a County Commissioner, than which there can be hardly an honor higher, promising that the North Cascades Highway Association was ready to give Manning "a little bit of a rough time".

October 19, under a cross-the-top-of-the-page headline, "This Is Not Scenic, Mr. Manning?", the World printed two color photos taken from the Goddamn and quoted 10 people a World reporter interviewed in Winthrop. Among the responses was that of a Mr. Art Indahl, of Hoodspout, who suggested of Manning, "They ought to pinch his head off."

What with the slowness of communication over the mountains, not until November 18 did Manning learn he had become as well-known and popular in Wenatchee as Adolph Hitler. The letter he wrote in self-defense was promptly

and courteously published by the World on November 21. (The World, incidentally, is the only newspaper that regularly reports in depth on North Cascades affairs.)

A number of Wenatchee-area residents took the trouble to respond directly to Manning. One fellow told how he moved from Iowa in 1958, griefstricken by what had been done to his homeland there, and how he was now in despair to see the same sort of destruction of his new home. Another wanted to know if the Issaquah Mannings were related to the Wenatchee Mannings, saw-mill owners, whose ancestors, in Missouri, were associates of Jesse James.

A Winthrop resident said a majority of the people in the Methow Valley dislike the Goddamn and are particularly fearful of the move to keep it open all year. "Mostly we grumble to ourselves while Jack Abrams and his cronies organize a "keep-the-highway-open committee." This writer said there was a growing interest in assembling a local group to keep Abrams from doing still further damage to the Methow way of life.

We thus conclude our 1973 annual report of CTNGHA on a hopeful note. Conceivably the next report will announce a grassroots rebellion against Methow Valley big - wheelers who've had things all their own way for so many years.

Respectfully submitted by the Secretary,
Irate Birdwatcher
1 February 1974

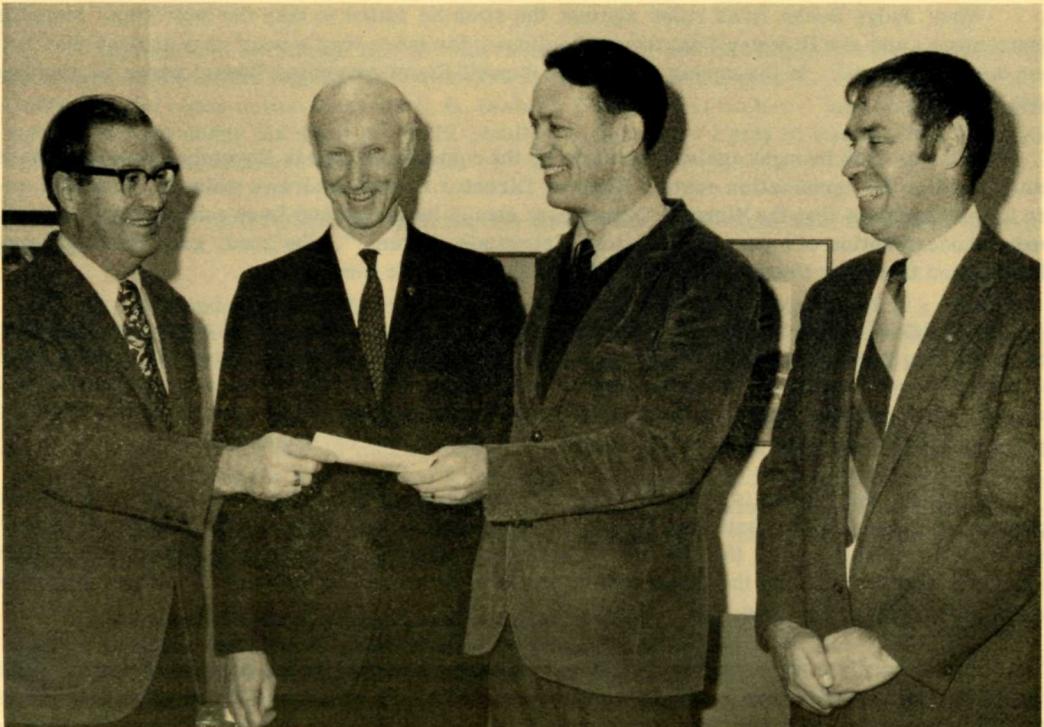
Addendum

A number of the members have expressed dissatisfaction with the name of our organi-

zation, inasmuch as the initials do not provide an acronym as memorable as, for example, FOE (Friends of the Earth).

Unfortunately, the alternatives suggested have been uniformly unsuitable for mixed company -- though, to be sure, they come readily to the tongue when driving the North Goddamn.

For the interim, it has been pointed out that if one attempts to make a word of "CTNGHA", and says it rapidly, as one normally would in anger, it tends to come out "Sting Yuh!"



John Rutter (left), Director of the Pacific Northwest Region of the National Park Service, accepts a check for \$2,200 from Morris Moen, president of The Mountaineers Foundation. Between them is Paul Wiseman, vice-president of the foundation, and on the right, Lowell White, superintendent of the North Cascades National Park. The money, donated by friends of the late Dwight Crowder (see Wild Cascades, August-September 1970), has been used to purchase a 37 1/2 acre patented mining claim in Horseshoe Basin, east of Cascade Pass in the North Cascades National Park. The property thus now belongs to the nation and is safe from private developers.

Many more inholdings remain within the park. The Foundation would be pleased to make further purchases should funds become available. Donations may be sent to the Mountaineers Foundation, 719 1/2 Pike Street, Seattle, WA 98101.

NEWS AND VIEWS

OF THE NORTH CASCADES

from our correspondents at the front

At long last the construction of I-90 through the area immediately west of Snoqualmie Pass is definitely halted -- temporarily. A law-suit was filed by Richard J. Brooks, a citizen (also a Board member of the N3C), et al., Plaintiffs, vs. John A. Volpe, as Secretary of the U. S. Dept. of Transportation, et al., Defendants, to force the Washington State Highway Department to comply with the law. On December 7, 1973, the Ninth Circuit Court of Appeals (in San Francisco) upheld the ruling by the United States District Court Judge Beeks (in Seattle) that the State Highway Department had not complied with various laws, particularly by not preparing a proper environmental impact statement.

When Judge Beeks first ruled against the state he failed to take the next step, stopping construction, and the Highway Department continued for more than a year on a project that had been declared illegal. In the spring of 1973 the Circuit Court corrected Beeks' error by shutting down the job.

Suit was then brought against the state by the contractor, who in November was paid more than \$2 million for termination costs. Highway Director George Andrews whined, "It seems unfair to the taxpayers that the Highway Department should be restrained from completing this badly needed modernization of a part of the federal interstate system." The good, gray Seattle Times editorialized that Dick Brooks had wasted \$2 million in public money.

Good grief! Who was it broke the law in the first place? Who was it continued construction in the face of a court ruling declaring the project illegal? If you or I stole \$2 million from the public till we'd be strung up by the thumbs and flogged with a cat o' nine tails and thrown in a dungeon. But Andrews wantonly flushes that sum down the drain and not only is he not fired but he is treated as some sort of a martyr, persecuted by vengeful environmentalists.

Anyhow, the project is shut down and will remain so until a revised environmental impact statement is prepared that satisfies the court. Presumably a statement will be released sometime in 1974. Will it accept the obvious -- that double-decking the existing highway (they do this in Europe) and thus leaving the other side of the Snoqualmie valley alone is the proper course of action? We'll see, we'll see.

The immediate problem is paying legal expenses incurred in the past 2 1/2 years. Dick Brooks still personally owes a couple thousand dollars of the still unpaid attorney's fees which now total \$4548.29. Contributions (tax-deductible) to help him pay off the debt may be sent to North Cascades Foundation, 3215 Northeast 103rd Street, Seattle, Washington 98125.

* * * * *

Said Shakespeare, "A man may smile, and smile -- and be a villain." If there were any innocents, beguiled by his forced-face smiling mood, who were not convinced Dandy Andy Wright, Supervisor of Wenatchee National Forest, did not deserve to be ridden on a rail right out of the Forest Service, the Coulter Creek scandal of 1973 made them believers.

Dandy had been cooperating all along with Pack River Company in the plot to exploit the checkerboard ownership of the Alpine Lakes area and thwart plans for a large wilderness area. Only through understanding this cozy relationship can one be less than staggered by the events of 1973.

Pack River, without a by-your-leave, surreptitiously began building a private road over public land. Caught in the act in the spring of 1973 by the conservationists, Pack River kept mum. Then Andy, when he knew that we knew, admitted the road was illegal and explained the timber in the area was "sick" and needed to be cut (and shipped to Japan). The Forest Service brought suit against Pack River which had to pay triple appraised value for the trees they had cut and had to completely obliterate the trespass road they had built illegally, restore the land, and seed the area. When Andy "discovered" the road in the spring he commented that "apparently it was built last fall". How was it possible for the Forest Service not to know that 1/2 mile of road, including switchbacks and the felling of trees, was being built illegally on Wenatchee National Forest land?

Meanwhile, plans proceeded for the "legal" road both Pack River and Dandy wanted, and despite protests by 15 conservation groups, and Governor Dan Evans, and the Seattle Post-Intelligencer, a permit for the road, first issued in April, was confirmed in September by T. A. Schlapfer, Regional Forester, after being specifically authorized by John McGuire, Chief of the Forest Service.

Arguing that the Alpine Lakes Wilderness proposal before Congress should have priority over any decision about logging in Coulter Creek, conservationists sought a temporary restraining order on road construction from the U. S. District Court. On October 5 they won a preliminary injunction from Judge Marshall A. Neill, pending an appeal for a stay of construction being made to Secretary of Agriculture Earl L. Butz.

However, on October 19 the injunction ended when word came that Butz had rejected the appeal.

As 1973 ended, Pack River and Dandy Andy had won, they were pushing a road into the magnificent Ponderosa pine forests of Coulter Creek, to remove dead and diseased trees (death and disease are part of wilderness), invading the proposed Alpine Lake Wilderness.

A victory? You bet. And enough more such "victories" and there won't be any U. S. Forest Service at all. There surely cannot continue to be a U. S. Forest Service so long as it gives powers to the likes of the Hon. Andrew C. Wright. Region Six has been shocked by the examples of district rangers, forest supervisors, and even regional foresters, resigning to take cushy jobs with the timber industry they have served so long and faithfully, and in the process placing under scrutiny their entire period of "public service."

Long before Coulter Creek, Wright was a marked man. But in that valley the Forest Service has lost friends it will not soon woo again with smiles, and smiles.

* * * * *

Put together the Northern Pacific Land Grant and the age of the helicopter and what have you got? Ruddy nonsense, that's what. Pack River Company, not content with building illegal roads and butchering Ponderosa pine within the boundaries of the proposed Alpine Lakes Wilderness, now has found a way to foul up the meadow country as well. A chap named Fred Scaman, who operates the Mt. Cashmere Inc. helicopter service out of Cashmere, has obtained rights from Pack River to develop the basin of Lake Caroline, on the side of 8500-foot Mt. Cashmere. His firm would build some 10 recreational homes plus a lodge on the shores of the lake. The entire fancy little village, the site presently accessible solely by a long, steep, and beautiful trail, would be serviced by helicopter. Hikers would be excluded from the area as they would be trespassing. The gall!

Well, we just hope Pack River and other heirs of the nefarious Northern Pacific grant get up more schemes of the sort, all the way from Weyerhaeuser holdings in the Snoqualmie Pass through the Teanaway and Icicle drainages. This could be precisely the stimulus needed to power a popular move to re-vest the damn grant, to clean up the checkerboard private/public land ownership by condemnation proceedings (not by land exchanges).

Anyhow, the incredible Scaman has applied to the State Department of Ecology for a permit to divert water from three tributaries of Pioneer Creek, which feeds through Eightmile Creek into Icicle River. He's not likely to get away with it. Conservationists are declaring an environmental impact statement is required. The Department of Ecology has heard so many complaints it is thinking of holding public hearings on the permit application. Spokesmen say a decision is "a long, long way off -- at least a year away."

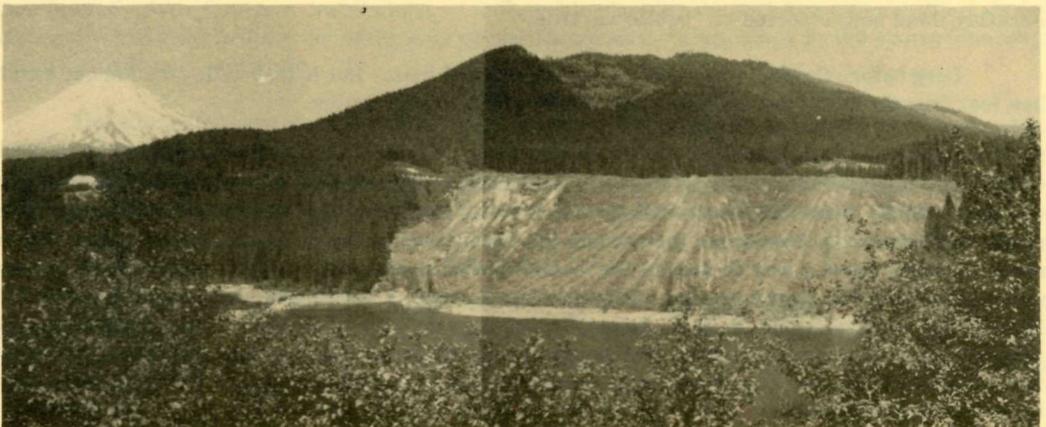
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In 1971 Wenatchee National Forest announced that its Five-Year Action Plan envisioned logging about 40 percent of available acreage with skyline or similar methods -- meaning, of course, that Dandy Andy intends to move into the high, steep country in a big way. Helicopter yarding will be specified "only on an emergency basis (salvage urgent) or where no other system can do an acceptable job (i. e., critical slopes and soils, key scenery)." During 1973-76 there will be 1 helicopter sale in the Chelan Ranger District, 1 in the Cle Elum, 1 in the Entiat, and 5 in the Leavenworth. Since the backpackers' anti-aircraft cannon now being designed is not expected to be in production soon, the word is to keep your head down when walking the ridges.

Anyone driving the North Goddamn Highway in 1973 saw the shape of the future, with giant Sikorsky S-61s dropping down out of the clouds to dump logs at a landing beside the road just west of Marblemount. Silver fir and hemlock were being flown 3 1/2 miles from property owned by Forsberg Brothers, the timber sold to Aero Timber Development Inc., a subsidiary of Carson Helicopters, Inc. of Perkasia, Pennsylvania.

It seemed such a good idea that in September the State Board of Natural Resources approved a sale of state timber in the same area, with helicopters to be used since the state section is surrounded by National Forest land on which logging and road-building are prohibited. There go hopes of preventing stupid Bert-Cole-style logging by barring access over public land. The sky belongs to everyone. (If that's true, I want my share quiet!)

* * * * *



The last time the Elderly Birdwatchers Hiking and Griping Society visited Methow Pass the trail crew was just in the process of butchering up the country with the new Cascade Crest Freeway. In July 1973 we returned. Long gone, of course, was the solitude. Periodically we encountered grim-faced Rybackers intent on thudding out the standard Young Hero task of 24 miles per day. Maybe we ought to set up a giant squirrel wheel somewhere, call it the Ryback National Scenic Trail, and let them have at it.

The large meadow on the bench of Snowy Creek had not begun to recover from the pounding by the trail-construction crew. But never mind -- about 35 fire rings had been built in the dust bowl and the meadow never would have survived such impact anyway.

Snow Lakes Pass, which we wandered before without seeing signs of a single camp, now had a boot-built trail leading up from the Freeway. We obliterated about 30 fire rings and concluded that the Forest Service must immediately close the lakes and their basin to camping and ban wood fires in the whole area.

We suspect it will be done. One of the pleasures of the trip was meeting the wilderness ranger, Sheela McLean, whom we hadn't seen in several summers, not since she accompanied her father Ron, the bard of the Chewack, when he hiked up War Creek to socialize with a Courtneys' "Hike It and Like It" party camped at War Creek Pass and entertain us over the campfire with his magic songs. Sheela was busy making notes on the condition of the land -- and thanked us for destroying the fire rings, which she otherwise would have done herself.

The one blot on our days there was a great beast of a helicopter which insisted on racketing over the meadows every afternoon. We thought, of course, it was one of the private craft which offers joy rides to tourists in summer, good goat shooting to hunters in fall. We were astounded when it landed squarely at Methow Pass, a few hundred feet from the trail.

Subsequently, while hiking to and from Mt. Hardy, we examined the landing site. Alpine shrubs had been cut for no good reason -- there was no way they could have fouled the rotors or caught the skids. Trenches had been dug in the turf and lined with stones to form a huge "H", for "helispot." While we were mumbling and cussing, lo and behold here came the damn machine again and we scurried for shelter in nearby trees to escape the dust storm.

The four fellows got out to stretch legs. We asked who they were and found this was the Heli-Tac Crew, assigned to fire patrol and (on need) rescue. Soon they flew away. Why the hell did they land at all? And why did they fly around at all, since high-flying fixed-wing craft surely are cheaper and less-obnoxious ways to spot smoke? Why not leave the chopper on the ground until it's needed -- to put out a fire or evacuate casualties?

Well, we griped to Sheela and she reported to headquarters and we subsequently received a very nice explanatory letter from Nils Arneson, Winthrop District Ranger. He noted the values of helicopters, but said the helispot was supposed to be so placed as not to be visible from the trail. He said the problem of sensitivity in heavy recreation-use areas was of increasing concern and that he hoped the Methow Pass site would not have to be used in future. Certainly it will not be used for stretching legs.

* * * * *

No victory over the Army Corps of Engineers ever is complete and final because they never abandon a plan but merely file it and patiently wait. Mark my words -- next time the Snoqualmie River floods, it's in trouble again.

For the moment, however, the stream has been saved from the Engineers, who were called to the rescue after the 1959 flood (mainly notable for tearing out a section of I-90 and in the process nearly killing the future editor of WC, who, unbeknownst to himself until later, was the last person through on the disappearing highway). The predictable result of a long and expensive study

was a dam plan, one that a few years earlier would have been swallowed as smoothly and gullibly as Hadacol.

But the times they were a-changing and in November 1970, after a series of hearings, Governor Dan Evans thumbed down the recommendation for a dam on the Middle Fork of the Snoqualmie River and asked the Corps and the state Department of Ecology to consider other alternatives. In June 1973 the Corps dutifully returned with a "compromise" -- which, however, still included the dam. In December 1973 Governor Evans again rejected the dam, saying it would contravene state policy which by statute calls for controlled development of the flood plain rather than regulated control of flood waters. As an alternative, he suggested flood-plain management, floodway easements, flood-plain evacuation, and setback levees to minimize flood damage.

These measures would protect people and property from harm and assure open space and greenbelts. They would not make possible a real-estate boom. Nor would they continue the subsidy of folks who by free choice squat on a flood plain and then scream for the Red Cross and a handout from taxpayers every time a flood comes.

The Army Engineers say that with the governor's opposition, building of the dam is virtually impossible. The only hope they and the developers have now is another flood, the worse the better. Well, if the Corps would ask Congress for the \$50 million it intended to spend plugging up the Middle Fork and use that money doing as Governor Evans suggests, there need be no disaster, ever. We predict, though, the Engineers, having been robbed of their beloved dam, will go off in a fit of pique and pray for rain.

* * *



More sasquatches are being sighted, flying saucers are all over the sky, and the weather has gone berserk. (Hark! Is that distant sound the beating of dread wings?)

In the 1971-72 snow year Paradise Valley on Mt. Rainier, for the second year in a row, set a new world's record for measured snowfall at an official weather station, 1122 inches. But the 1972-73 winter quit before it got properly started. By March 1 of 1973 Paradise had measured a snowfall of only 390 inches, 466 inches behind the record pace.

Despite some further whiteness in March, by April the Cascade snowpack was being called the lightest since 1963 or 1959. On May 1 in the Wenatchee River basin it was 32 percent of normal; in the Snoqualmie, 38 percent; White, 64; Skykomish and Baker, 59; and Skagit, 60. On that date, water content of the Mt. Baker snowpack was 57.5 inches, compared to 110.3 inches in 1972.

The short dry winter was followed by a long dry summer. By April 15, precipitation in the Skagit basin since January 1 was only 37 percent of normal. The drought was particularly prolonged and severe on the east side of the Cascades, where fall from October 1972 through September 1973 was only 50-60 percent of normal precipitation. It was the second-driest 12-month period in Spokane since records were begun 92 years ago. From March through June, Winthrop had .73 inches of rain, the least on record.

By late summer an all-out emergency was being proclaimed. Aluminum refineries were shutting down potlines in the face of what the Bonneville Power Administration (BPA) said was the lowest stream flow and smallest snowpack in the northwest since the early 1940s. The governors of Washington, Idaho, and Oregon jointly declared they wanted no more aluminum or other light-metal refineries gobbling up cheap power anywhere in their states. Campaigns were begun to turn out superfluous lights. Seattle City Light, for years feverishly devoted to increasing sales, began the "Kill-a-Watt" campaign, just as conservationists long have been urging. Overall, in the area served by BPA, voluntary cutbacks reduced predicted electricity consumption by 6 percent during the fall of 1973. That this represented only the tip of the iceberg of waste is indicated by the fact that the University of Washington, without any reduction in services, cut its consumption 15 percent over the previous fall, despite having added in the interim nearly a million square feet of new building space.

At the Seattle Times, that wizened little second-cousin of the publisher who sits on a toadstool in a corner began croaking on cue, "Raise Ross Dam! Raise Ross Dam!"

Seattle City Light sent up a trial balloon about a cloud-seeding program in the Skagit and saw it shot down by the state Game Department, Skagit County diarmen, and others who didn't want silver iodide dumped all over them.

Irrigationists in the Yakima Valley began muttering about 1931. Water stored behind dams at Lakes Keechelus, Kachees, Cle Elum, Bumping, and Rimrock ordinarily flows into irrigation ditches until mid-October; after being rationed all summer, the reservoirs were emptied by mid-September and for the first time since those natural lakes were flooded they were drained down to their old shores, surrounded by vast "beaches" of mud and stumps.

The Bureau of Reclamation was asked why it hadn't proceeded with plans, first put forth in 1966, to raise Bumping Lake, and replied that since the project would cost \$40 million and not even by grossly inflating the recreational "values" could ever return benefits to justify the cost, the idea met little favor in Washington D. C. However, it eagerly agreed a bigger Bumping Lake surely would have helped.

Had the Yakima Valley been as intensely developed then as now, the drought of the early 1930s would have wiped out much of the agricultural industry. In late 1973 ranchers well knew that a second dry year would spell doom for many of them. They prayed a lot.

And they prayed good. On October 7, Seattle, with only 17 inches of rain since the beginning of the year, compared to 35 the year before, got better than an inch. Snow fell up high, half a foot on Rainier. The rains came, and the snows, and came and came and came.

On December 1 the National Weather Service announced the east side of the Cascades had had the heaviest fall rains in history, 263 percent of normal in Yakima. Moreover, snow depths were the greatest for so early in the season since the mid-1950s. The January 1, 1974 snowpack at Stampede Pass was 108 inches, the third-greatest in records extending back to 1945.

The freezing level yo-yoed from sealevel to 8000 feet. Killer avalanches swept Cascade slopes. In January the Yakima Valley, so recently parched, became a great inland sea as a thaw and heavy rains drowned memories of the long dry summer. At Goose Prairie, not only was Bumping Lake full-up but so was the prairie, with water over the counter in the local grocery store-restaurant.

At this writing (February 1, 1974) the ultimate shape of the current "weather year" is, of course, unknown. Only Golly knows what fooleries to expect from the ocean currents and jet streams in months ahead. However, BPA and Seattle City Light and all have gleefully forgotten the lesson of thrift and returned whole-heartedly to the wasteful consumption that made them great. And the Army Corps of Engineers is trembling with eagerness, busily dusting off dam plans recently rebuffed, and like Juan Peron during his years of exile in Spain, waiting to be summoned to a triumphal return.

* * * * *

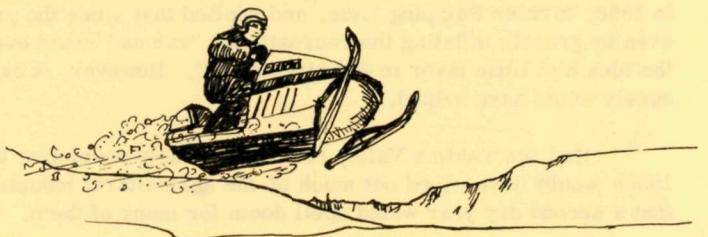
On 8 February 1972 Executive Order 11644 directed the Forest Service to prepare a set of regulations to govern use of off-road vehicles (ORVs) on National Forests. After a great deal of huffing and puffing on 2 March 1973 the proposed regulations were published in the Federal Register and on 1 May 1973, after receiving only 566 written inputs from citizens, the record was closed and the Forest Service announced the future would be essentially the status quo.

Banning all ORVs was rejected. ORVs were accepted as a "traditional" component of multiple abuse. It was announced, with much sanctimonious braying about having considered air, water, soils, vegetation, wildlife, tree regeneration, noise, esthetics, safety, and conflict of uses, that machines have their place.

Basically the regulations are meaningless since they will surely be interpreted individually by individual administrators. In Mt. Baker National Forest every trail will continue to be machine-free. In Wenatchee National Forest Dandy Andy Wright will continue his love affair with motorcycles.

However, the regulations do set the stage for a battle royal by specifying that all areas and trails on all National Forests will be studied and that every one shall be either designated for machines or closed to them by December 31, 1976. Holy cow!

They state that "The public shall be provided an opportunity to participate in the designation of areas and trails relating to off-road vehicle use. Advance notice will be given to allow review by the public of proposed designations or revisions of designations of any areas or trails for



off-road vehicle use, for restrictions, or for closures to such use. Adequate time will be allowed for public response prior to any designations or revisions." But the method of public participation was left to the local level to choose one or more methods."

So, in some national forests there may be a series of public hearings. In others the district rangers may talk to their buddies at the local Honda agency.

Yet we feel "advance notice" and "adequate time" give our legal experts pegs to hang their lawsuits on if any chicanery is contemplated. In the next 3 years we should have an opportunity to do some hollering and screaming.

* * * * *

It is not necessary to defer the hollering and screaming until the Forest Service offers a forum. Every N3C member, on every occasion of a bad experience with ORVs, absolutely must write a letter to the appropriate National Forest Supervisor.

In the case of Wenatchee National Forest, writing the supervisor does no good unless copies are sent to others he cannot ignore.

On September 25, 1973, Robert Albrecht (and Margaret and Eric Albrecht and David Maholko) wrote the following letter to Supervisor Andrew Wright, with copies to Senators Jackson and Magnuson and Congressmen Meeds and Pritchard. Bob received prompt and careful attention to his complaint from the senators and congressmen. Dandy Andy got an earful, you bet.

"I wish to report an incident which happened on the Entiat River Trail, about a mile above Anthem Creek. My wife and I, accompanied by our 11-year-old son and a friend of his of about the same age, were hiking out of Larch Lakes carrying packs. We were approached from the rear by a group of people on motorcycles. We stepped off of the trail to let them pass by. When they had passed, we resumed hiking down the trail. Unknown to us, one of the motorcycles in the group had fallen behind the rest. Because we were temporarily deafened by the bikes roaring ahead of us, we did not hear the last cycle approaching from the rear. The two children were at the rear of our column of four. Only by great good luck and some desperate jumps and scrambling did the boys at the end of the line avoid being run down.

"This is obviously a very serious situation which could have brought serious injury or even death to one or more members of our party. Isn't it ironic that after five days in the back country and after having hiked 40 or more miles both on and off of trails, the only close call was due to trail bikes on a feeder trail.

"All four of us wish to render a most earnest objection to any motorized use on trails such as this in the National Forest. We feel that any motorized use is totally incompatible with other human use."

* * * * *

The iron rule, of course, is that every time you encounter sheep or cattle in a wildland and see them damaging plants and soils, fouling water, wrecking trails, contaminating campsites, and diminishing esthetic values you must write a factual but passionate letter to the appropriate National Forest Supervisor relaying your observations and expressing your opinions.

Many N3C members are faithfully doing their duty. Several have passed along to us letters from Forest Service officers which contain interesting information.

Fred Darvill, in response to his comments on cattle met in the high country of Wolf Creek, on the side of Gardner Mountain, received the following July 17, 1973 letter from Winthrop District Ranger Nils Arneson:

"Cattle are allowed to graze Gardner Meadows in Late August or September on an alternate year basis for a short period. The bulk of forage is kept in reserve for recreation livestock use.

"We agree that hikers and livestock are not always compatible in areas such as Wolf Creek. The permittee is aware of the situation and works to keep the cattle from the trails. Because cattle are hard to pass on trails more work is created for the ranchers.

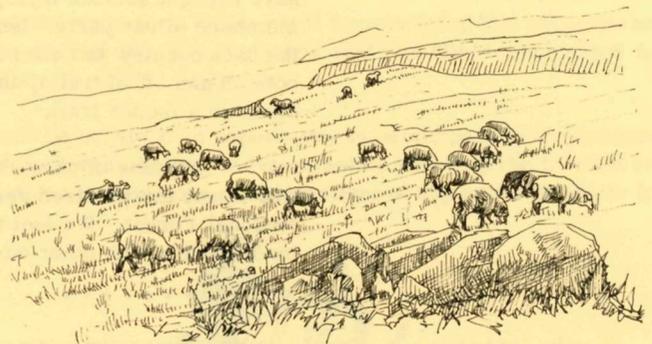
"Generally the range livestock do not assault persons on foot if the individual uses good judgement.

"The Winthrop District has ten cattle allotments, six sheep allotments and 18 recreation horse allotments.

"The amount of revenue received from the cattle and sheep allotments varies with the size of allotments and number of permitted livestock.

"There are 178 head of cattle permitted on the Wolf Creek Allotment. One hundred thirty-six head are on the range this year. The grazing season is for four months, June 1 - September 30 and the 1973 grazing fee is 95 cents per animal per month. Therefore, the Forest Service received \$516.80 for grazing on this allotment during the 1973 season.

"The Wolf Creek Allotment has been grazed since about 1900. Sheep grazed the area until 1930. Cattle and horses have used the area since 1930."



Kermit Thompson, in answer to his critique of proposed management plans for the Pasayten Wilderness, stating his feelings that domestic livestock should be phased out, was supplied the following data in an August 25, 1973 letter from Mr. Arneson:

"Listed below are grazing permittees who grazed livestock in the Pasayten Wilderness during the 1973 season. In addition, an estimated 200 free use pack and saddle stock permits will be issued by the end of the recreation season. This will amount to roughly 8000 animal-days of recreation stock grazing."

<u>Name</u>	<u>Grazing fee</u>	<u>Season of use</u>	<u>No. of Animals</u>	<u>Type of Animals</u>
Harold Heath	\$306.25	7/1 - 9/15	700	Sheep
Pascual Iribarren	821.25	7/1-9/30	1500	Sheep
Vic Lesamiz, Sr.	831.25	7/16-9/30	350	Cattle
Grenville Clark, Jr. Inc.	440.80	6/1-9/30	116	Cattle
Don Hagy	589.00	6/1-9/30	155	Cattle
Goodenough Assoc.	76.00	7/15-9/15	40	Cattle

A summer 1973 story in the Wenatchee World, reporting that the severe drought had forced the shift of domestic livestock from the high country a month earlier than usual, noted that grazing use on Wenatchee Forest is steadily declining but that some 30 permittees still graze about 1370 cattle, 5220 sheep, and 60 horses on the forest for varying periods each year.

* * * * *

Ray Kresek of Spokane, a prime mover in the conservation activities of the Spokane Mountaineers and an N3C director, supplied the following report on the Salmo-Priest area, plus comments on the far east of the North Cascades, in a letter last year:

"In 1969 the USFS plan was well underway to road and clearcut much of the Salmo basin. By mid-1970 the heat had been put on them by so many individuals (10,070 petition signatures for Wilderness) and the endorsement of so many organizations (including the N3C) to the Spokane Mountaineers' proposal, that today we are at least no longer concerned about the roads or the logging there.

"For the past year the site has been in a limbo status awaiting the so-called USFS funds necessary to properly "study" the site as a Wilderness Candidate Study Area. Since the site is so small and not really a prime scenic area the existence and preservation of the Mountain caribou herd known to depend upon the site has become the center of focus. A joint study of this critter and his needs is now underway by the University of Idaho under the direction of Dr. Don Johnson; Professor of Biology. We are confident that every finding of this study will point toward total exclusion of any form of "progress-oriented" activity as the only means of preserving this diminishing herd, the only such herd in the U. S.

"The Salmo-Priest site encompasses only 36,000 acres and it is quite possible that even the Wilderness Act doesn't provide the restrictions essential to the caribou. Perhaps in the end even the exclusion of "ole Shank's Mare" will be the unpopular but sensible decision for the Salmo-Priest.

"I've been advised by the Forest Service officials that the Wilderness Candidate Study and the related Wild Rivers Study of this site will probably take up to ten years to complete.

"As for the North Cascades, I've probably travelled as much of the eastern approaches as anyone. I grew up in Oroville and worked for the Department of Natural Resources in that area. The DNR has a miserable reputation today for what is being done to the Cecil Creek - Toats Coulee - Chopaka area. I would very much like to see pressure placed on the DNR prohibiting them from further destruction of this sort through rigid enforcement and compliance under Environmental Impact Statements, which I understand they haven't even been filing. Under the pretense of providing fire protection they've constructed the sorriest-looking maze of roads in this area you've ever seen. Then, two years ago when the big fires came, as far as the DNR was concerned, dozens of miles of firelines weren't even manned; certainly not because no roads were handy."

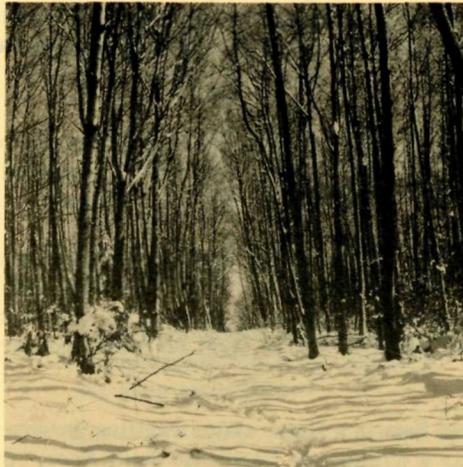
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We are happy to report establishment of a new spearhead group, the Boulder River Protection Association, dedicated to preserving the Boulder River and adjacent country in the Three Fingers-Whitehorse area of Mt. Baker National Forest.

In the past the Forest Service has proposed a Three Fingers High Country Scenic Area, while conservationists have countered with a proposal for a Whitehorse-Three Fingers-Boulder River Wilderness.

For information on joining, write Marc Bardsley, 16923 Interurban Blvd. East, Snohomish, WA 98290.

* * * * *



Would you like to have radioactive wilderness? Puget Power is seeking to construct a nuclear power plant near Sedro Woolley, not far from headquarters of the North Cascades National Park. The county commissioners are (February 1974) considering the land rezoning required. The Skagit Environmental Council is leading the opposition.

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In summer 1973 the Gifford Pinchot National Forest began closing, due to a lack of funds for maintenance, 250 miles of little-used forest roads, mainly short, dead-end logging spurs. That's good.

However, don't imagine cars are going to have any shortage of places to drive. The forest has some 2600 miles of roads left.

* * * * *

In the fall of 1973 the Forest Service said that Washington and Oregon would feel nearly half the impact of Nixon's order to greatly increase logging on the national forests. Though the region contains only 16 percent of federal commercial timberland, it supplies more than 40 percent of all timber cut in national forests. (Oh, you noticed?)

So, when Nixon asks for a 5% increase in production from the national forests, the effect is something like a 50% increase in logging in the Cascades.

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In January a fellow was fined \$1,000, ordered to make \$10,000 in restitution, and sentenced to 6 months probation for stealing western red cedar logs from Olympic National Forest. The Forest Service also plans a civil suit seeking treble damages, or \$30,000.

Stealing trees is, of course, an old story in gypo country of the Olympics and Cascades, so nobody should read into this a Japanese plot.

In another case, two guys from the Enumclaw-Carbonado area have been fined \$200 each for stealing 19 noble firs from Snoqualmie National Forest. At that they may have made a profit, what with the price charged for noble firs on Christmas tree lots. To be sure, the 19 trees no doubt were confiscated, but chances are the thieves got away with a lot more before being caught.

From the State Game Department we learn that Washington leads the conterminous United States in black bear population, with an estimated 22,000, or perhaps 30,000. "This population has supported a sport kill of 3,180 to 4,100 bear during the past five years. This high population has created increasing interest in hunting bear both with hounds and by still, or boot hunters. The houndsman, typically an individual sort, is organized in Washington through the Washington State Hound Council, which includes 10 clubs with more than 500 members . . . Most hound hunters specialize in hunting one species of game, the most popular being bear, followed by bobcat, cougar, and raccoon."

Most of the bears killed in Washington these days are by houndsmen. According to an article by Craig Smith in the 23 September 1973 Seattle Post-Intelligencer, other hunters wonder if hound-hunting is really a "sport", even by their liberal definition. Hound-hunters usually cruise logging roads in trucks, often in radio communication with each other. The dogs are perched in special platforms and sniff the air for scent. When they get a sniff, and howl, the truck stops and the hounds take off after the bear. The hunters remain in the truck, radioing companions, who release dogs from different locations. Once the dogs have treed the bear, the hunters take a last swig on the jug and go in for the kill. Bang, bang. Fall down, bear. Yes, "sport".

Other hunters generally try not to offend houndsmen. Said one from Whatcom County, "I don't want my car burned." The president of the Washington State Hound Council says of hound hunters, "I realize a lot of them are outlaws."

Though houndsmen say their dogs leave other game alone, they are contradicted by people who have watched packs chasing deer -- and anything that moves.

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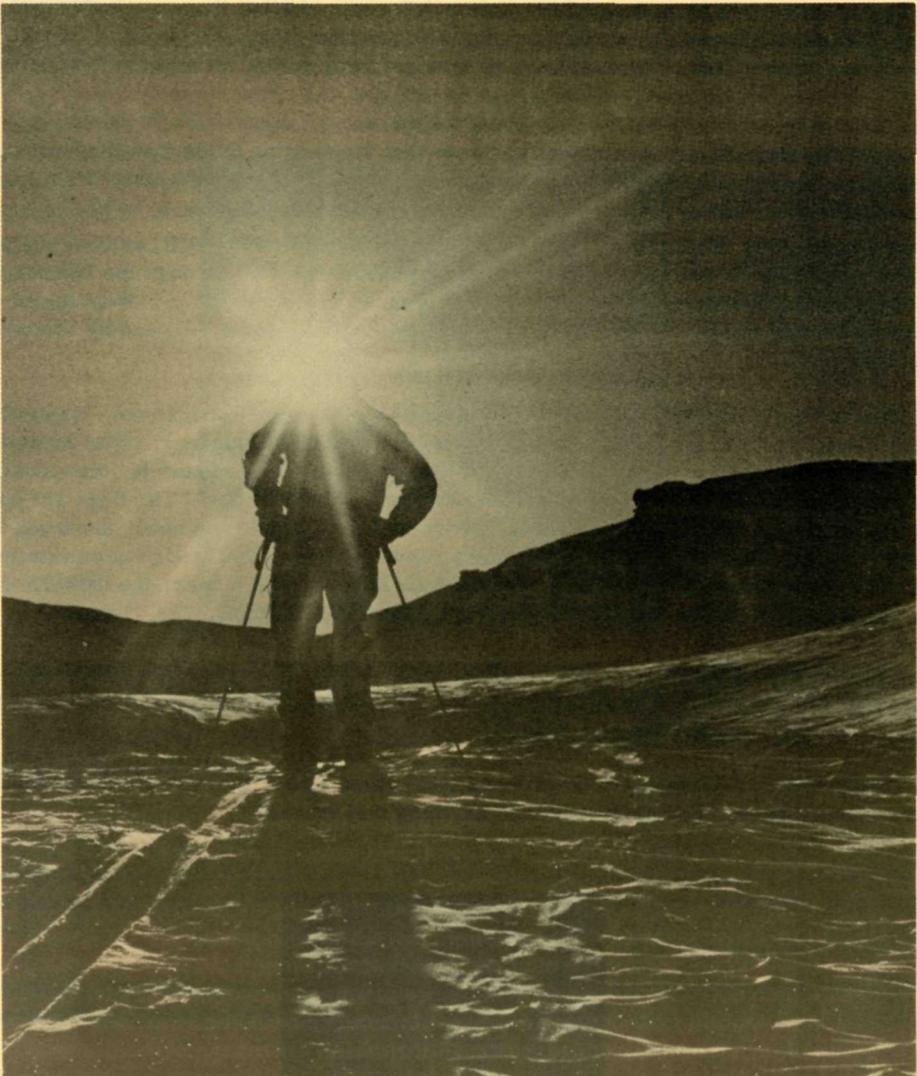
Those of you who are fond of Stehekin and of cross-country skiing would do well to write Cascade Corrals Ski Tours, Stehekin, WA 98852, and ask for the brochure describing their new "fun for everyone" program of winter and spring tours.

Cascade Corrals, of course, is none other than Ray Courtney and family, well-known members of N3C whose week-long summertime "Hike It and Like It" trips have been providing good fun in the back country for years, with a "light-walking" style that minimized impact on highlands long before there were any official rules requiring it.

Whether beginning skier or advanced, there is something for everyone, with a certified instructor on hand for those who desire guidance.

After several years of trial runs, in the winter of 1973-74 formal "packages" were offered for the first time. For a supreme winter vacation in 1974-75, write Cascade Corrals for the brochure.

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national forest planning

A Glance As of 1 February 1974 At Some of
What's Up and a Few Quick Comments Which Do
Not Necessarily Reflect Official N3C Policies

- by the Office Boy

Consolidation

In April 1973 the Forest Service said that for reasons of efficiency, economy, and improved public service it was considering consolidation of certain national forests in Washington and Oregon.

In November it announced that at some time after 1 July 1974 Snoqualmie and Mount Baker will be combined into a 1.76-million-acre Mount Baker-Snoqualmie National Forest with headquarters in Seattle. At the same time, the Naches and Tieton Ranger Districts, lying east of the Cascade Crest, will be transferred from Snoqualmie to Wenatchee National Forest.

Whether these are the last changes affecting the Cascades isn't known at this writing.

I'm sorry to see Mt. Baker disappear - it had become in many respects our most sensitively-managed forest. And I'm sure sorry to see any aggrandizement of Wenatchee Forest under the incumbent supervisor, Dandy Andy.

Land-Use Planning (Sharpen your pencils)

As a result of public concern for resource allocation and management policies, the Forest Service has commenced a system-wide program of land-use planning. Most national forests in the Cascades started their efforts in 1973. (Which is not to say several hadn't been doing a lot of planning before that.)

The Mt. Baker Study, covering the entirety of that forest and a bit of Snoqualmie, looks toward publication of a draft environmental statement in July 1974. Citizen input, collected through December 1973, will be reflected

in the statement, which will be subject to public scrutiny.

In Okanogan Forest, the Winthrop-Twisp-Conconully Planning Unit encompasses all of the forest west of the Okanogan River. The draft environmental statement is due October 1974.

In Wenatchee and Snoqualmie Forests, the Alpine Lakes Study has already been completed, and a pretty mess it is. Now in progress is a study of the rest of Wenatchee Forest lying in Chelan County, covering the Lake Wenatchee, Entiat River, and Lake Chelan region, plus the portion of Snoqualmie Forest in the Monte Cristo area. The draft environmental statement, which you can be sure we'll examine carefully, is due June 1974, and the final by the end of the year. Following later will be a study of the portion of Kittitas County outside the Alpine Lakes Unit.

The Naches-Tieton-White River Study, mostly in Snoqualmie Forest, plus the northern bit of Gifford Pinchot, also is bound to be controversial, including as it does country adjoining the north side of Rainier National Park and the entire proposed Cougar Lakes Wilderness. Preliminary indications are the preliminary plan, due to be presented to the public in April 1974, will be a real fiasco, but let's not prejudge, let's be fair, maybe those folk will learn from their blunders. The final Forest Service position is scheduled to be announced in November 1974, and a hearing held in March 1975. This is presumably the groundwork for Congressional consideration of the Cougar Lakes Wilderness.

As always, Gifford Pinchot Forest is a shambles. Wild Cascades will treat that Gothic tale in other issues.

Pasayten Wilderness Plan (Ah! Wilderness!)

It's sure swell to move away from scenes of unavoidable unpleasantness to the serenity of an established wilderness. There, we like the Forest Service.

Though the Wilderness Act provided the guidelines, certain implementations adopted in 1973 by Okanogan National Forest for the Pasayten Wilderness are of particular interest to those who've walked that emptiest region of the Cascades. Some highlights:

Structures

Presently existing in the wilderness are 49 cabins, built mainly by miners, trappers, and grazers, some by the government as fire lookouts and the like.

Shelters will be phased out as maintenance needs dictate. No new ones will be built.

The three existing stockmen's cabins will be removed by 1978.

The Pasayten Airstrip is closed to aircraft and will be allowed to revert to natural cover.

Convenience camp structures (tables, stove cribs) will be removed.

Grazing

Ten commercial allotments remain in the wilderness, including: 300 head of cattle on the Cathedral Allotment, 155 head on the Bromas Allotment, and 74 head on the Brevicomis Allotment. A 1200-head band of sheep grazes the Harts Pass Allotment on alternate years. The Horseshoe Basin Allotment, formerly grazed by sheep but converted to cattle in 1965, is being considered for conversion back to sheep.

The plan does not (by a loophole in the Wilderness Act cannot) envision eliminating grazing, but does specify increased study of its effect and more measures being taken to protect fragile areas and esthetic values.

This is the one matter on which I'll continue to be unhappy about Pasayten. Neither cattle nor sheep have any business anywhere in its boundaries. There isn't a single allotment that could stand the test of an environmental impact statement, if such were required.

Mining

Since the 1870s over 600 mining claims have been staked in the area now within the Wilderness. The Tungsten and Anacortes Mines were the only significant ones. There are no patented claims in the Wilderness.

Various drooling idiots are currently conducting explorations near Arnold Peak (Horseshoe Basin), Tungsten Mine, and Devils Dome. And, of course, they are as active as always in Barron Basin near Harts Pass, which should be in the Wilderness, and at Billy Goat Pass at the head of the Eightmile Creek road.

The Okanogan Forest plans to carefully examine for validity any newly filed claims which may be staked, and any old ones which may be activated. Cabins and structures on abandoned claims will be allowed to deteriorate at a natural rate if they are not in conflict with wilderness values. Metal equipment on abandoned sites will be removed as funding permits. I'm happy the cabins will not be summarily burned. Much as I abhor new mining, I enjoy relics of the olden days and believe they have a value beyond history and nostalgia. They show us wilderness slowly reclaiming its own. values beyond those of nostalgia and history. They show us wilderness slowly reclaiming its own.



Fire

Due to the famous Winthrop smoke jumpers, the wilderness has had "excellent" fire "protection" for 30 years. Before that, especially in the great blazes of the 1920's, much of the wilderness was burned over -- a major reason there was so little trouble gaining Wilderness classification.

Now, however, the role of wildfire in wilderness is recognized, and though man-set fires will continue to be fought, judgment will be exercised on lightning fires, many of which will be allowed to run free.

Administration

Existing trails no longer needed to meet wilderness objectives will be abandoned and made inconspicuous. Trails leading to and entering Wilderness will normally be closed to motor vehicles beginning at the trailhead. (Please take note, Dandy Andy, over there in Wenatchee National Forest.)

Within the Wilderness there will be three types of areas. In one, those of relatively pristine nature, no trails, signs, grazing, or pack and saddle stock will be permitted. In a second, consisting of the bulk of the Wilderness, "normal" management will prevail. In the third, areas of concentrated use near road-ends, at favored attractions, and along the Pacific Crest National Rybacker Trail, management activities will be concentrated, largely meaning a particularly close watch by wilderness rangers.

The above are only a few of the details of the Pasayten Plan, but they suggest the spirit. Except for the damn cows and sheep, I like it.

The Pressure of People on Mt. Baker Forest (Sob!)

One of the great things about the Pasayten Wilderness is that much of it is so lonesome a hike there is like riding a time machine back to the 1930s. The problem of the Mt. Baker forest staff is that often enough they go for a look at the back country and cry out in horror, "My God, the future is here!" People. More and more people. No seeming end of people.

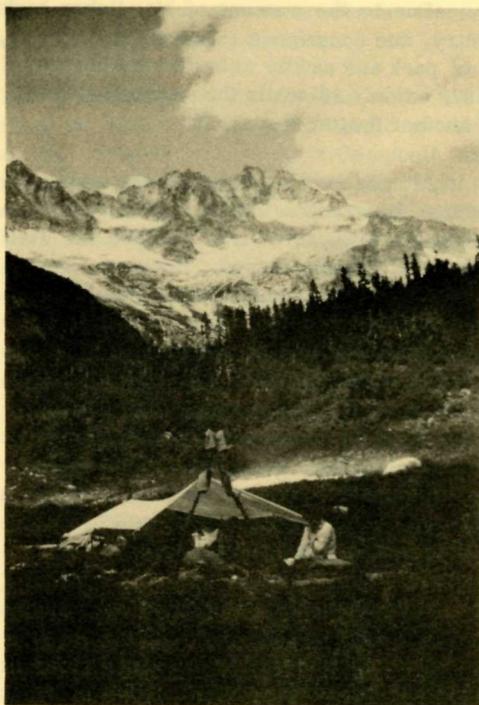


Image Lake is the notorious example. The shelter by the outlet was removed in 1972, yet the site still is a disaster area and destruction has been spreading throughout the lake basin. In January 1974 the following plan was announced to facilitate rehabilitation: no camping in the lake basin; campsites restricted to areas south of the lake, downhill from the outlet -- no horses in these and no campfires; horse camps located at Lady Camp, a mile east of the lake, and Suiattle Pass; horses confined to main trails; no dishwashing in lake or streams; no swimming in the lake -- if bodies are to be washed, do it in the creek and use no soap; fishing is discouraged due to trampling and erosion of the shore.

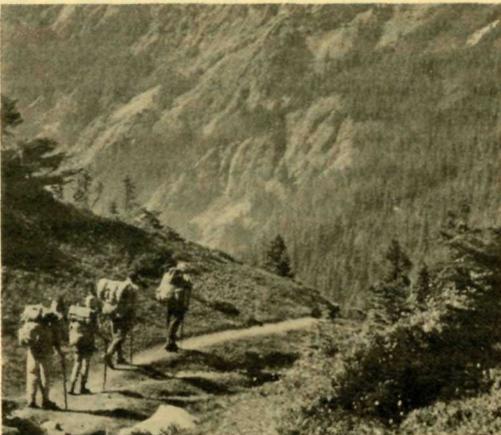
I expect and hope the Image Lake pattern will be adopted at a number of other slums in Mt. Baker Forest. To the yahoos who whine, "We don't like to be bossed around," I say, "Then for God's sake don't go where the mobs go." There's plenty of lonesomeness and freedom for those who seek it.

Mt. Baker Forest gets the big gold star for having zero trails open to motorcycles, and we're sorry for that reason to see consolidation with Snoqualmie.

Due to the wetness of Mt. Baker high country, and consequent vulnerability of soils, use of pack and saddle animals was permitted in 1973 on only 28 trails the summer through, and another 9 after August 15.

Mt. Baker has scrapped the ambitious program for construction of new trails it entertained a few years back, before the staff found the future had arrived. However, in 1972 it proposed a 5-year plan under which all the money would no longer go to building roads for timber production, much would henceforth be spent on recreation roads and trails. Nixon Administration policies scuttled the idea, compelling virtually every nickel to go to activities supporting logging. Except for projects already under contract, improvements to recreation roads and trails have been canceled for 1973 and 1974 and at least through 1975.

This is not all to the bad. It was the expense of Vietnam that saved us from an epidemic of Mt. Baker "Great Society" supertrails of the Cascade Crest variety, including many penetrating pristine superwild fastnesses lacking any sort of previous path. Though the present Mt. Baker plans are more modest and reasonable, consisting largely of relocations to eliminate mudholes and dangers, building bridges, and so forth, I still cannot wholly agree with the proposals. For example, the path to Glacier Basin above Monte Cristo assuredly is a rough struggle -- but can that tiny beauty spot tolerate 20 times more people, as would surely go there if a good trail were built? I say no.



Similarly, I wonder if we really want a paved road all the way up the Suiattle to Sulfur Creek. Bumps and dust help keep down traffic. How about closing the road at Downey Creek?

Some actions, already taken, we cheer. For one, closing of the Twin Lakes road at the Tomyhoi trailhead, returning that meadow basin to trail country, and closing the Suiattle road at Sulfur Creek, adding a mile to the distance to Image Lake, Mica Lake, etc.

When funds for recreation again are available, we'll resume the philosophical discussion with Mt. Baker folk -- only now, of course, they will be the Mt. Baker-Snoqualmie folk, which may not be entirely to the good. It's been hard to believe Mt. Baker belonged to the same empire as Wenatchee Forest.

Another good thing Mt. Baker Forest has done is give up its desire for an Around-Mt.-Baker Highway, consigned to the wastebasket forever. However, I am disappointed that the Heather Meadows road has not been terminated in the developed area, in order to allow recovery of Austin Pass and Artists Point and reduce pressure on badly-trampled Lake Ann.

Partly because there is no alternative, I accept the continued role of Heather Meadows as a high-use visitor center, summer and winter -- though I believe the ski area and the skiers are receiving a very heavy subsidy in the form of snowplowing by the State Highway Department, and wonder how anyone justifies this massive expenditure of public funds, especially during the Energy Crisis. I'm glad overnight camping has been banned from the meadows, and suspect ultimately the two lodges owned by The Mountaineers and a group of Bellingham Christians must be removed. I feel the ski area is, in the long view, a temporary phenomenon, due to be killed off when expansion of resorts in British Columbia attract away the 75 percent of Baker skiers who are Canadians.

Note must be taken of an experiment undertaken by Mt. Baker in the summer of 1973 -- a wilderness slide-show-and-tape program presented on a continuous-running basis at Heather Meadows from noon to 4 p. m., Wednesday through Sunday, in the ski-area warming hut adjacent to the restaurant. The unmanned automatic display visually and orally described various problems and asked for comments on a supplied form. The experiment appears to have been a substantial success, meriting refinement and wider use.

Coping with People in Snoqualmie Forest (Groan!)

Mobs congregate at many spots in Mt. Baker Forest; mobs are just about everywhere in Snoqualmie Forest, on the edge of Puget Sound City.

Restrictions on camping around lakes and beside creeks begun in 1972 have been extended. More and more trails are receiving special attention, though unfortunately Snoqualmie still permits too damn many machines on too many trails. (One machine on one trail is too damn much.)

In 1973, trying a new ploy, Snoqualmie issued a list of "endangered" camping sites, "asking thoughtful travelers to camp elsewhere. On the list were: Skykomish District, Trout and Dorothy Lakes; North Bend, Annette and Pratt Lakes; White River, Echo Lake; Naches, Dewey and Little Twin Sister Lakes; Tieton, Shoe Lake. It's a good thought, a good beginning. It won't work, of course, because thoughtful hikers will take heed but slob will always mob. However, the inevitable failure of requests for voluntary restraint will justify the era of compulsion. ("If you act like unruly children, we must treat you like children.")

Finally, do you ever wonder if letters to the Forest Service have any effect? In Snoqualmie Forest they do, ever since Don Campbell became supervisor. An example has come to my attention. In late 1972 N3C member John Warth wrote Mr. Campbell commenting on over-enthusiastic trail "improvements" on the East Fork of the Foss River, pointing out that building a "good" trail had involved knocking down trees, living and dead, which were much of the reason for taking the hike. He further noted a

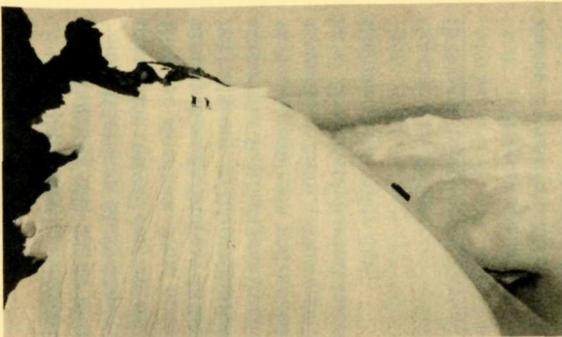
"better" trail meant more horses in exceptionally delicate meadow terrain.

Such a letter, addressed to the supervisor of Wenatchee Forest, would get short shrift. However, Supervisor Campbell, after discussion with his staff, made a thoughtful answer, informing John that future trail contracts would make provision for minimizing damage and that as of 1973 the Necklace Valley trail would be closed to hooves.

Write on. In some national forests, somebody may listen. You can have a voice in your future.



"For Pete's sake, get Congress to hurry and pass that bill making this a national park!"



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EDITOR: The Wild Cascades
Harvey H. Manning
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STAFF ARTIST: Eliza Anderson
STAFF CARTOGRAPHER: Noel McGary
PRODUCTION: Cindy Mulholland