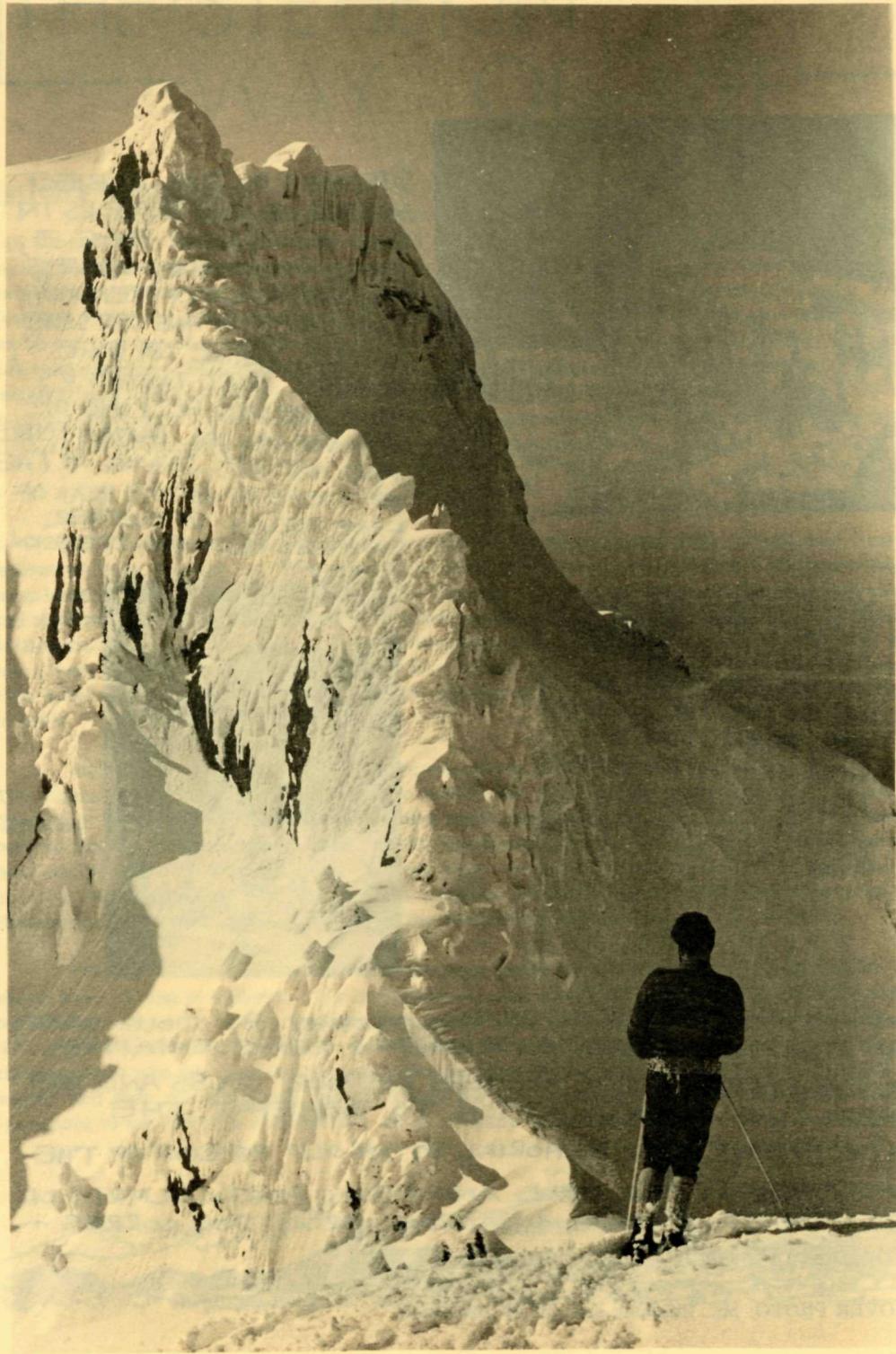


# THE WILD CASCADES

June - July 1973

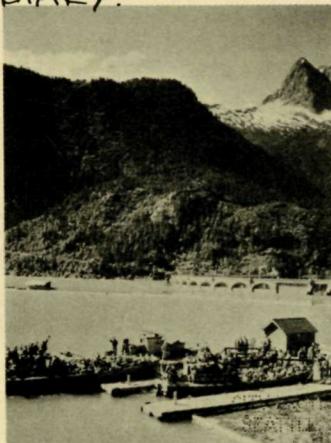


# IN THIS ISSUE...



OPERATION CASCADE:  
A PLAN FOR NEWHALEM  
AND DIABLO - A REPORT  
ON RECOMMENDED LAND  
USE IN THE TWO COMMUNI-  
TIES, WHERE TOURISM  
NOW VIES WITH ELECTRIC  
POWER AS THE #1  
PAYROLL - BEGINS ON  
PAGE 7.

STEHEKIN IS THE SUBJECT MATTER OF TWO AUTHORS IN THIS ISSUE; ON PAGE 3, ANNE MCKINLEY WRITES THOUGHTFULLY OF TENUES LIPELINES TO THE OUTSIDE WORLD, WHILE ON PAGE 1, ROBERT BYRD TREATS US TO A SECOND HELPING OF HIS VIEWS ON HUMAN FOIBLES AND NATURE'S DRAMA IN THE SETTLEMENT AT THE HEAD OF LAKE CHELAN. IN FURTHER CHAPTERS FROM HIS "STEHEKIN DIARY."



ALSO... A STATEMENT OF PHILOSOPHY BY DOUG SCOTT, THE NEW NORTHWEST CONSERVATION REPRESENTATIVE OF THE FEDERATION OF WESTERN OUTDOOR CLUBS AND THE SIERRA CLUB... AN AUCTION TO BENEFIT THE ENVIRONMENT... A MEMORIAL TO AN OLD FRIEND OF THE CASCADIES... AND NEWS AND VIEWS, PARTICULARLY OF THE "NORTH GODDAMN HIGHWAY" FROM OUR CORRESPONDENTS AT THE FRONT.

# THE STEHEKIN WAY OF LIFE

by anne mckinley

#### EDITOR'S FOREWORD:

The author of this sensitive essay knows her subject well, belonging as she does to a family that since before she was born has sum-  
mered in the valley (and visited often in other  
seasons), up in what some call the "N3C  
enclave," a group of several cabins owned by  
folk long prominent in North Cascades conser-  
vation affairs. Ms. McKinley wrote the essay  
in 1972 as part of her high school senior project,  
in which she presented a series of recommen-

dations for future management aimed at  
preserving the way of life she so eloquently  
describes. Though space does not permit us  
to publish the recommendations, the essay  
speaks of their spirit, and they have become  
part of North Cascades Conservation Council  
thinking and are being used by the National Park  
Service in developing plans -- which we will  
report, in the light of Ms. McKinley's thoughts,  
as they emerge.

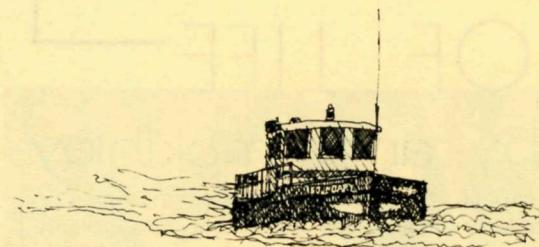
\* \* \* \* \*

The first homesteaders started coming to Stehekin around 1890. Until that time only Indians passing through, or prospectors and trappers had been to Stehekin. The word Stehekin is an Indian word reported to mean "the way through". After the homesteaders came the miners, and then the tourists. There were two mines at the head of the valley and mines at Holden, a settlement down the lake about 8 miles and then back westward into the mountains 17 miles. There was a very stylish hotel at the end of the lake where tourists would spend a leisurely vacation. This hotel was covered with water when the Chelan P.U.D. had the level of Lake Chelan raised in 1928.

The axis of the life of the Stehekin community is the boat landing at the head of Lake Chelan. The Chelan Boat Company maintains two boats, the Lady of the Lake and, when needed, the Speedway, which during the summer months make daily runs from Chelan to Stehekin and then back to Chelan. It takes most of the day for the boats to make the round trip. In summer the boat carries mostly tourists going for the ride, or backpackers on their way into the high country, but it also carries the mail and supplies for the people of Stehekin. The boat is the Stehekin community's major contact with the rest of the world.

The only other, besides radio, is the pilot Ernie Gibson who flies a float plane for sightseers from Chelan to Stehekin. He is always on call, ready to fly to Stehekin to bring someone out who does not want to take the time to ride the boat. He has flown on innumerable occasions during emergencies because there is no medical care available in Stehekin except for one part-time resident who is a retired doctor without a Washington license. Ernie also delivers messages, and gets prescriptions and odd things for the people of Stehekin which makes him very important to the Stehekin community. He is in many ways their lifeline.





In the winter going to meet the boat, when it comes three times a week, offers the main and often the only social activity for the people of Stehekin. They gather about a half-hour before the boat is scheduled to arrive. In past years they would sit in the cafe around the old horseshoe-shaped counter, drink coffee and talk. They would talk about how their work was going, or they would swap stories; stories full of the lore of the valley. This has changed some since the landing was remodeled by the Park Service. There is no longer any place big enough for everyone to gather together, so on bad days people squeeze into the cafe and Harry Buckner's store and post-office. They still talk of work and tell tales but "boat time" has lost some of its relaxed community feeling.

After the first "Boat's in!" everyone meanders down to see who is on it and help unload the supplies. Then they wait again for the mail to be sorted. They collect their mail and packages and head up the road on their way home until the next boat.

With the first snow in the winter people generally relax for the first time in several months. They socialize a little, but it is not long before the snow gets deep and travel is difficult. The road is not always open and even when it is there is no guarantee the car will even start.

People start to work again. During winter months they mend equipment used in summer. They work on the house, but work is slow because whatever the time of year, everything that cannot be made or found in Stehekin has to be ordered from downlake. Therefore, the Sears Roebuck mail-order catalogue, the most assiduously read book in the valley, is a vital part of Stehekin life. Also the local stores in Chelan ship groceries, hardware, and lumber up the lake. The largest equipment must come up on the barge. The barge runs about once a week except in winter when it does not run at all because the lake level is lowered for hydroelectric power plants and prevents the barge from being able to unload. There is no way of knowing when the materials needed might arrive.

Going to meet the boat, some visiting, and working around home help the people get through the long winter and the emotional strain it presents because of the isolation.

Sometimes the summer earnings are not enough to last through winter and spring, so trips down lake have to be made to earn a little extra money to see them through to summer. For this and other personal reasons there is always a variation in the full-time winter residents although there is a core of residents that can almost always be found in the valley. However, even they have to go down lake periodically for a few days throughout winter and spring to earn some money splicing cables or some other job.

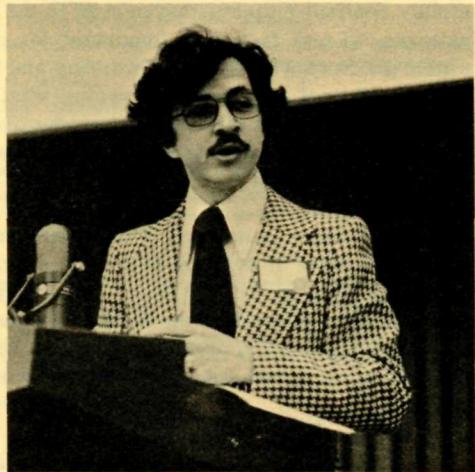
# DOUGLAS W. SCOTT

## THE NORTHWEST'S FOURTH CONSERVATION REPRESENTATIVE

Douglas W. Scott was selected from a field of over fifty applicants to become the fourth Northwest Conservation Representative of the Federation of Western Outdoor Clubs and the Sierra Club. Doug brought with him from his prior positions as Coordinator of Special Projects and News Editor of the Wilderness Society an invaluable first-hand knowledge of Washington D. C. conservation strategies, successes, and failures. He is an expert on the Wilderness Act, having done extensive scholarly research on the history of its creation, the interpretations of its intent, and the effectiveness of its application throughout the country. Doug was preceded by M. Michael McCloskey, who was the first Representative (1961-1965), with offices first in Eugene then Portland, Rodger W. Pegues who, as the second Representative (1965-1967), moved the office to Seattle where it has remained; and M. Brock Evans who, as the third Representative (1967-1973), greatly expanded the involvement of the office and established its full-time staff to fulfill this commitment. The great natural scenic and wilderness heritage of the Northwest is most fortunate to have a man of Doug's commitment become its defender in the style that he describes below.

YDCY

"When, like a merchant taking a list of his goods, we take stock of our wilderness, we are glad to see how much of even the most de-structible kind is still unspoiled."



So John Muir concluded in 1901. In the intervening seven decades, much wilderness has been secured and we have obtained the Wilderness Act to protect it. Yet, for every acre preserved, one shudders to think how many have been destroyed and how much remains in jeopardy.

Wilderness is the issue, above all, which grips me. But, as Muir said, everything is hitched to everything else. My own personal hero, Howard Zahniser, spoke of the "boldness" we have in thinking we can project into the eternity of the future the wilderness which has come to us from the eternity of the past. That boldness which gives us the enthusiasm, the spirit and the persistence to fight for wilderness.

Saving wilderness is, of course, an intensely political task. The politics of wilderness are endlessly fascinating. Over the years, we conservationists have stumbled onto a good many effective tactics to be used. All rely, however, on a key ingredient: the power of determined people.

John Muir saw that, and wrote of the mountains in ways which motivated millions. Bob Marshall saw that, and he and others organized The Wilderness Society as a group of "spirited people" to challenge the tyranical ambition of civilization to stamp out all wilderness. When Zahnie and Dave Brower and others took on the great wilderness fight of the 1950's, against Echo Park Dam, they won by rallying the people. And, of course, the North Cascades Conservation Council has put the same principle to brilliant use.

What excites me about our work as conservationists is this challenge: how do we extend our effectiveness? The answer lies in extending our ability to reach people, to motivate people, to organize people -- getting more and more of our fellow citizens to exercise their often-forgotten powers in influencing our representative government.

It is good to have returned to the Northwest at this critical time for wilderness (and for all our other issues, rural and urban, too). The staff and volunteers in our Seattle office are ready to help the cause in every way we can -- supplementing and strengthening the volunteer strength and coalition action of conservationists, not displacing them. We see our role as helping you -- each of you. And we are unhesitatingly optimistic. What we are doing is for the common good, and there is every reason for faith in what people can accomplish. We share the attitude John Muir had when he agreed to help form the Sierra Club, so that "we will be able to do something for wilderness and make the mountains glad." The N3C and our other groups have been "making the mountains glad" consistently. Who needs more reward than that!

My primary mission, as your Conservation Representative, is to get to know you and your club members as quickly as possible, so that we can work together for conservation. I am going to start slowly and rather selectively in the issues. I think it is terribly important that we not simply continue patterns that served in the past, but that we extend, strengthen, and deepen those patterns. I feel that it is important for me as a newcomer to take a careful look at the way in which the Northwest office is working and how it coordinates with conservation groups. I intend to be analytical and careful in seeing what new forms, in addition to the successful old forms of action, will be most efficient and productive. I am determined that my performance will be measured in terms of working with many new people, and in broadening the effective base of the conservation movement.

I became an activist in the conservation movement by studying its history. I learned that in conservation, if perhaps in nothing else, those who do not know history are in grave trouble of repeating the errors of the past. Those who weren't privileged to live through the great past battles can still reflect on their lessons by studying their histories closely and understanding what it is about conservation organizations that have led to our involvement in so many memorable battles, so many great successes. They can learn what it takes to be successful. Then they get involved.

While I don't have a catalogue of all the ingredients of success, persistence and deep commitment head the list. Equally important is having the facts straight. But perhaps even above these is the degree to which we are able to mobilize, extend, and increase the numbers of the people who are willing to work on our side. They are the very guts and strength of our organizations. All of us can learn by reflecting on how it was that we came to be conservation leaders, activists who are willing to get into the fray of sometimes hot and difficult political battles that often last for a long time. We will continue to be successful as long as we enlarge the numbers of people who support our goals and work with us. The leaders cannot function without them.

## Operation Cascade: A Plan for Newhalem and Diablo



Gorge Dam

June 7, 1973

Gordon Vickery, Superintendent  
City of Seattle  
Department of Lighting  
1015 3rd  
Seattle, Washington

Dear Mr. Vickery:

We are pleased to transmit to you the final report: OPERATION CASCADE: A PLAN FOR NEWHALEM AND DIABLO.

This report has been prepared in response to your request that a group of individuals, representing agencies and communities with concerns in the Skagit Project area, join with City Light in developing plans for the best use of the properties involved. These individuals comprising the Steering Committee of Operation Cascade together with City Light staff and planning consultants have prepared this working plan which will assist the Lighting Department in its Skagit Operation over the next ten years and beyond. The goals were to plan for the continuation of necessary Skagit Project functions and to provide recreational and educational opportunities for our citizens. Further goals were to complement and support the objectives of the National Park Service and the greater community.

The major recommendations that have been developed by Operation Cascade are:

1. Phase-out housing and other structures not required by City Light and develop surplus property to provide recreational space and activities for the public.
2. Retain housing and community facilities at both townsites as required by City Light and other agencies.
3. Phase-out Diablo School and relocate the visitor center to the school building in conjunction with parking, recreation and picnic facilities.
4. Realign the North Cascades Highway to the north as it passes through Newhalem.
5. Develop and maintain a commercial core in Newhalem to provide needed services for highway users.
6. Encourage the economic use of land through the joint-use of facilities, parking and transportation modes by agencies and the general public.

These and other recommendations are fully described in the report.

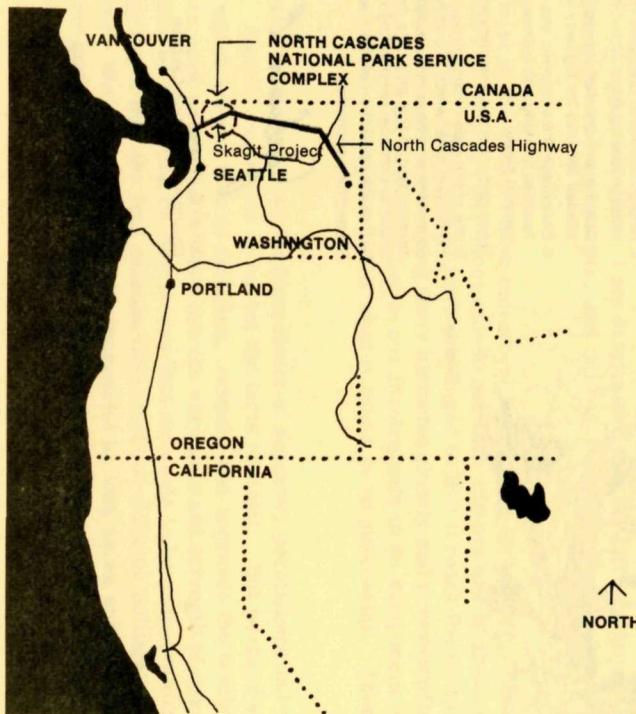
Some of the recommendations included are being acted upon at the present time, which is gratifying and encouraging to the committee who have contributed their time and effort to the development of this plan. The members of Operation Cascade intend to continue cooperating in whatever way appropriate to further the realization of this plan.

Respectfully submitted,

Julian C. Whaley  
Chairman, Operation Cascade

## INTRODUCTION PURPOSE

The establishment of the North Cascades National Park and the Ross Lake National Recreational Area, the opening of the North Cascades Highway and the automation of Seattle City Light's Skagit power plants have set into motion a number of complex and overlapping actions and interests in the vicinity of the Skagit Project townsites of Newhalem and Diablo.



THE REGION

<sup>∞</sup>  
The townsites lie at the threshold of the Ross Lake National Recreation Area. Together with dams and hydroelectric facilities they constitute City Light's Skagit Project.

This report describes a comprehensive plan for the operation of City Light's hydroelectric facilities in harmony with the use of the Ross Lake National Recreation Area. Included are recommendations for the reclamation of lands no longer required by City Light which may be utilized for purposes compatible with the National Park Service goals for the development and use of the Recreation Area.

Ross recommended the Skagit River as the best of all the sites available to the City of Seattle for hydroelectric development. The Skagit is the largest stream tributary to Puget Sound. Skagit Canyon, between Mile 94 and Mile 107 measured from the river

It is no longer necessary for all Skagit Project employees to reside in the two communities. Only those whose positions require them to be on-site in case of an emergency must live in the community. The year-round accessibility afforded from the valley enables employees to select housing outside the Recreation Area in established communities with services necessary to serve the needs of the various age groups represented by the families of employees.

Operation Cascade was formed by the superintendent of City Light, Gordon Vickery, to enable a representative group of individuals to plan and coordinate actions in the Skagit Project area to insure that activities would be mutually supportive. Representatives of City Light, the National Park Service, the State of Washington, the City of Seattle Department of Community Development, Skagit and Whatcom counties, as well as a citizen representative and a member of the North Cascade Conservation Council, are included on this steering committee. Representatives of Diablo and Newhalem have been invited to attend as observers and contribute community input.

\* The recommendation of J. D. Ross, City Light's first superintendent, resulted in the flooding of one of the Cascades' most valuable recreational assets and unique climatologic flora associations. Today, Ross Dam would not have been built because of the mammoth size of the environmental damage. This tragic project will forever mar the images of City Light and J. D. Ross. - ed.

## PLANNING PROCESS AND PARTICIPATION

### PARTICIPATORY ACTION

Operation Cascade is a study group including a Steering Committee under the chairmanship of Julian Whaley, Assistant Superintendent of Lighting, and a Working Committee chaired by G. Robert Bishop, City Light Senior Architect. Operation Cascade participants include:

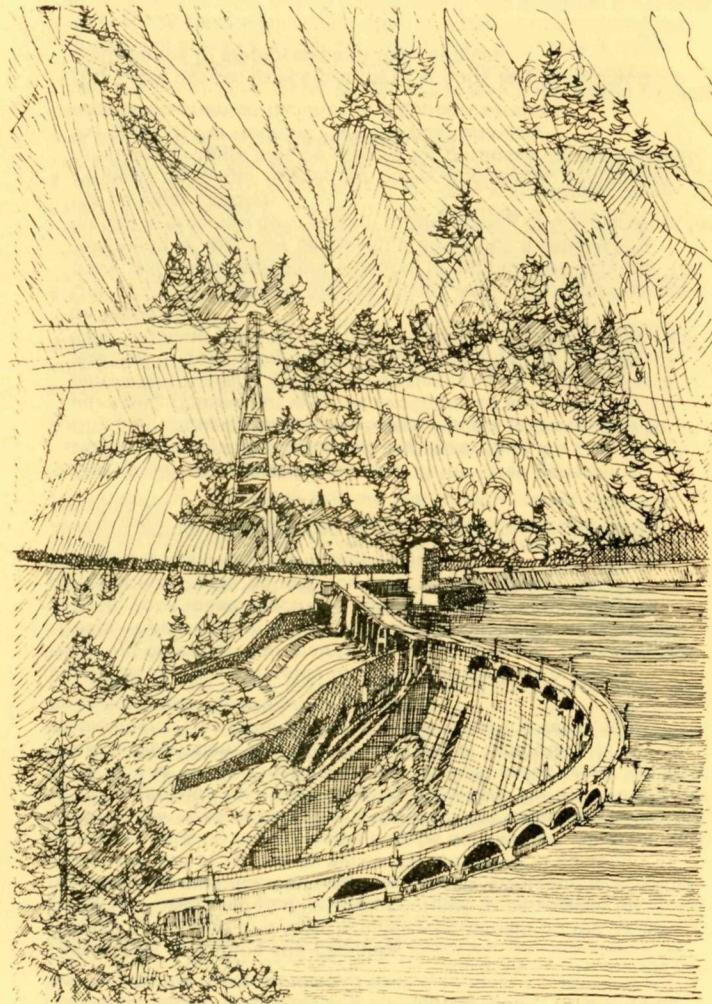
#### STEERING COMMITTEE

Julian C. Whaley, Chairman, Assistant Superintendent, Lighting\*  
Robert L. Skone, Chief Engineer\*  
Thomas N. Bucknell, Manager, Skagit Operations\*  
Joseph P. Recchi, Director, Consumer Services & Marketing\*  
Harry R. Fulton, Director, Planning, Whatcom County  
Howard Miller, Commissioner, 3rd District, Skagit County  
Gerry Jones, Planner, Dept. Community Development, City of Seattle  
W. Lowell White, Supt., North Cascades National Park Complex  
Leroy Anderson, Planning Coordinator, Wash. State Dept. Highways  
Grant W. Sharpe, College of Forest Resources, U. of W.  
Patrick D. Goldsworthy, Pres., North Cascades Conservation Council  
Allen Peyser, Citizen Representative, Seattle

#### WORKING COMMITTEE

G. Robert Bishop, Senior Architect\*  
Stephen B. Ratliff, Senior Hydro-operator\*

(\*Staff of Lighting Department, City of Seattle)



Diablo dam

## SUMMARY OF ACTIONS

Following is a review of actions being implemented or proposed by the parties with interests in the Skagit Project area. Many of these actions were initiated as a result of the communication and activity which grew out of the formation and actions of Operation Cascade.

### SEATTLE CITY LIGHT ACTIONS

#### Tour Facilities:

The opening of the North Cascade Highway and the designation of the Ross Lake National Recreation Area have substantially increased the number of visitors to the area. Beginning the summer of 1973, City Light tours have been increased from 4 to 6 daily and a "mini-tour" program is being initiated. A visitor facility is to be constructed at the Ross Powerhouse boat landing. (The increase in tours and facilities necessitated an increase in summer employees.) The tours, nature walks and other facilities provide the Seattle community and other visitors with invaluable educational and recreational opportunities. It is the intention of City Light to maintain the high quality that has been long established while meeting the increased demand.

The purposes of the Skagit tour program are to give information relating to:

1. History of sequential development of dams and communities.
2. Function of hydroelectric power including the extent and nature of power demand and relation of hydro to other power sources.
3. Reservoirs and surrounding areas as resources providing recreation, educational experiences and entertainment including:
  - a. Dining
  - b. Incline lift
  - c. Boat trip
  - d. Tour of hydroelectric facilities
  - e. Access to Ladder Creek Falls, the Trail of the Cedars and other local areas of interest

\* (These are functions of the National Park Service, not of an electric utility company - ed.)

\* (An obvious purpose is a public relations self-serving one to soften the public's attitude toward dams. Nowhere in the program is there an objective discussion of the environmental impact of dams and this one in particular. Should the "tour" continue to be a "loss-leader" in exchange for the public relations benefit to Seattle City Light? - ed.)

The primary functions associated with the tour program include the maintenance and operation of a cookhouse, boats, buses, guide service, incline lift, grounds and trails.

#### Community Functions and Facilities

Current employees and their families who remain on the Skagit Project following automation may continue to be eligible for housing; however, the Lighting Department will examine possible incentives and programs by which the reduction in current employee housing requirements may be accelerated. As of January 1, 1973, new hires or permanent transfers not requested to live on site must provide their own housing elsewhere. Further, employees living on the Skagit Project may now in most cases select housing in either Newhalem or Diablo, regardless of their place of employment. This latter policy is accelerating the vacating of housing in poor condition in Newhalem.

Examples of the community facilities and services primarily requiring operation and maintenance activities are: highways and streets, residences, grounds, mail service, first aid—ambulance service, cookhouse, electrical, communication, fire and police protection, schools, school bus service, sewage and water, garbage, grocery store, and bunkhouses.

Specific actions implemented or proposed in regard to these activities are:

1. The number of operators required at the three generating stations is scheduled to be reduced from 45 to 6.
2. City Light housing within the Skagit Project is planned to be ultimately phased out with the exception of approximately 13 permanent housing units in Newhalem and 15 units in Diablo retained to assure availability of key personnel on the project. Older housing units which incur highest maintenance costs will be razed first.
3. One of the two schools may be closed within two years because there will not be sufficient students to support two schools. The remaining school may be closed if and when a satisfactory facility is provided downstream in the vicinity of Marblemount for the younger children.
4. Property no longer needed for power operations, community functions or tours may be utilized for purposes compatible with the goals of the National Park Service: primarily recreation-oriented facilities and support services.

City Light desires to achieve these actions with a minimum of disturbance to employees and their families.

### **Plant Operation and Facilities**

Existing hydroelectric facilities will continue to operate with the addition of a visitor facility at Ross Powerhouse and a boat landing on Diablo Reservoir. The maintenance plant at Newhalem will remain.

The primary functions included in the operation of the hydroelectric facilities are maintenance and operation of the dams and powerhouses, reservoirs, and communications including voice, relay and remote control. In addition, a central warehouse and shop complex provides services to both the communities and the hydroelectric facilities.

### **STATE HIGHWAY DEPARTMENT ACTIONS**

A new bridge is under construction at Goodell Creek and the North Cascades Highway may eventually be relocated slightly towards the north, where it passes through Newhalem. There are current studies under way to examine alternatives to alleviate the highway trouble spots between Newhalem and Diablo. The Highway Department will construct a service building on the north side of the highway in Newhalem during 1973. The Department will require lodging for a seasonal work crew and 6 permanent families including a Washington State Highway patrolman. These requirements may increase when and if the highway is opened year round.

### **NATIONAL PARK SERVICE ACTIONS**

Nearly all of the vast North Cascades National Park is a wilderness area, inaccessible by automobile. Newhalem, Diablo, the nearby lakes and adjacent lands are in an area designated as the Ross Lake National Recreation Area. (Another is the Lake Chelan National Recreation Area.) This corridor is the most accessible portion of the National Park Service Complex and contains certain amenities such as Gorge Lake, Diablo Lake, and Ross Lake which are attracting an increasing number of visitors. It is in this corridor, including the Skagit Project areas, where most National Park Service actions are proposed. An information and orientation center facility is planned for Concrete. A large overnight campground with 300 to 400 campsites is planned for the south side of the Skagit River, west of the Newhalem Creek powerhouse. A motor nature trail is contemplated to extend up the Newhalem Creek Valley. A facility including a gas station, coffee shop, camp store and rest stop is recommended for Newhalem.

A tramway will be constructed on Ruby Mountain with an interpretive center near the North Cascades Highway. The Colonial Creek campground and Diablo Lake resort are being expanded. Automobile access to Ross Lake will be developed. A location in the vicinity of Ross Dam is presently under study.

### **WHATCOM COUNTY ACTIONS**

The Whatcom County Sheriff's Department has assigned a full-time deputy to the Newhalem/Diablo area. In addition to providing law enforcement services, Whatcom County has, as of May 6, 1968, accepted the responsibility of providing signing and necessary traffic control devices for all private roads within the Skagit Project permit area.

### **THE PRIVATE SECTOR OPPORTUNITIES**

The Skagit Valley and Ross Lake National Recreation Area provide an invaluable recreational resource for local and regional residents, as well as for visitors to the Northwest. A variety of participants from both the public and private sectors will contribute to the development and management activities required to serve the demand and enhance the use of the valley and Recreation Area. The Skagit River will also continue to serve as a source of hydroelectric energy. This function combined with visitor-serving activities will increase the contribution to the economic base of the area as already manifested by the provision of jobs and the expenditure of visitor dollars.

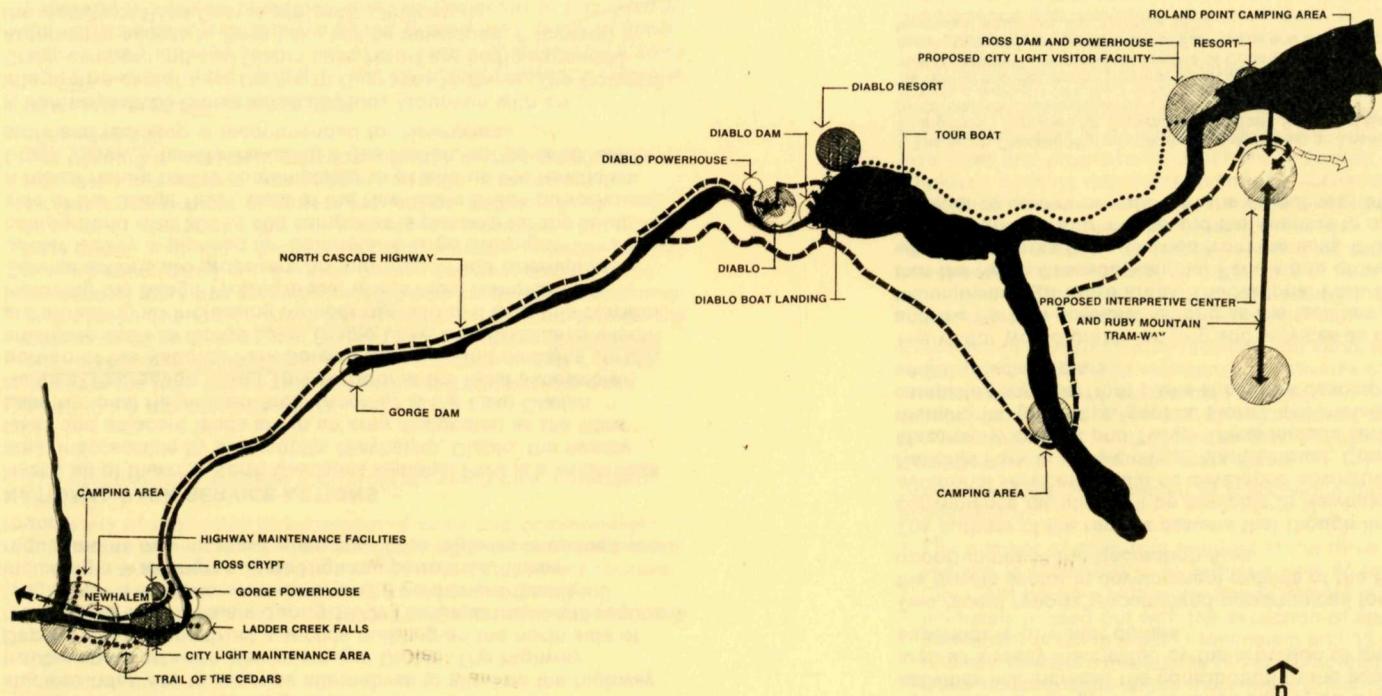
Two recent reports\* recommend opportunities for participation by the private sector in development outside of the Park and leasing opportunities in the Recreation Area.

The authors of the reports assume that though limited highway convenience facilities will be available in Newhalem and Diablo, additional services should be developed downstream from the National Park in the vicinity of Marblemount, Concrete, and in Mazama, Winthrop, and Twisp. These include service stations, restaurants, gift shops, general stores, and motels. In addition, campsites and riverfront parks should be developed by the public and/or private sectors.

The visitor would prefer lodging and services as close to Ross Lake and the Park as possible, as long as the facilities did not diminish his enjoyment of those areas. The National Park Service has stated that the North Cascade National Park is one of the last remaining wilderness parks to be claimed from the land. It is an area virtually impenetrable by automobile and the intent is to offer visitors an experience commensurate with the uniqueness of the area through

\*"The North Cascade Highway: A study of its Impact on Local Community Economics": Prepared for the Washington State Parks and Recreation Commission by Community Development Services, November 1972.

"A Tourist and Recreation Strategy for Skagit County with Recommendations for Implementation." Prepared for the Skagit County Development Association and the State of Washington Department of Commerce and Economic Development by Northwest American, Inc., October 1972.



involvement with the environment in a manner not controlled by length of road or requirements of the automobile.\*\* Therefore lodging and services will be provided in limited quantities in areas designated as wilderness threshold areas.

The emphasis will be on camping; consequently, most lodging may be provided outside the National Park. Limited facilities exist on Diablo Lake and Ross Lake. Lodging and services existing or to be developed on the lakes or in the Newhalem area will be provided by private operators under a concession permit.

Both reports emphasize the need to conserve the natural qualities of the environment. These amenities provide the basic attractions to the visitor. Two relevant recommendations are made in the report to the Washington State Parks and Recreation Commission: to cluster service activities in existing communities rather than stringing them out along the highway; and that the communities along the Skagit River reorient to the river and capitalize on that amenity as a source of enjoyment by residents and visitors.

\*\*"North Cascade Master Plan": National Park Service 1970.

### IMPLICATIONS OF THESE ACTIONS

The City Light policy to decrease the amount of housing and community facilities over the next few years can provide valuable properties to fulfill the need for recreation space, camping, and service facilities. Level, accessible property is scarce in both the National Park and the Recreation Area. The use of these properties for the activities recommended in the preceding actions should not take away from the supply of natural, wild landscape nor should it destroy the user's perception of his wilderness. The intention to increase visitor facilities and access is compatible with the National Park Service goals in the Recreation Area. Joint use of some of the facilities by tour users and the general public could enhance their value to the public.

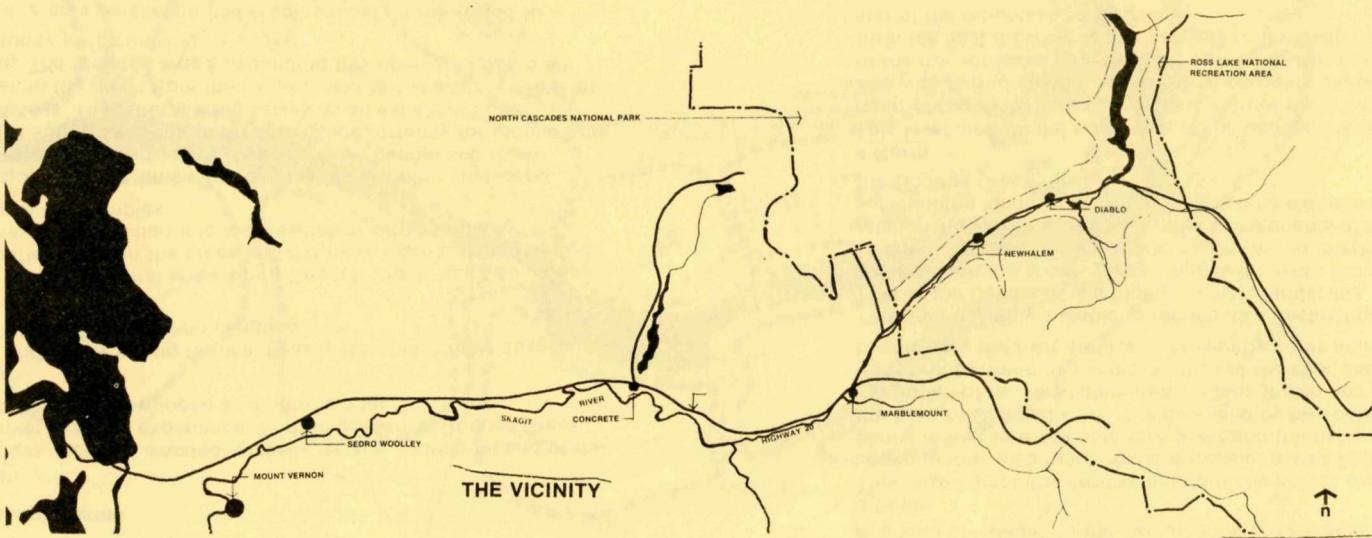
### SURVEY OF QUALITIES, PROBLEMS AND POTENTIALS OF TOWNSITES

#### NEWHALEM

##### **Physiography and Vegetation Type**

Newhalem is located in the uppermost stretch of the Skagit River in the U.S., having a broad valley floor. The valley at this point is unique both for its width and for the concentration of creek inlets present; three streams Goodell, Newhalem and Ladder Creeks contribute to the buildup of sediments in the river bottom. One side, the south, is almost totally intact; the other, along which the town and highway are developed, is almost entirely altered.

In terms of landscape planning the north side of the valley needs to be restored to every extent possible to bring it into balance with the south side and reconstitute the integrity of the whole along the streamway especially, while still accommodating the transportation corridor and necessary facilities and operations along its length.



## Landscape Forms

### 1 North

Open and enclosed wooded, gravelly terrace; functional end of the downriver highway experience. Portion bordering Goodell Creek should be left undeveloped as a natural edge.

### 1 South

Level and gently rolling terrace, heavily forested. Highly absorptive and suitable for recreation camping.

### 2 North

Fairly flat with natural levee along Goodell Creek which functions as a buffer between the creek and the more open area to the east. Gateway and transition into the Newhalem settlement and hydroelectric complex.

The Goodell Creek streamway is intact and of high landscape integrity, and the hydraulics of its braided channel and many exposed sunny areas afford an unusual opportunity for recreational experiences. The natural levee serves as an excellent buffer separating the creek from the cleared area to the east, suitable for parking. The forested area surrounding this open area offers an opportunity for picnicking.

The entire area paralleling the Skagit should be reforested to restore the integrity of the river's edge. It is likewise imperative that the highway be realigned toward the wall of Mt. Ross to allow more space along the river as well as to provide a safer and more interesting highway experience as the transition into the settlement is made. A highway rest-area with parking under the transmission lines and trails to the river's edge are recommended as the best opportunity. Moreover, the highway should be separated through Newhalem with a landscaped median dividing east and west lanes.

### 2 South

Steepening slope at the foot of the north ridge of Big Devil Peak. Natural landscape integrity intact.

Area absorptive and highly suitable for recreational camping. This area and its adjoining valley on the opposite side of the river should be unified both visually and physically in terms of use and access. The existing auto bridge is well located to interconnect these two recreational areas.

### 3 North

Open space at the prow of the high rock face of Mt. Ross. Functional joint between upper and lower portions of the study area and transition node between the proposed recreational area downriver and the activity center upriver.

No development should occur in this "open green" which serves

as a kind of "stage" to the monumental proscenium of Mt. Ross.

### 3 South

This raised amphitheater-like area directly across the river from the "open green" also functions as a transition area between the gently rolling forested area downriver and the narrow river shelf at the base of Colonial Peak. It is delimited by Newhalem Creek and the outfall of the Newhalem power plant. It also lies along a transition between two short reaches of the river itself, paralleling a bend where the river surface is broken by pools and riffles.

This area is highly suitable to remain as a destination point for the Trail of the Cedars. It is a highly intimate landscape, in scale and balance with the "open green" across the river. Some limited vista clearing could be undertaken to maximize the interlocking spatial relationships of this area with other components of the surrounding landscape. The trail should be extended down river to the Goodell Creek reach.

### 4 North

This level area on the north side of the Ladder Creek reach is the heart of the valley; it functions as a kind of room highly enclosed and with strong identity as a destination point, especially in terms of the upriver travel experience. For the traveller coming downhill from the east it serves as the gateway to the Skagit Valley and the end of the mountain environment.

This area will require landscape restoration, both along the toe of the Mt. Ross slope (the highway should be aligned slightly out from the base of the hillslope, especially at the sharp bend at the east end of Newhalem) and along the river through the length of this reach.

### 4 South

Narrow shelf above the river on the south side of the Ladder Creek reach which widens as it approaches the bend downriver.

This area presently serves as a corridor through which the Trail of the Cedars parallels the river to the Newhalem power house and beyond into the next unit. No development or restoration would seem to be necessary in this area.

### 5 North

Open space below a sharp twist in the southern face of Mt. Ross and at the river bend separating the Ladder Creek reach from the dry Upper Skagit reach, serving as another transition area or connector space. As much of the edge of this point should be reforested as possible and the maintenance area screened from view. Trail connections should be made from Ladder Creek suspension bridge to the Trail of the Cedars bridge.

5 South

This steep sloping area functions as a transitional wall between Newhalem and the narrow canyon leading to Diablo and the alpine landscape.

No development is suitable or feasible in this area.

6 West

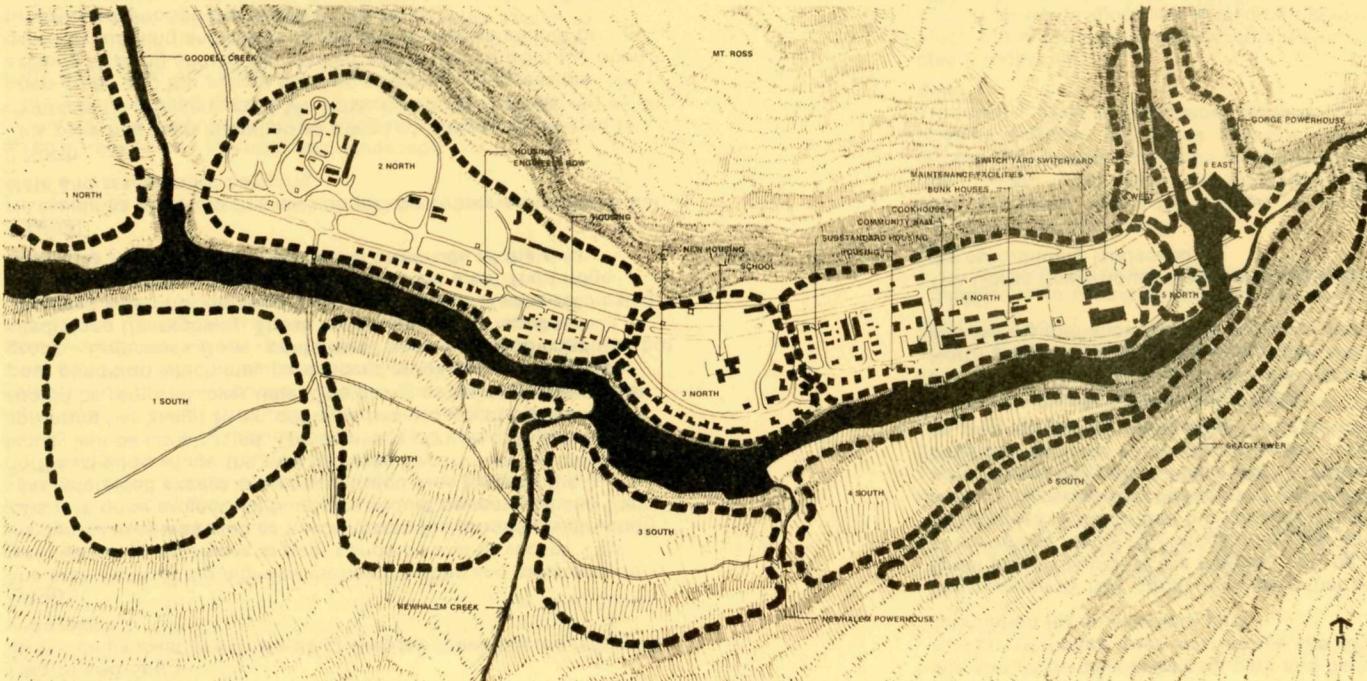
Steep and narrow slope of the river.

No development or restoration necessary. The existing bridges provide a highly suitable interconnection and unification of both sides of the river.

6 East

Modest shelf above the east bank of the river.

Better access could be provided to the confluence of Ladder Creek.

**MAN-MADE STRUCTURE NEWHALEM****Manmade Structure**

Newhalem includes hydroelectric-related facilities such as the Gorge Power Plant, maintenance facilities, offices and storage buildings and yards. Also, housing units in a variety of conditions, built at various times, is distributed throughout the townsite. There are a number of support facilities such as the cookhouse, community hall, restrooms, commissary and information center. The following describes these buildings and recommends potential actions. The recommendations are based on the needs of City Light, the National Park Service and the Highway Department and the relation or balance between the manmade structures and the quality of the landscape and physiography as described above. In some cases the manmade development supports and complements the nature and position of a site in the landscape; in other cases the man-made structure dominates and in some zones no buildings should be allowed.

**1 North and South**

No buildings exist and this area of Goodell Creek should remain undeveloped.

**2 North**

The area north of the highway contains homes and maintenance facilities, all of which are in poor condition and/or vacant. This residential area was built as a work camp for various construction jobs within the project. All buildings should be removed and their sites reforested except in a concentrated area towards the northeast edge where the new Highway Department maintenance facility will be constructed. The southern portion of this zone, bordering the Skagit River, contains two groups of houses which should be removed, over time. One group contains old houses in poor condition which may be removed at an early date. Another group, "Engineer's Row," contains 13 homes in good condition but sited along the highway. These homes should be razed or relocated when the Highway is realigned and that zone reforested and developed for a river front park and rest area. The bridge should be retained to connect to the other side of the river.

**2 South**

No buildings exist and this area should be conserved in its natural state and reserved for camping.

**3 North**

This zone has been identified as a kind of "stage" to the monumental proscenium of Mt. Ross. It should be preserved as an open green and the school building removed when feasible. The existing housing should be retained and screened from the open green by planting and berming and the river edge should be revegetated through the length of the bend.

Buildings north of the highway should be removed and the base of the high rock face reforested.

**3 South**

No buildings except the Newhalem Powerhouse.

**4 North**

This area is the focus of the development and activity in Newhalem. The area can absorb high intensity development in its core, functioning as a town center serving motorists from the highway and recreationists on foot from the potential camping and picnicking complexes downriver. The existing suspension foot bridge is ideally located to provide access to the other side and to insure the physical and visual unification of both sides of the river reach.

The group of older, small houses adjacent to the highway (15 units) and structures north of the road should be removed. The housing

site should be developed as a park and parking area. A large number of mature trees exist on the site which would provide a foundation for an excellent park.

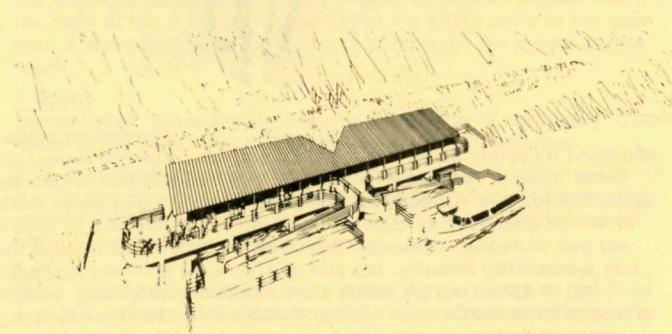
The community hall, cookhouse and other buildings on the main street perpendicular to the highway may be preserved as the heart of the village center. Buildings under the transmission line should be removed. Deteriorated bunkhouses immediately to the east of the cookhouse should be removed and the remaining two or three bunkhouses retained to house work crews and summer help. The large maintenance buildings on the south side of the highway will be retained and act as an edge to the Newhalem townsite.

**4 South, 5 South, 5 North and 6 West**

No buildings exist and no development is suitable in this area. 5 North should be maintained as an open shelf, the edge reforested and the maintenance grounds screened from view.

**6 East**

The Gorge Powerhouse is well sited as a pivot and in scale with the surrounding landscape.



PROPOSED DIABLO BOAT LANDING

## DIABLO

The valley floor of the Diablo study area contains two small though distinct nuclei, one at the natural alluvial terrace at the confluence of Stetattle Creek and the other at the level terrace called Reflector Bar.

### As at

Newhalem, there is a need to restore the integrity of the river streamway and to enhance the components of the landscape and bring them into harmony with each other in terms of scale and composition.

### Landscape Forms

As at Newhalem, landscape planning for this area must be focused on restoring the floor of the valley on both sides of the streamway, as well as bringing the various components of the landscape into balance with each other.

Zone 1 Level terrace of glacial drift and alluvium from Stetattle Creek drainage. Vegetation along the river's edge should be restored to unify the corridor of the Skagit River streamway.

Zone 2 Point bar and terrace at bend in the river, and

Zone 3 Narrow shelf between river and toe of Sourdough Mountain. The outer edge of this shelf needs to be reforested to make a transition to the upstream landscape.

Zone 4 Low flat area.

This forested flood plain is suitable for development of a trail system.

Zones 5 & 6 Powerhouse, switchyard and surge tank are of monumental scale. This man-made structural complex is an extremely vigorous component of the landscape, requiring recognition. Therefore, the river edge in front of and upstream from this complex on the downstream point of Reflector Bar (6) must be heavily planted with trees and brought into scale and balance with the powerhouse complex. The river edge should be returned to a natural condition. The outermost tip of the point should be left open to maximize the exciting view downriver.

Zone 7 Inclined lift of monumental scale.

This man-made structure supports itself in harmony with the awesome scale of the surrounding mountainscape. It has a pseudo-physiographic scale that should be recognized and carefully dealt with. See below.

Zone 8 Open green in center of Reflector Bar.

There is an unusual opportunity here. The void of the open green has sufficient strength to function as a base to the inclined lift structure and to interlock and dissipate the energy of surrounding landscape components.

### Zone 9 Sweeping inner bend of Reflector Bar.

In order to reunify the streamway and to protect the integrity of the study area, this landscape must be densely reforested with no roads paralleling the river's edge. There is also an opportunity to bridge across this bend of the river to heighten the visual and physical relationship between this portion of Reflector Bar and the high, steep, rocky cliffs enfolding the site.

### Zone 10 Steep rocky mountain wall.

The pedestrian bridge recommended above would provide an exciting linkage to the waterfalls and cascades of the small creek casting down this slope and would allow a trail connection to the trailhead to Pyramid Lake on the Highway above.

### Manmade Structure

As at Newhalem the manmade facilities in Diablo should be in balance with, and complement the quality of, the landscape.

Zones 2, 4 and 10, on the far side of the river, contain no buildings and no future development should be planned in those areas. Much of the property is composed either of a flood plain, or a steep, rocky cliff.

### Zone 1

This area, known as Hollywood, contains the main core of good housing in Diablo: 35 houses. This is a level, contained, protected terrace. The houses should be retained except that, if necessary, a row of seven homes facing the road and creek may be removed and the property planted as a buffer between through traffic and the residential community.

### Zone 3

A narrow shelf containing the swimming pool and tennis courts. These facilities should be retained, and the outer edge reforested.

### Zones 5, 6 and 7

(See analysis under landscape forms.)

### Zone 8

The school building should be retained for potential use as a tour center or, if required, as a school.

### Zone 9

The homes in poor condition on the upstream edge of Reflector Bar should be removed, and the area developed as a day-use park.

Some or all of the houses in good condition may be retained. At least the four houses on the edge of the green open space should be maintained to strengthen that edge.

## **RECOMMENDED PLAN**

The plan selected by Operation Cascade, Alternative 3, satisfied the goals best and complemented the actions being implemented or proposed by the various agencies with interests in the Skagit Project area. The majority of the residents in Newhalem and Diablo were in favor of the selected plan: This alternative is least disruptive to the residents and allows for flexibility in respect to redirecting policy in the future.

## **SUMMARY OF RECOMMENDED ACTIONS**

The following is a summary of recommended actions to be implemented in Newhalem and Diablo:

**NEWHALEM:** All present housing should be phased out with the exception of the new riverfront houses and older houses to the east, also fronting on the river. These residences should be retained to house City Light employees, Highway Department and National Park Service employees.

The present activity center in the area of the community hall and cookhouse should be retained and evolved from the tour center to a commercial core with restaurant, store, service station, tourist information center and City Light Museum of History. Existing structures may be used to house some of these functions. This location also affords access to the Trail of the Cedars, Gorge Powerhouse, Ladder Creek Falls and the river. This core will also serve the residents of Newhalem. Park space and parking should be developed to the east and west of the core. An additional campstore should be located at the campground on the south side of the Skagit River, to be open during camping season.

The North Cascades Highway through Newhalem should be re-aligned to capture the maximum amount of land between the river and the Highway. Further, this re-alignment will afford better views for the traveler of the mountains and park spaces in the area and slow the through traveler down. The existing housing in the space at the west end of Newhalem on the river will be removed and that space will be reclaimed and landscaped as open park and highway rest area available for picnicking, viewing and walking. Parking for the rest area may be developed within the existing highway right-of-way under the transmission lines.

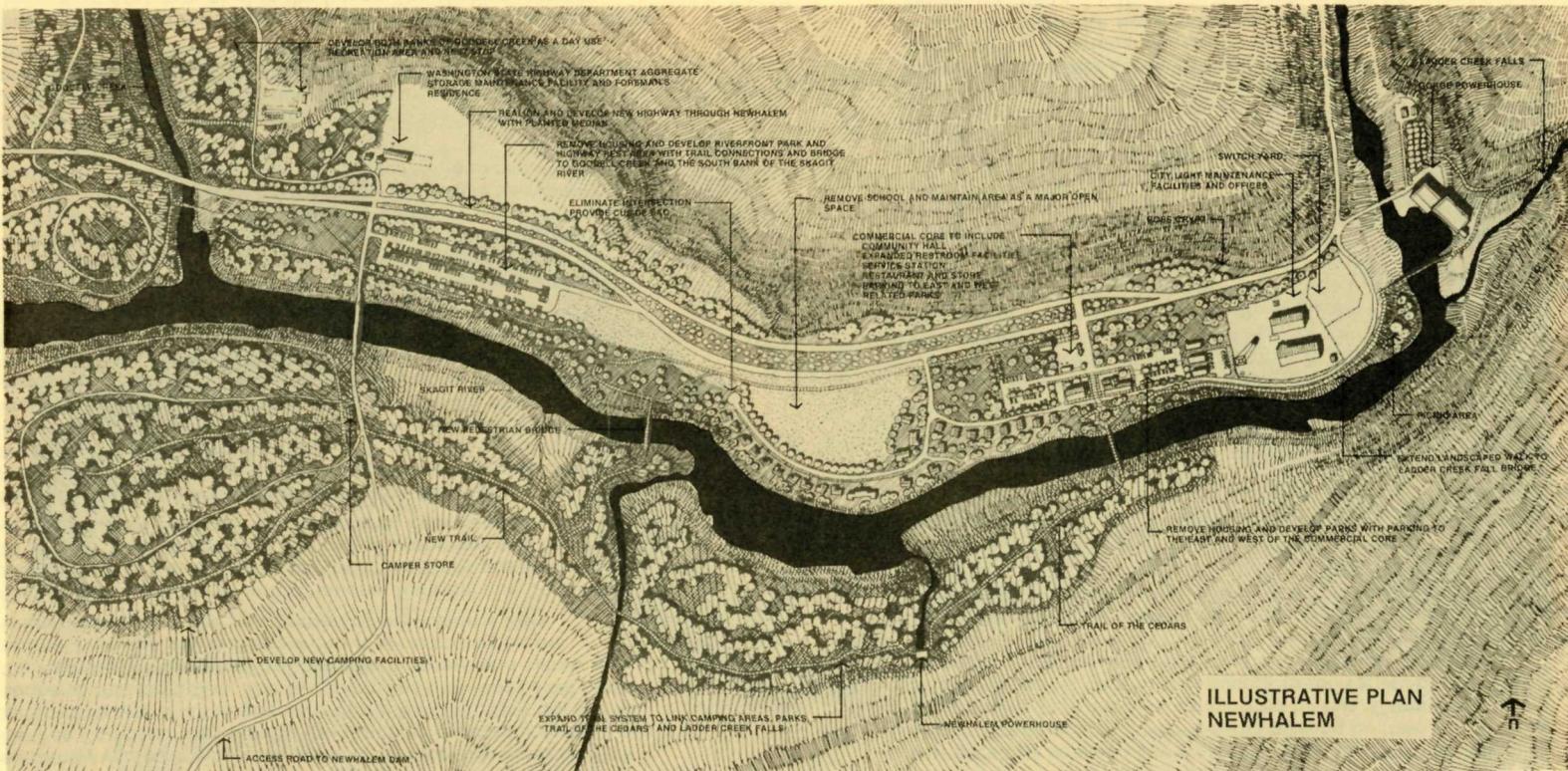
The school in Newhalem may be retained for a number of years. The perimeter of the school site should be bermed and planted between the school site and housing. When the school is removed the site should be maintained as an open area and landscaped in a manner which will enhance the opportunity to perceive the surrounding mountains and the vast scale of land features within which Newhalem is sited.

A portion of the area at the west end of the town, north of the Highway, should be reserved for the State Highway Department building, storage area and maintenance foreman's residence. The larger portion of the area should be reclaimed and developed as a day-use rest area, recreation spot, picnic space and trailhead on Goodell Creek.

**DIABLO:** The west portion (Hollywood) should be retained as a housing area for City Light. A minimum of 16 houses should be maintained. The houses fronting on the main road could be removed and a buffer developed between the traffic and the residential community. If it is required to relieve traffic tie-ups in the future, the existing one-way railroad bridge across Stetattle Creek at the west entrance to Diablo should either be replaced with a new 2 lane structure or improved by adding a similar one-way bridge alongside.

The road connection between the Hollywood and Reflector Bar sections of Diablo is now reduced to a one-way road between Diablo Powerhouse and the Switchyard. Either this road may be widened to two lanes or a bridge across the tailrace should be constructed.

A portion of the housing on the east portion (Reflector Bar) may be removed and the school closed within three years. That area may be used for three activities: The present school building can be converted into the orientation center and dining area for the Skagit tours. The perimeter of the site should be developed as a river front park. Parking for approximately 300 vehicles should be provided for the purpose of serving the regular tour and the mini-tours (these tours are served by boats moored at the top of Diablo Dam, an area with very little space for parking, and for overflow from Ruby Mountain). The amount of needed parking space is based on the number of tours that will probably have to be parked at any one time: 4 regular tours; 3 Ross mini-tours; this could amount to 600 or more people needing 200 or more parking spaces. Additional parking should be provided for the Incline Lift mini-tour and other general visitors. Overflow parking may also be needed here when the National Park Service develops the Ruby Mountain Tramway. However space taken for parking should be limited to the areas designated on the plan in order to conserve the natural environment. Parking lots should be extensively planted and screened. A bus system connecting the future train terminus at Concrete with Newhalem, Diablo and Ruby Mountain could be implemented.



All of those sites in Newhalem and Diablo not required for use by City Light or the Highway Department could become the property of the National Park Service (or in the case of portions of Reflector Bar and the property at the northwest end of Newhalem, existing use permits could be terminated). The National Park Service could then develop and maintain the open space, parks and rest areas as a part of the National Park Service program. These areas are extremely valuable within the context of the entire National Park Service Complex. Very little of the Complex is accessible by automobile and it is the intention of the National Park Service to conserve this condition. The two townsites offer level sites close to the Highway which can afford controlled access and satisfy the normal highway user's needs without encroaching on the wilderness state of the vast portion of the National Park.

Ownership of properties in the National Park Service Complex should be distributed among as few interests as possible in order to simplify the management and use of properties and facilitate the achievement of the goals of the National Park Service.

#### **Highway User and National Park Service Activities**

National Park Service properties and facilities may provide the highway user with camping areas, with information sources, with wilderness thresholds, and with a variety of day use opportunities including the Ruby Mountain Tramway, riverfront parks, rest areas, walks, etc. These same opportunities may serve the highway user whether he's a traveler passing through, a visitor destined for the National Park or Recreation Area, a visitor destined for the Seattle City Light tours or a local resident.

The City Light tour facilities, dams, reservoirs, power houses and associated open spaces, walks and special features attract both the through highway or Park user and the visitor destined especially for the tours. The introduction of the mini-tours provides the opportunity and flexibility for many highway users to experience portions of the City Light tour without planning ahead. (See City Light Tour Activities.)

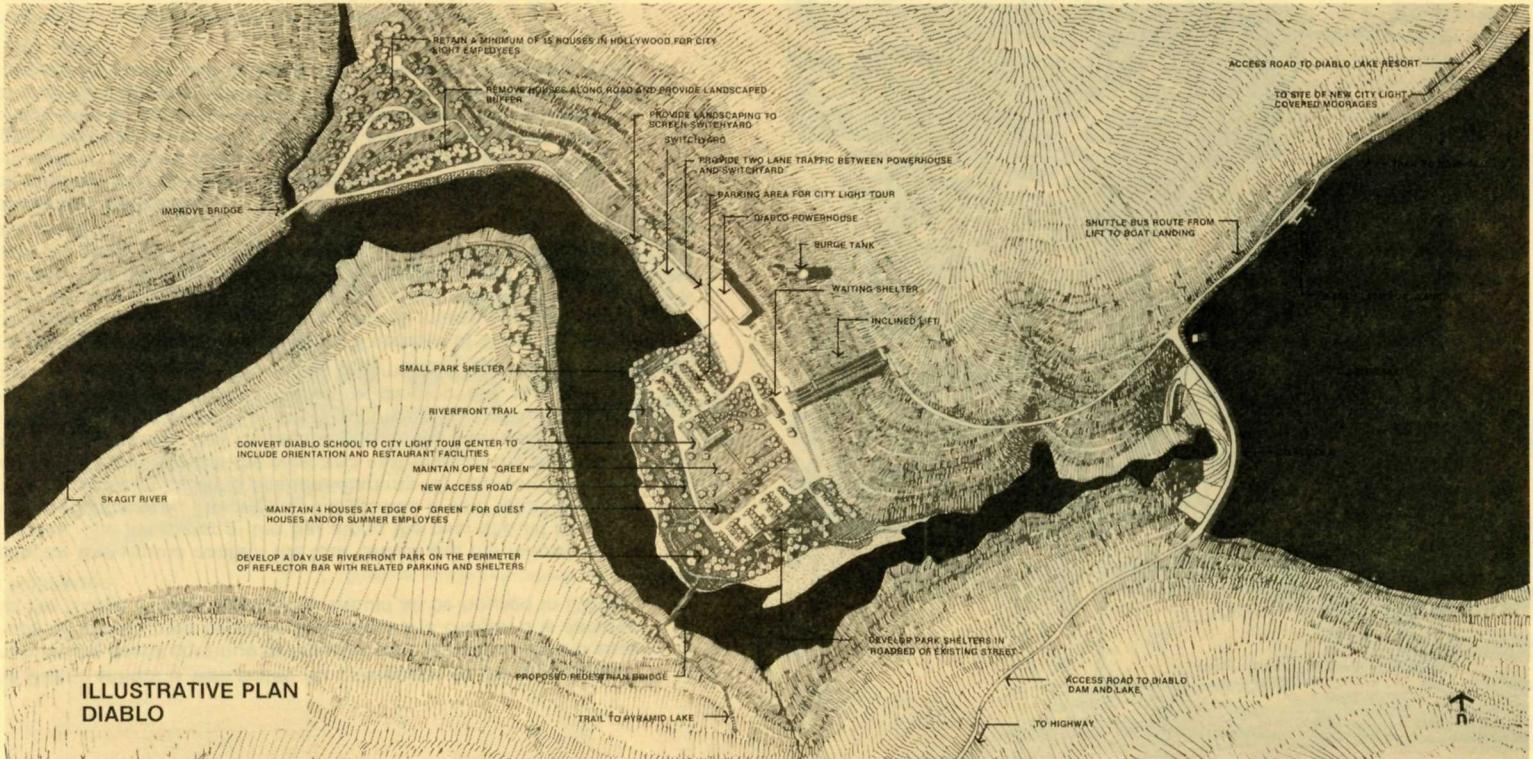
Clearly visitors to the Recreation Area and the Skagit Project may desire to take advantage of a number of these activities during any one trip. Keys to enhancing this opportunity lie in methods of circulation or access to activities and in provision of parking.

Given the scale of the region, a variety of means and access to the Recreation Area may exist in the future. The Highway affords automobile access to most activities. A railroad trip may be operated from Sedro Woolley to Concrete in the future. Boat trips are provided on Diablo Lake and eventually may be offered on Ross Lake. Currently, bus service is provided from Newhalem to Diablo for tour patrons.

Parking is presently restricted in most areas because of topography. In the future it will be impossible to fulfill the demand for parking at the Diablo Lake boat landing. There is sufficient space for parking on Reflector Bar in Diablo, on sites in Newhalem adjacent to the commercial area, and at the proposed highway rest area at the west end of Newhalem. In addition, space is available in communities between Newhalem and Concrete. If a bus system was provided between Concrete and Ruby Mountain (or the east side of the mountains), then visitors arriving by train in Concrete could travel on to the Recreation Area by bus. Campers in Newhalem would be provided access to the variety of activities in the vicinity and to wilderness thresholds such as Ross Lake without having to rely on their cars. Visitors arriving in automobiles could park in areas removed from their destination, thus alleviating congestion at the key points where parking cannot be provided. The bus system could include regularly scheduled cross-state service as well as seasonal shuttle service.

Many visitors may not be willing to park and ride, especially if they are continuing through and not destined for the area. However, the alternative of carving large parking lots out of fragile natural areas constricted by shorelines and topography, is not acceptable. Such actions are in direct conflict with the goals of the National Park Service. Many should find it convenient to use satellite parking areas or the train and bus transport. If the National Park Service locates a visitor and information center in Concrete this may encourage transferring from automobile to bus at this point.

The recent completion of the North Cascades Highway has made the unexcelled beauty of the North Cascade Mountains available to a vast number of people. This mountainous region has already been termed the "American Alps" because of its rugged terrain, made up of vertical cliffs and towering mountain peaks. In response to the increased recreational demand expected to result from the completion of the Highway, City Light beginning with the 1973 tour season, is expanding tour facilities to accommodate 600 people per day for the reserved tours. Also beginning in 1973, four different mini-tours will be available to the casual highway traveler. They are: Diablo Lake/Ross Powerhouse Boat Trip; Gorge Powerhouse/Ladder Creek Falls; Trail of the Cedars; Incline Lift. There will be a nominal charge for the Ross Powerhouse boat trip which will depart for Ross Powerhouse approximately every 2 hours; no charge for the other three which may be enjoyed at the tourists' own leisure. Parking for the Diablo Lake/Ross Powerhouse Boat trip and the Incline Lift mini-tours will be provided at Diablo. In the future mini-tour users and other visitors will have restaurant and camp store facilities available to them in Newhalem and at Diablo Lake Resort.



ILLUSTRATIVE PLAN  
DIABLO

Improved City Light visitor facilities on Diablo Lake are in the design stages. These consist of a new boat landing near Diablo Dam and a new combination boat landing and visitor orientation center at Ross Powerhouse. Construction of these facilities is scheduled to be completed in time for the 1975 tour season.

The Diablo school is well suited for conversion to the tour center. The building could continue to function as a school if, should snow sheds be constructed between Newhalem and Diablo, it is decided that the Skagit Project community should all be housed in Diablo at Hollywood.

Reflector Bar should contain the tour center and the following activities: The perimeter of the Bar along the river should be developed as a park. The park could provide a boat launching area and also picnic or cooking shelters. Parking for approximately 300 cars will be developed at the west and east ends of the Bar. Up to nine existing houses may be maintained on the east side of the school site for visitors and possibly summer employees. Additional lodging facilities could be conserved or developed if, at a later date, it is decided to provide public lodging or a conference center.

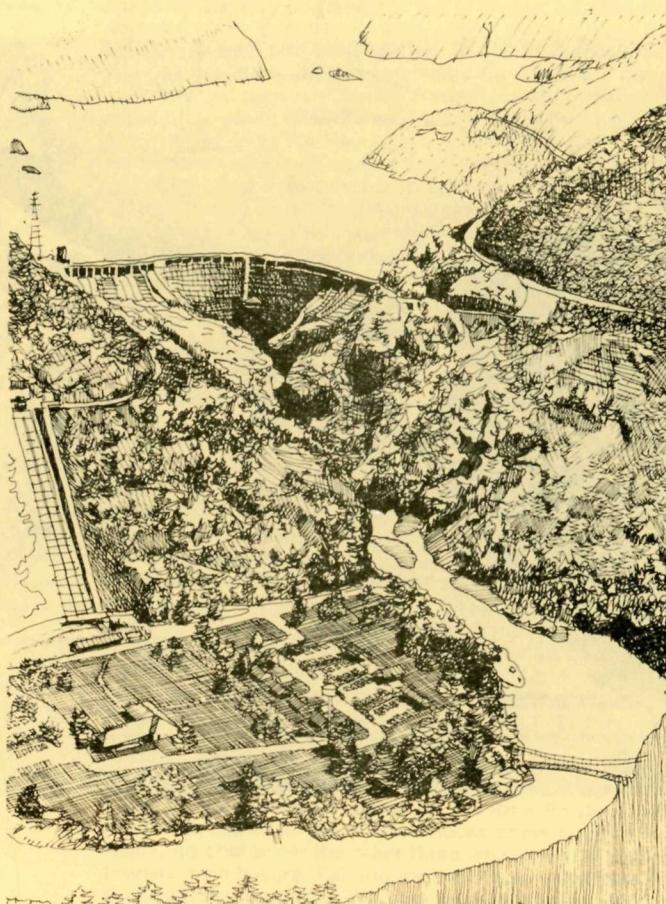
The Diablo townsite is a trailhead for a number of areas including: Sourdough Lookout (7 miles); Ross Lake (6 miles); Stetattle Creek (with potential access to Azure Lake) 6.5 miles; and Pyramid Lake (2 miles if the trail were improved up to the Highway). Parking areas will serve this trailhead as well as tours and Reflector Bar park users.

#### **Concession Activities**

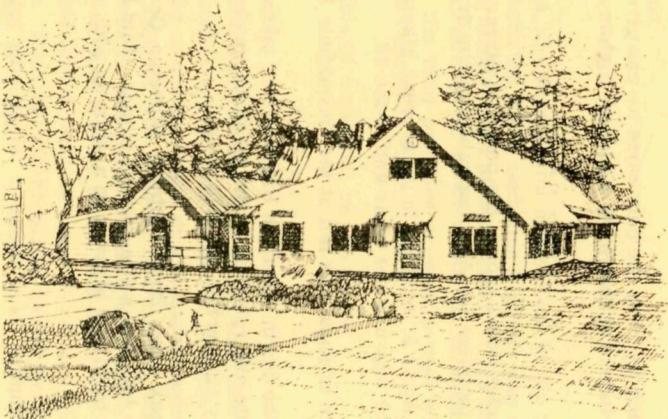
The National Park Service is responsible for letting concession contracts on all Park Service administered properties. If the City Light properties designated as surplus are released to the Park Service then all commercial activity in Newhalem will be under National Park Service jurisdiction. The tour facilities and restaurant proposed for Diablo will be under the management and operation of City Light.

Lodging and a restaurant will be available through a concessionaire on Diablo Lake, lodging is available on Ross Lake, and most likely, additional lodging, restaurant and services will be developed in Marblemount and other downriver communities.

City Light and the Highway Department bring crews to the area to maintain the hydroelectric facilities and the highway. Lodging and food may be provided by each department or crews may be requested to seek space in nearby private concession facilities. The Highway Department will likely provide lodging in their maintenance facilities or in City Light dormitories in Newhalem.



RECOMMENDED DEVELOPMENT ON REFLECTOR BAR

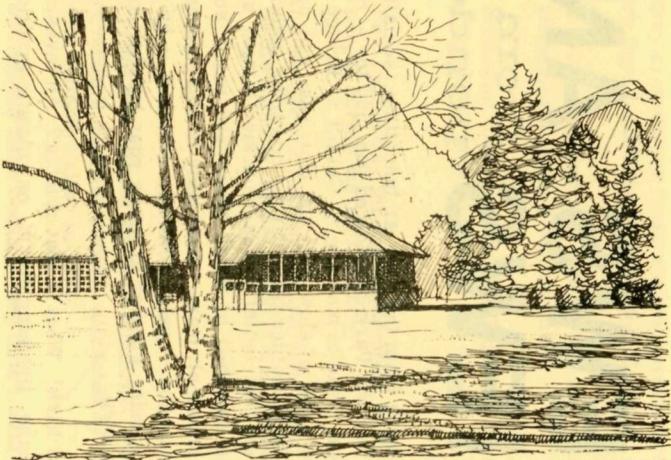


GORGE INN POSSIBLE RESTAURANT AND STORE CONCESSION

City Light will use existing dormitories or contract with private operators to provide lodging and restaurant facilities.

Commercial activity in the Ross Lake National Recreational Area will be on a seasonal basis. The National Park Service desires to let concession contracts which have the potential of being economically viable. This may mean that one or many will receive concession contracts, depending on the economic potential. Experience indicates that if the size and scope of concessions are not structured to be viable, services offered will be sub-standard. For example, it is unlikely that the store in the commercial core of Newhalem and the campstore on the campground across the Skagit River will be operated by two separate concessionaires.

According to a recent study,\* the Newhalem townsite is a reasonable location for a service station and restaurant. This conclusion is based on an evaluation of the pattern of stops related to travel times. Though this demand exists it should be primarily a seasonal phenomenon even if the highway is opened year around.



DIABLO SCHOOL BUILDING

\* "The North Cascades Highway: A Study of its Impact on Local Community Economies." Prepared for the Washington State Parks and Recreation Commission by Community Development Services, Inc. November 1972.

# NEWS AND VIEWS

**OF THE  
NORTH  
CASCADES**

from our correspondents at the front

Debark from the Lady at lunchtime, socialize a while at the landing, and in early afternoon pile into the Park-subsidized bus (50¢ for a ride of any length, plus 25¢ for pack) to travel the Stehekin "road to nowhere." Get off at Bridge Creek, already translated far from freeway frantics by a day of slow boat and slow bus, and hoist the stone. Hike up Bridge Creek 2 days, what with bad-weather time out for cowering under trees. Deeper into wildness all the way, 12 miles. Feel that better things, spookier things, are going to happen. The bear are arrogant -- the trail is splashed by black heaps and never so much as a "pardon me." Maple Creek is a tumult of snowmelt foam -- your body is blue-frozen from hips to toes during the magical wading. You are attacked -- yes, definitely attacked -- by a hawk, "protecting" its nest in some nearby tree, and wonder whether to renew your Audubon membership. Definitely the world is improving with every step.

But hark! What is that rumble? An invasion by monsters from outer space? Or merely an earthquake, lightning storm, or volcanic eruption?

Suddenly step out of clean forest onto asphalt. Feel hunbled, you who travel at a pace of some 2 miles per hour, by machines hurtling past at 30 times your speed. Within the machines are creatures that appear humanoid. Some stare briefly at you in passing. Most never see you -- or the trees and flowers. Going too fast.

Walk the 12 miles, then feel why the only name we can give this triumph of the engineers and the gas tax and the pork-barrel is the North Goddam Highway.

\* \* \* \* \*

As all the North Cascades world knows, the polar jet stream slipped off course in the 1972-73 winter and the splendidly incipient Ice Age was sabotaged by dry, snowless air.

Chinook Pass opened April 5, earliest in its 40-year history. The previous earliest was April 15, in 1941. In 1972 the way was not clear until June 23.

By May 1 a single inch of snow was left at the Snoqualmie Pass measuring station.

And in its first year the North Goddamn Highway was taken away from the snowmobilers who had been razzing the route and released to the sit-down gawkers on April 27. Except in the Liberty Bell area, hardly any avalanches ran this year.

Encouraged by the freak year, State Highway Director George H. Andrews revealed his ultimate intent of keeping the blacktop white free all winter. Said he, "We most certainly have not spent about \$22 million to build this highway on a whim or with a view toward keeping it closed at our leisure..."

But he did add that studies have shown a "staggering total" of 74 avalanche and slide areas between Newhalem and Mazama. The Newhalem-Diablo segment alone has 6 or 7" extremely dangerous" slide areas. (They have, indeed, killed a number of people and often have kept the Seattle City Light community at Diablo isolated days at a time.)

Even in the arid winter of 1972-73, highway crews were frustrated by several avalanches off Liberty Bell in the middle of April, just a few days before the highway was declared safe.

Anyway, after an unusually clement fall that permitted the highway to stay open until November 26, the disastrous winter permitted reopening a mere 5 months later.

The auto pioneers came flocking. On Memorial Day weekend the Highway Department counted 10,890 vehicles at Thunder Arm bridge (total for May, 34,860), and 10,160 at Mazama (total for May, 32,520).

The Department predicts an average of 1500 cars a day through September, with peaks of 3000 some days, for a total of about 1,000,000 people during the 1973 season.

Could happen. In early June, late on a stormy Saturday afternoon, our field agent, having hiked 12 miles up Bridge Creek, sat 40 minutes by the highway, stunned, and in that time counted 102 cars. And then fled into the forest.

\* \* \* \* \*

In mid-June the first unit of a 100-room motel was opened south of Winthrop. The entrepreneurs expect a good profit, their studies suggesting 2,500,000 people, attracted by the North Goddamn Highway, will tumble-rumble through the Methow Valley in 1973.

The longtime Methow residents who did not oppose Zahn because they didn't want to make trouble with neighbors are in shock. One has informed us that if a vote were taken today, 90 percent of the locals would favor immediate closure of the abomination. Not only has a distinctive cul-de-sac way of life been doomed, but on the very first weekend of the highway's operation our informant had his property vandalized by souvenir hunters. A wagon that had been in the family for 75 years was stolen, along with other "artifacts" from his yard and home. Somehow, too, his barn was burned to the ground.

\* \* \* \* \*

From an agent in Aspen, Colorado, who subscribes to the magazine of the American Society of Civil Engineers, we learn the North Goddamn Highway was one of the six nominees for the Outstanding Civil Engineering Achievement of 1973, cited "...as the 'Environmental Highway' because of great attention given during its construction to maintenance of the area's natural environmental characteristics, the road provides access to vast wilderness and recreational areas of the newly created North Cascades National Park."

Our Aspen agent felt unable to comment, and so do we.

\* \* \* \* \*

Among the fans of the North Goddamn are, naturally, the bikers. In early May the Outsiders Motorcycle Club of Portland, Oregon, completed the journey, some 100-150 of them. In the course of events they made the scene one night at a Rockport saloon. And in the course of events they failed to establish rapport with a local truckdriver, who at a certain point in the evening abandoned debate, and left the pub and drove his gravel truck over a dozen motorcycles. Unfortunately he did not flee but stopped a block away, and there was caught and severely beaten by Outsiders. Before the rumble ended over 40 cops were summoned -- virtually the entire county and state force available. Next day the hospitals were crowded and several trucks were scraping up mangled motorcycles.

\* \* \* \* \*

Something goes terribly wrong when the wrong people get into the wrong country.

Remember Trinity? The mining town up the Chiwawa River, on the boundary of the Glacier Peak Wilderness? There ain't no gold in them there hills, except perhaps from subdividing. However, the settlement remains enough of an asset to the shifting, shifty speculators that they maintain a winter caretaker -- to save the place from otherwise inevitable dismantling by snowmobilers.

Last winter Trinity gained a tragic new dimension. The young caretaker apparently shot his wife in the head, beat to death his 3-year-old daughter, then hiked 30 miles to Lake Wenatchee to call the sheriff.

The Trinity murderer hopefully will receive proper medical care. In another felony, in April two gypos were found guilty of killing cedar trees in Mt. Baker National Forest and selling the bodies. They may be fined the equivalent of a week's wages -- for stealing a millenium of slow accumulation of wood fiber.

\* \* \* \* \*

In the long view of a mindless, non-caring planet, the killers and batterers don't matter. Nor the savers and protectors. In a way we are pleased to learn that U. S. Geological Survey studies have found disturbing new evidence that Rainier, St. Helens, and Baker are a-tremble. A volcanic eruption, a catastrophic earthquake, gives us a new natural base for "starting over."

So what if Rainier does blow high, wide, and wild? It would wreck the subdivision industry. But it sure would lower my real-estate taxes.

\* \* \* \* \*

## WE'RE BOTH SAD & GLAD

We are sad that we have fallen so terribly far behind in our publication of The Wild Cascades. Actually, our feelings run much deeper than one of sadness. We are chagrined, embarrassed, and apologetic and do humbly request your understanding, sympathy and forgiveness for what has been an unusually difficult situation for us.

We are glad, however, that some of you noticed that you had not been receiving your Wild Cascades. Our mail has included inquiries from many of you expressing concern, anxiety, disappointment, displeasure, and just plain bewilderment, all perfectly justified of course.

As a non-profit organization, we often skate along on the very thin ice of volunteer or poorly paid help. The ice broke when our invaluable secretary and Wild Cascades art director Camille Reed left with her husband and two children to live in New Zealand. Our great loss is certain to be an equally great gain for some lucky environmental group in Christchurch.

It was certainly not easy to find, not one but two, replacements for Camille. Betsy Lewis and Cindy Mulholland are now very hard at work, respectively, as Managing Editor and Production Staff to put the Wild Cascades production back on schedule. The issues of August-September 1973 (typing and layout done and ready for photography), October-November 1973 (typing almost done), December 1973-January 1974 (typing partially done), February-March 1974 (copy in but not typed).

We want to take this opportunity to thank each of you for sticking with us under such trying circumstances and for giving us your moral and financial support.

# ENVIRONMENT



Union Station-Seattle

## UP FOR BIDS

Environment Northwest was formed in early 1973 by a group of concerned local citizens to fulfill a very pressing need. Its sole function is to raise funds to assist environmental groups in the Puget Sound area with their more critical conservation problems. It is perhaps not coincidental that five of its seven trustees are also board members of the North Cascades Conservation Council. Who knows more than the N3C board about pressing financial needs for environmental causes?

The trustees of Environment Northwest hit upon the idea of holding an "Environmental Auction" as the organization's maiden fund-raising event. Upon request, the Union Pacific Railroad generously donated the use of Seattle's historic Union Station as a site for the auction. Operating entirely with volunteer help, Environment Northwest set about to bring off the auction within a 10-week period.

The labor involved in such an affair is, of course, enormous, and many people donated much time and effort. The principal person responsible for the auction's success was Willa Halperin, trustee of Environment Northwest and chairman of the Auction Committee. She supervised the most arduous task -- soliciting the items to be auctioned. Everything to be auctioned was donated by businessmen and individuals who shared Environment Northwest's concerns.

The auction itself, on a rainy Saturday, June 23, was an exciting, noisy, fun-filled event for the working staff and paying guests alike. Since the old Union Station is a graceful monument to the most rational means of mass transportation ever developed, the Auction Committee had decided on a railroading theme for the booths it set up. The refreshment stand was called the Union Station Beanery, the Club Car dispensed draft beer, the Harvey House Bake Shop sold home-made bread and other goodies, and there was a Pink Caboose Garden Shop, an Iron Horse Book Shop, and a Scenicrider with color prints of mountain landscapes.

Professional auctioneers kept up a fast-paced chant as they disposed of a list of more than 200 out-door oriented items, many of which went as astonishing bargains. By 5:30 the tired auction staff was taking down signs, stacking chairs and sweeping out the old station. The Environmental Auction was history, Environment Northwest had over \$3400 in its treasury, and Seattle's Union Station was again quiet and deserted.

Environment Northwest's trustees feel the auction has established the new organization as a viable fund-raising group for conservation causes. They are planning other and even more successful fund-raising events for the immediate future. Their long-range aim is to obtain support from the uncommitted general public to maintain the high quality of life here in the Pacific Northwest.

# CARMELITA LOWRY

## january 11, 1974

Lita Lowry's name was the first proposed for honorary membership in the Cougar Lakes Wilderness Alliance. Despite living in St. Louis, Lita was in on the earliest beginnings of the Cougar Lakes Wilderness proposal. Indeed she did all the original mimeographing of the proposal, including some enchanting drawings she had made from her own photographs of the area, and the first map that was made of the proposed wilderness. She referred to the area as "Carmelita Lowry's Wilderness Area."

Lita's physical appearance -- she was almost wraithlike -- was deceptive; she could keep up with anything that was going and was ahead of most people. Her intelligence was formidable, as her enemies, the anti-environmentalists, deceived by her fragility, found to their consternation. They would leave the field after an encounter with Lita older and, if smart enough, wiser. Her wit, always bubbling just under the surface, could be either gentle or cutting, the latter reserved for pompous bureaucrats, other overinflated ones, name- and place-droppers, and plain damn fools.

When she arrived on the conservation scene, Lita was painfully shy. I think that when she discovered that that would get her nowhere, she simply discarded her shyness and went forth to do battle on anyone's terms. Her scientific background -- she was a biochemist -- gave her the tools and the general understanding necessary to make herself an expert on the environment. Her interest in the Cougar Lakes area was her introduction to the entire field of environmental protection and she had a whole-hearted commitment. When hearings were being held on the Wilderness Bill back in the early 60's, Lita paid her own way to Washington to testify, just as a citizen, before the House Interior Committee, a thing so remarkable at the time that Congressman John Saylor held her up as a shining example of a concerned citizen. In 1971 she sent out her own private mailing of a brochure urging recipients to testify or write in behalf of Senator Metcalf's Forest Lands Restoration and Protection Act. Lita wrote the copy, got the photos, did the layout, and had the brochure printed at her own expense.

Typically, when Lita went into the hospital in late December, she was engaged on yet another conservation front, this time a battle with the Corps of Engineers over the Meramec Park Dam in Missouri.

Lita spent the month of August with us and it was typical of her graciousness and innate courage that she continued as always, making plans for moving ahead on the Cougar Lakes issue and many other projects. She knew that she was not going to get well, but she was not sorry for herself. And she never made anyone feel the slightest bit sorry for her. We feel, instead, sorry for ourselves that we have lost her and a voice of sanity and grace and wit in an insane world.

Isabelle Lynn  
Double K Mountain Ranch

# STEHEKIN DIARY

By Robert Byrd

## EDITOR'S FOREWORD:

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

Following are some of his columns, "Stehekin Diary," published regularly since 1968 in the Wenatchee Daily World.

July 4, 1971 -- Independence Day the Stehekin way!

The glaciated peaks of the upper Agnes gleam white against a blue-bird sky as the lunch-carrying hikers head toward the gorge on the ranger-guided nature walk.

Down along the lake the Purple Point campers gather around the tables for a late leisurely breakfast as the calm water gently laps their nearby boats.

Later the sky cloud-clabbers and a rising wind scuds the crests off the white-capped waves.

Everywhere there's back-pack hikers. With red packs and green ones. And huge packs with a whole household bulged inside, and tiny kids packs all light and shiny and new.

And some with red-topped socks hanging out. Or with climbing boots or collapsible plastic jugs or sweaters or tent poles or fishing rods or any whumever tied on the back.

And the fish tales of whales and some dandy ones true. -- "I tied into a maybe 16-incher in the mouth of the river, but he finally broke my leader and got away."

And, "He only weighed just under 5 pounds and was 22 inches long," from veteran fisherman Paul Kinzel, and that's gospel.

Then there's the strange inter-family talk of an Eskimo group fresh off the Lady of the Lake that mingles oddly with the animated tongue-twisting of five Italians all agoggle and pointing: "Si! Snow! Si! Mucho snow!"

An inexperienced lady driver hiccups a dune buggy home before heading beyond civilization with her kids on a horseback trail ride: "You mean we're way out here all alone?!"

-- Till the day finally fades with a quieting wind and the sunset mauves into dark, and the mind tries to slide into slumber as the "no-see-ums" begin their night's work.

July 18, 1971

The Lady of the Lake glides up to the dock with its bow deck piled high with duffel, pack boxes, tarps and tents.

Ray Courtney's first pack and hike trip of the season is returning by boat from Prince Creek as the snow was too deep to cross over from Fish Creek to Purple Creek with the horses.

Everybody had a good time though in the vicinity of Muleshoe Camp. Except that the 5000 foot drop in elevation in one day from springtime at snow line to the 100 degree temperature at lake level was pretty drastic.

Drastic enough to cause "total circulatory collapse" nurse Liz Birely says. Which five-dollar phrase really means she just doesn't want to leave nature's pretty and go back to the salt mine work grind.

And Guy Imus is having trouble horsing around in the high country too because of the snow. What time he isn't chopping around on his foot with an ax where he's not looking.

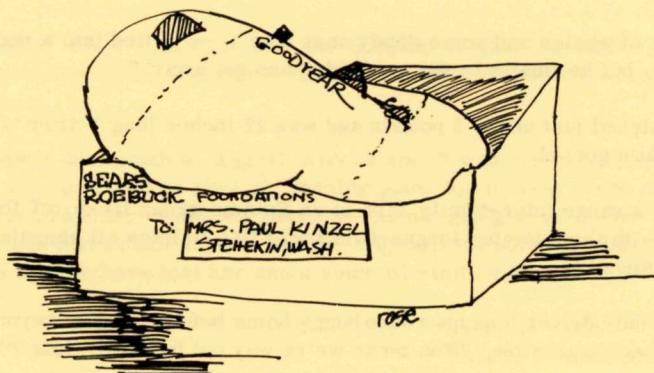
But Jim Courtney did get a group up into Rainbow Valley, although there's lots of snow in the timber there yet. And Rainbow Creek was so high it was pretty hard to ford.

The old Stehekin River is really rolling around in its bed and tossing a dirty white mane after these five hot summer days in a row. And boy! does a rubber raft ever travel on it now!

Not to change the subject, but "Congratulations, Mr. Stan Hutson on your appointment as Stehekin's new post master!"

Since Harry Buckner retired earlier this year his wife Lena has been pinch-hitting until the new appointment was made, and now for the first time in 16 years Harry has to ask, "You mind looking to see if Buckner's have any mail around here?"

Wonder if Stan -- who is also the Landing Park concessioner -- will ever get involved in a deal like Harry did the time Paul Kinzel's wife ordered a "foundation garment" by mail and Paul hung some garters on an old inner tube, put it in an old Sears Roebuck package and connived with Harry to mail it to her?



August 4, 1971 -- Butterflies! Butterflies! Everywhere you look there are butterflies. Millions of them, catching the eye at every rise and turn.

By the boat landing, on calm days where the little shiny waves purr and lap the silver sand the big embroidered tiger swallowtails gather by the score.

Some fragrance on the air seems to attract them, and their multiple flitting zig-zag flight stitches a dancing design as they zero in on their target plot of moist earth.

A man loaded with camera gear stalks quietly near to fill a close-up lens with a dozen or so.

A sitting dog with tilted head and sparkling eyes jerks his attention from one to another trying to keep up with several at once.

A horse clatters off the steel-decked barge to splash nearby and a cloud of yellow and white wings rise around him.

An unthinking boy begins throwing pebbles into the cluster of resting winged color, crushing the delicate bodies into the sand until a sharp "Don't do that!" brings a surprised "Why?"

All up the valley the dance of winged beauty parades. Orange and black. Tiny and blue. Rusty gold in fast erratic flight. A huge brownish-grey one skips the laughing river waves with four to five inch wing span.

Down along the lakeshore trail. In the wild roses on Bullion Flat. Among the maples down Thimbleberry Lane. Along the Agnes Gorge walk and up to Coon Lake. Everywhere is the vibrant color-music of the fluttering soft wings of the butterflies.

-- Oh! but this universe is full of the lilt of magical things patiently waiting our sharpened wits, and when will their dullness grow bright?

August 10, 1971 -- Awake bolt upright in the dead of night. Nose against window screen. Listening. Hard.

What was that sound?

Struggling desperately up from the black hole of deep sleep, the lingering impression of some wild banshee wail lurks beyond the edges of the conscious mind.

What could that sound have been?

The huge circle of full moon has snagged on a fir tree top, spilling a flood of golden light over everything.

Suddenly the flapping wings of a black monster blots out the moon!

Pounding heart! Gasp of breath! Jerk back from window in incredulous amazement!

-- The moth skitters on across the screen. The moon comes on again.

But what was that sound? It was close. Some kind of scary weird wail --

There it comes again! An eerie rising crescendo, a wavering ululation!

It's a kind of song! Almost. Strangely haunting, from out the ancient past!

To the moon full round it sings -- to the deep of night. To the shadows silent it sings -- to the orbining golden light.

"It's a coyote!" hoarsely whispered a wife-like mound of bed-covers.

No answer. No movement. No change of breathing. No nothing.

How could she have slept through that unearthly oddly beautiful howl? How could anybody sleep --

Again, more quietly, with the delicate clarity of a crystal flute, rises the third verse of that hauntingly beautiful Hymn To The Full Moon In A Velvet Sky.

Ease off an aching arm back onto the pillow. Meditate on the wild beauty of that melody, old as creation and new as tonight.

Then with the slow slide into slumber comes a final short chorus fading into a beautiful quavering tremolo that somehow a minute (seemingly) later distinctly says,

"You want any breakfast you better wake up, sleepy head!"

-- And we wonder how the Indians dreamed up the legends of the talking coyote.

August 27, 1971 -- Whoosh! Whump! Thud! The big ripe pine cones come crashing down on the cabin roof and ground around, cut loose by a mighty energetic pitchy-nosed squirrel.

You know the season called Fall is here in dead earnest when you dasn't poke your head out the door without a dishpan over it to escape being clobbered by falling objects. And we're not speaking of leaves or meteorites.

You stand under the projecting roof eaves cautiously peering up to see where at is that bushy-tailed cocoanut thrower, then make a mad dash to get away from under the trees before disaster strikes.

And you learn not to park your gomobile in the bombing range either. Else it will no longer be a wreck waiting to happen. It will have happened.

Did you ever heft one of those green nature's natural hand grenades? Before they dry and open to shell their winged seed? When the scales are still tight closed and it's as hard as rock and heavy as lead with pitch and sap?

Zowie! but couldn't one of those miniature footballs put a dent in a cranium though? One that would make a lot bigger dent in a pocketbook to take back --

"Karl! What in the world are you doing with shoes on your six-year old feet?"

A happy embarrassed grin. A newly boxed-in-toe twisting in the dust.

Then realization hits like a pine cone on the head -- "School's about to open in the old log school house, and you're breaking in your shoes."

-- Boy! Is Fall ever here!



August 30, 1971 -- School days.

"Mornin' Miss Baarson. Yup, y'sure welcome to ride down to the school with me."

School-marm Lynn is all spiffed up. She climbs aboard.

"This the first big day of the new school year, ain't it? -- Yup, thought so."

"How many kids ya got this year?"

"Eight. Two in the first, fourth, and seventh grades, and one each in the fifth and eighth."

She says it straight an' sure like a school-marm ort.

We bumble down the road, passin' the time of day till Lynn steps out in a fog of dust at the school.

"Have a good day now, an' see ya again in the mornin'."

Two hours later the sight-seers pull up.

"An' folks, this is our modern one-room log school house. -- That is, it's just as modern as it was exactly 50 years ago this morning."

Astonishment sounds.

"You mean you have a school up here?"

Obviously

"And it's still in operation?"

Again, obviously.

"Oh! Isn't that cute! That's absolutely darling!"

"Look, Frank! They're just going inside from recess!"

That is, everybody but first grader New-Yellow-Shirt goes inside. He gets side-tracked watching the watchers, and dawdles down the steps.

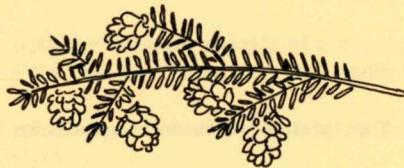
After all, he's been learnin' for two whole hours an' there's sight-seers to see. An' how else but walkin' is a man's bare feet to get used to shoes?

"And after the eighth grade they have to move to town or take correspondence courses."

"How about that!"

Suddenly New-Yellow-Shirt remembers school. He turns abruptly with a quick wave and races for the door.

-- "Still sits the schoolhouse by the road, a ragged beggar sunning . . ." the poet says, and what tales it could tell could it speak.



September 15, 1971 - The approach to Cascade Pass up the Cascade River from Marblemount is the back door to the Stehekin Valley, and well, after all we just had to go gadding once around the backside of that mountain to see what all that bear did see.

And surely the 3.7 mile hike from road's end to the pass is one of the most spectacular and lovely hikes in all the Northwest.

Just at noon of this cloudless golden day we leave the ample parking lot behind and start the easy ascent of snaky switchbacks up into the huge timber foresting the ridge under massive Boston Glacier.

Across the narrow valley we look sharply up to the spraying waterfalls dropping hundreds of feet from under the steep crevassed hanging glaciers on Johannesburg Massif. The great granite spires march away toward the pass. To the northwest rise the ramparts and glistening snowfields of the Eldorado range.

-- "In Switzerland I never saw on-edge glaciers so immediate and peaks so close -towering!" from an awe-inspired passing hiker.

Along the trail the alpine wildflowers grow everywhere in profusion. Gulp! goes a lone ripe huckleberry, but mostly they are still green. Clusters of huge mountain-ash berries gleam orange in lush green foliage.

Suddenly a booming dynamite blast echo-echo-echoes sharply from the vaulted crags around. The Park Service is re-working trail high above, bringing to mind the cry of the ancient mule-skinner, the ring of pounding steel and the resounding blasts of the old prospecting days here before the turn of the century.

A late lunch eaten just under the pass really hits the spot. A fat chipmunk gorges chocolate at arms length. A pika chirps above us. A brilliant orange butterfly rests on a rock. The keen air carries distant hikers talk clearly.

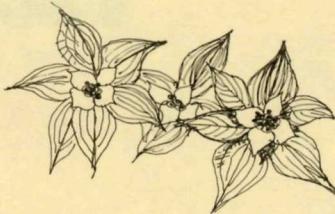
Cascade Pass is a Garden of Eden, landscaped to perfection with flowering heather, dwarfed alpine firs and scattered rockfalls in cupped meadowland.

The Stehekin Valley falls away southeast like a relief map in living color. Halfway down McGregor Mountain leaps proud and possessive above the lower valley at the head of Lake Chelan.

And there's Joe and Margaret Miller inspecting their graph-like squares of earth, experimental plots of reseeded old trail, and some little "skin-graft" circles of grass in newly prepared soil -- "Hoping to get some new growth started in the old campfire circles, worn tent sites and deep gouged trails," they explain.

But the shadows are lengthening and with the Millers we take the older steeper trail -- down past the trail crew's tents -- watching them gather seeds along the way for future use.

-- And can't your mind's eye just see Alexander Ross, builder of Fort Okanogan, and first white man through here, hurrying his Indian guide down this steep valley 157 years ago, trying to get farther along before dusk, hunting a good camp spot for the night, keeping a sharp eye for a fat grouse or juicy deer steak for supper?



October 2, 1971 -- A day of shafted sunlight shot through torn glory clouds, all blue with autumn haze.

Whirling down, spiraling this way and that, the golden seeds of the maples wings its way to mother earth, and here and there Fall lies spangled in leaves a heap.

Down along the lake the gulls circle in gusting wind, their crys mingling the protesting squeek of the fidgeting dock, nudged forth and back by swaying piling. Little water-logged chips peal off, slowly sinking into blue-black depths.

All up valley fat exclamation marks of golden maples stand out among the evergreens. Here and there wine-red dogwoods spill among them.

On Castle Peak and Tupshin a yellow tamarack army, all proudly erect, parade in fresh snow near timberline.

Spraying rainbows, a boat crosses from Weaver Campground. It takes a long time to dock.

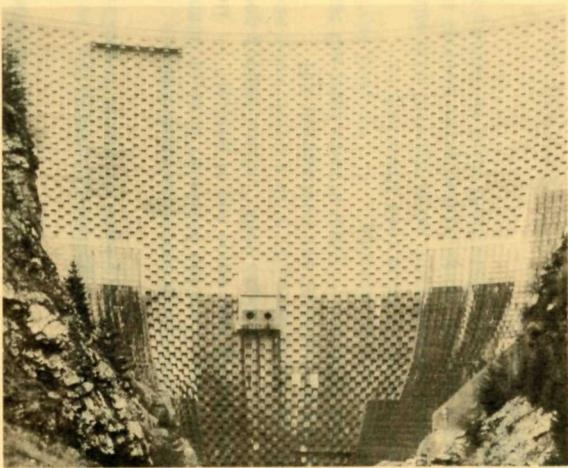
A picnic lunch appears on the outdoor tables. Taste of cheese and wilted lettuce. On whole wheat. And fried chicken back left over from yesterday.

At the river bridge the brilliant red flames of the vine maples burn above round river hearth stones which lead down to the shrunken emerald stream.

Rainbow Falls is a wafting veil in its granite niche, shushing itself to a quiet murmur.

-- Smell the lazing wood smoke? Hear the clunk of piling winter wood?

My, oh my! But isn't it a pretty time of year though! A real pretty time.



## THE WILD CASCADES

June - July 1973      (Published in April 1974)

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### NORTH CASCADES CONSERVATION COUNCIL

Founded 1957

PRESIDENT: Patrick D. Goldsworthy

EDITOR: The Wild Cascades

Harvey H. Manning

Route 4, Box 6652

Issaquah, Washington 98027

Published bimonthly .... 50¢ a copy

Subscription price.....\$5 a year

MANAGING EDITOR: Betsy Lewis

STAFF ARTIST: Eliza Anderson

STAFF CARTOGRAPHER: Noel McGary

PRODUCTION: Cindy Mulholland