

THE WILD CASCADES

October-November 1974



Photograph taken from Paradise Park, looking north across Paradise Valley toward Mount Rainier, Washington.

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OUR FAVORITE IRATE BIRDWARCHER HAS GARNERED SOME TANTALIZING GOSSIP ON NEFARIOUS SCHEMES HAVING TO DO WITH THE NORTH GOLLYDARN AND A CERTAIN PROPOSED SKI RESORT. BET YOU CAN'T WAIT TO TURN TO PAGE 13.

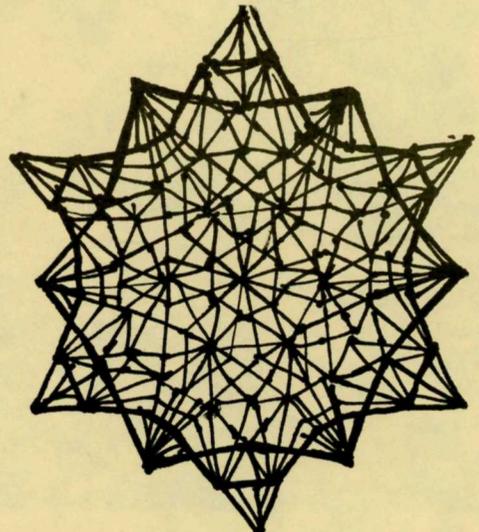
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ON PAGE 20 I.B. IS AT IT AGAIN-- THIS TIME HE'S TURNED METEOROLOGIST AND HOLDS FORTH WITH SOME FASCINATING-- INSIGHTS ON SNOWFALL IN THE CASCADES.

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PLUS NEWS AND VIEWS FROM OUR CORRESPONDENTS AT THE FRONT,

NEW BOOKS,
AND MORE !



COVER PHOTO

Forbidden Peak above Thunder Creek. Photo by John Warth.

THE *TRAIL*

Ron Strickland
makes progress

On June 10, 1974, there was introduced into Congress by Mr. Joel Pritchard H. R. 15298, "A bill to authorize a study for the purpose of determining the feasibility and the desirability of designating the Pacific Northwest Trail as a national scenic trail."

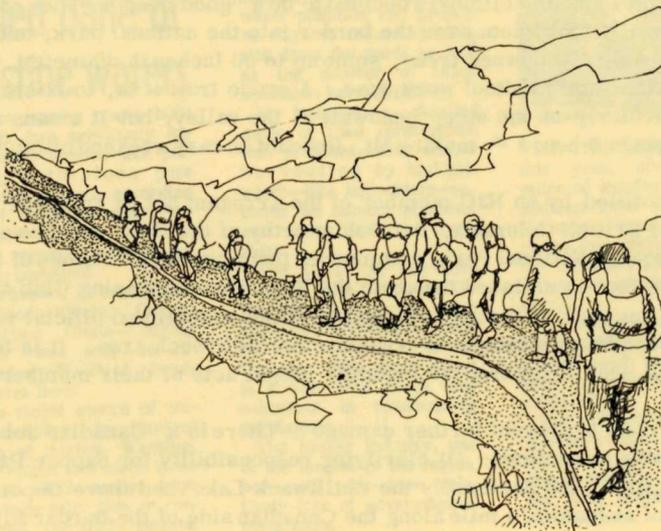
On October 16, 1974, there was introduced into Congress by Senator Henry Jackson S. 1450, expressing the same intent. Following are excerpts from Senator Jackson's remarks accompanying his introduction of the bill:

"The proposed trail would extend approximately 1,000 miles from the Continental Divide in Glacier National Park, Mont., to the Pacific Ocean beach of Olympic National Park, Wash. From Glacier to the North Cascades, this trail would encompass some of the most spectacular and precious scenery in the world. Snowy peaks, glaciers, alpine meadows with clear springs and brooks, small lakes and rushing rivers abound. The Cascades themselves form a distinct and identifiable change in environments. The tremendous precipitation and force of the storms which sweep off the ocean end at the Cascades. On the lee of the Cascades spectacular and rugged desert commands the attention of all who love the Northwest.

"A great proportion of this trail is protected by inclusion in national park or national forest areas, but some of it is not.

"Mr. President, I was privileged to serve on the Outdoor Recreation Resources Review Commission which recognized the importance of hiking and walking as recreational experiences. During the 90th Congress the National Trails System Act was enacted to provide for the designation, protection, development, and preservation of various trails throughout this Nation. This proposed trail would extend through many areas which I have fought to preserve--North Cascades National Park, Olympic National Park, Ross Lake National Recreation Area, Pasayten Wilderness Area, the Skagit River, and the list goes on.

"These lands are dear to those of us who love the Northwest and enactment of this legislation will help assure that the vistas which we know will be available for others."



THE SABOTAGE OF DEPOT CREEK

Until several years ago, the Mt. Redoubt area was one of the poles of remoteness of the North Cascades. Access from the south required (as it still does) days of trail-pounding and cross-country scrambling, whether one started from Hannegan Pass or Ross Lake. Access from the north was guarded by Chilliwack Lake, along whose cliffy shores no trail of any kind ever had existed, and by the trackless jungles of valleys tributary to the lake and Chilliwack Creek.

Then the B. C. Forest Service granted a timber license to Cattermole Timber Co. A road was blasted along the lake to its head, and side-roads up Paleface and Depot Creeks, whose forests were gutted.

The one consolation in this tragedy was that logging was not permitted at the lakehead and upstream along what Americans call Chilliwack Creek and Canadians Dolly Varden Creek. This area and an indeterminate portion of the upper lake were dedicated in 1971 as Sapper Provincial Park. However, mysterious are the ways of the British Columbia government. As of 1974 the B. C. Parks Branch declared it had no authority over Sapper Park because the park never had been "gazetted." Yet the B. C. Forest Service said it had no authority in the park because it had been "dedicated." Thus no one takes responsibility and magnificent Chilliwack Lake and vicinity, in their own right a jewel of the North Cascades and important as a supplement and buffer for the North Cascades National Park they abut, are left in limbo.

The danger has been recognized that one of the wildest portions of the American national park could be violated by intrusions from the unmanaged Canadian side. In 1973 fears were realized.

Climbers long have gained access to Mt. Redoubt and Mt. Spickard from the north, via Depot Creek. Formerly they were few in numbers; however, since even with the Chilliwack Lake road there remained a grueling day or two of busting brush up the Depot Valley from the end of the logging show.

In 1973 certain Canadian climbers decided to do a "good deed". They came to Depot Creek with chainsaws, illegally took them over the border into the national park, and slashed a trail to the high country. Nearly 100 downed trees, some up to 30 inches in diameter, were cut by chainsaw, and much brushing and handtool work done. A crude trail it is, to be sure, and strictly for mountaineers, particularly on the steep headwall of the valley, but it means a strong party can reach the Depot cirque in 3 hours — making Mt. Redoubt an easy weekend climb for Vancouverites.

Upon being notified by an N3C member of the arrogant act of trespass, Ken Farquharson of the Sierra Club of British Columbia, Pat Goldsworthy of the N3C, and Lowell White, superintendent of North Cascades National Park, commenced investigations. Names of the "good deeder" were learned and the fact established that both the B. C. Mountaineering Club and the Alpine Club of Canada had used the trail -- though both organizations disclaimed official responsibility for it and pointed to their continued attempts to preserve the Chilliwack area. It is felt these clubs, by social pressure, will seek to control the blatantly illegal acts of their members.

What can be done to prevent further damage? There is a "Canadian solution" which would require these governmental actions: (1) clarifying responsibility for Sapper Park; (2) closing the Depot Creek logging road, and preferably the Chilliwack Lake road above Depot Creek; (3) setting aside a buffer strip of at least 1/4 mile along the Canadian side of the border adjoining the national park and in this strip banning logging and trail-building. However, the B. C. Forest Service has



announced it will not close the Depot Creek road, or any other. (Hopefully, nature will do the job as soon as the loggers pull out. And if the B. C. Parks Branch finally assumes responsibility, perhaps it will listen to reason.)

Failing Canadian action, there must be an "American solution" which will be unpleasant for both Canadians and for Americans who use the Chilliwack Lake approach. At present virtually every entry into the national park from Canada is in some degree technically illegal, due to the complications of customs inspections. A rigid enforcement of the law by the North Cascades National Park would rule out the approach to all hikers and climbers except those willing to risk being hauled off kicking and screaming to jail; illegal border crossings are not offenses punishable by a simple \$25 fine!

The names of those B. C. "good-deeders" are known. Among wilderness preservationists on both sides of the border they are distinctly in bad odor. If their action, and similar actions by other irresponsible mountaineers, close the border to themselves and their comrades and to everyone else, their position in mountaineering circles would be distinctly uncomfortable.

Logging roads called bane of pristine waters

More logging roads, built further into previously unharvested forests, are polluting heretofore pure mountain waters, according to an Environmental Protection Agency technical study recently released for public comment.

The report, in draft form, is titled "Water Quality Protection Guide—Logging Roads" and may be reviewed at E. P. A. headquarters here.

The major source of water pollution in forested areas of Alaska, Washington, Oregon and Idaho is sediment which erodes from the roads after they're constructed, the study asserts.

THE REPORT estimates that logging roads cause about three quarters of the stream siltation and other water pollution and proposes ways to reduce the erosion from the roads as well as the number of roads needed to harvest timber.

It includes a detailed guide to road construction and proposes more timber harvesting by highline, which—like helicopters—reduces the number of roads and water pollution from them.

The E. P. A. has been charged with responsibility for sharply reducing water pollution from logging roads by 1983 following an act of Congress. This draft report is a first step which may culminate in roadbuilding regulations.

The timber industry, one of the largest in the region, has—until now—been relatively free of governmental constraints.



AT THE BEGINNING of this year, about 250,000 miles of logging roads—the distance from the earth to the moon—laced the forests of the four states. Washington contained almost 100,000 miles, according to the report.

The study also stated that about 2,700 miles of new logging roads are built each year in this state and 1,000 miles rebuilt.

The greatest threat of sediment runoff—and resulting water pollution—occurs during the first year following road construction, the report states.

honors to pat and jane!



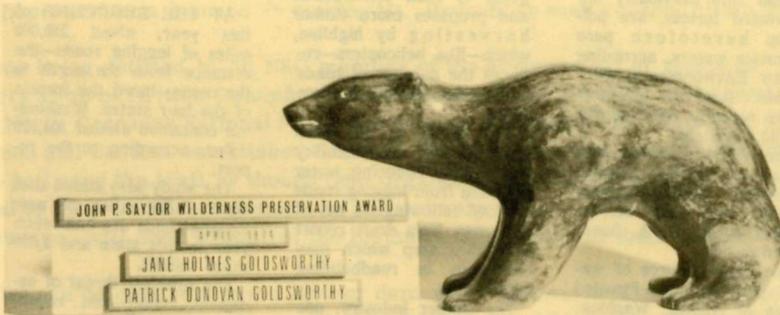
The Tenth Biennial Northwest Wilderness Conference of the Federation of Western Outdoor Clubs was held in Seattle April 19-21, 1974, the theme being "The 10th Anniversary of the Wilderness Act -- Celebration of Man's Vision." By general agreement, it was the greatest.

Not the least of the conference's distinctions was the inauguration of the John P. Saylor Wilderness Preservation Award, memorializing the late Congressman from Pennsylvania whose name is writ large in the history of the wilderness movement and preservation of the North Cascades.

Recipients of the first Saylor Wilderness Award were none other than Jane and Patrick Goldsworthy, "in salute to their idealism, selfless dedication, persistence, and constant high spirits in working together to see created our North Cascades National Park. Their untiring leadership in saving wilderness and doing their part to make our Earth whole again has inspired thousands to love the land and to exercise stewardship by vigorous involvement in public affairs. In the words of John Muir, Jane and Pat Goldsworthy have indeed 'done something to make the mountains glad.'"



From right to left: Jane & Patrick Goldsworthy, Robert Wenkum, Doug Scott, Mrs. & Mr. David J. Saylor.





In memory of
the outstanding
wilderness preservation achievements of
the honorable John P. Saylor
representative in congress from Pennsylvania
& principal sponsor of the wilderness act of 1964

THE FEDERATION OF WESTERN OUTDOOR CLUBS
& COOPERATING GROUPS PRESENT

the federation of western outdoor clubs
& cooperating groups present
the John P. Saylor wilderness preservation award to

JANE HOLMES COLDSWORTHY

&

PATRICK DONOVAN COLDSWORTHY

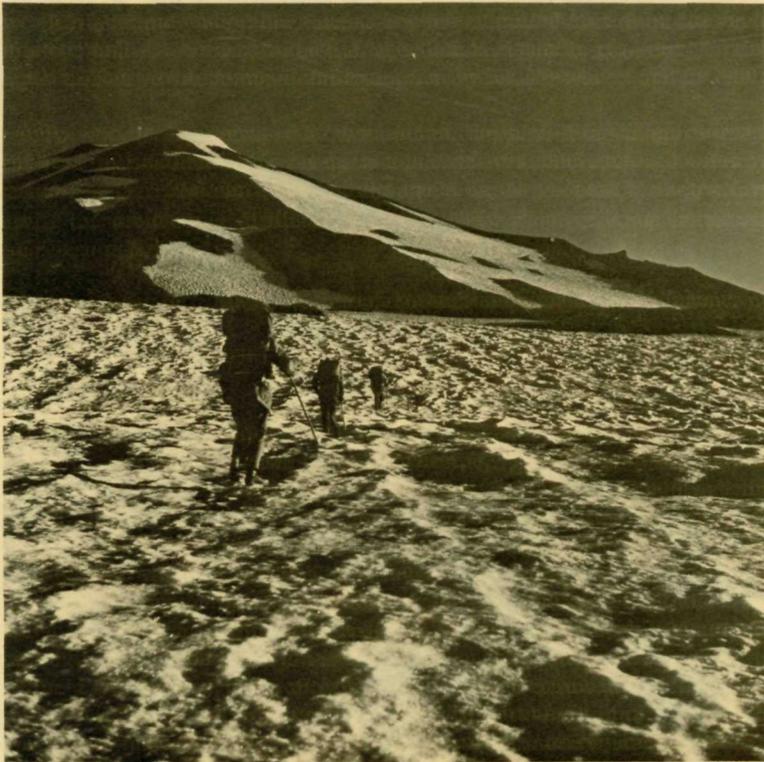
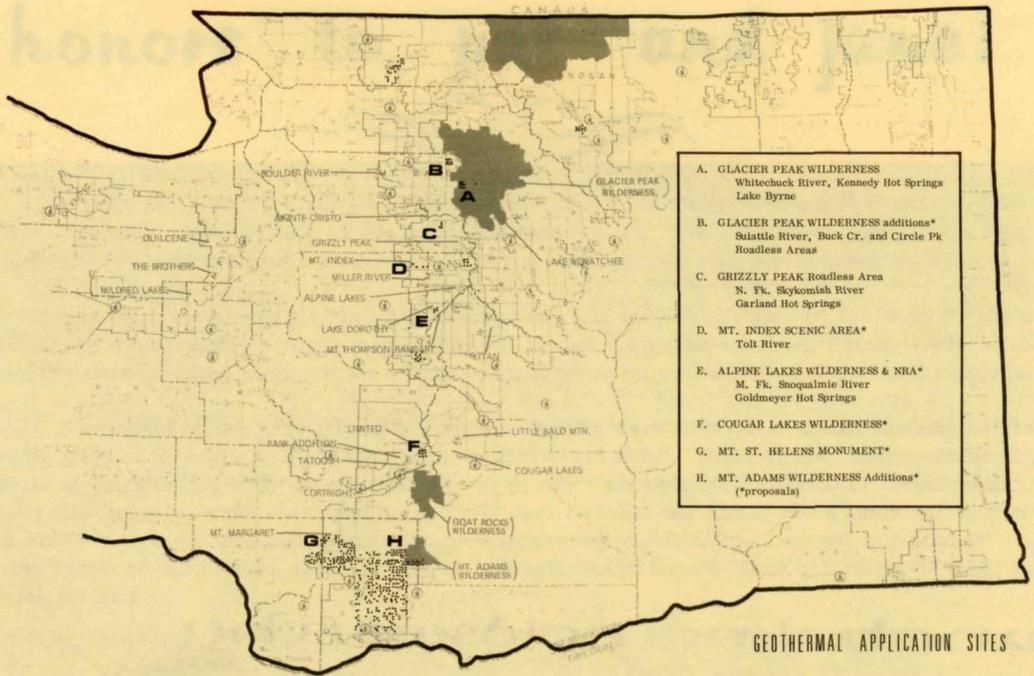
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In the words of John Muir
Jane & Pat have indeed done something
"to make the mountains glad"

Robert Conkman - President, Federation of Western Outdoor Clubs

Polly Dyer - Chairwoman, Tenth Biennial Northwest Wilderness Conference

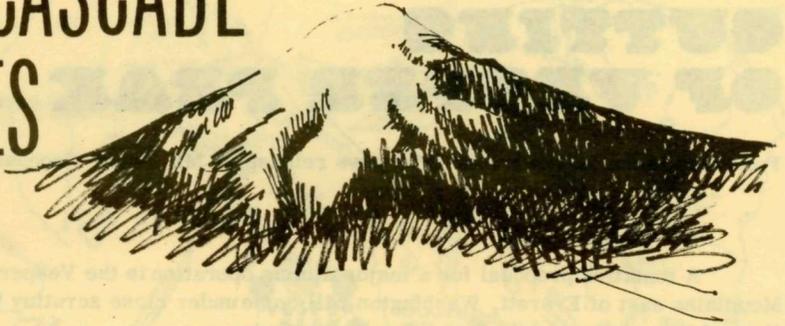
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Mt. Adams, south side.

Photo by Robert Pinter.

PUTTING CASCADE VOLCANOES TO WORK



We think of them as "oil companies" but in fact they are "energy companies," deep into not petroleum but oil shale, coal, uranium, and -- now -- the heat of the earth's crust. Under terms of the 1970 Geothermal Steam Act, major "energy companies" have filed with the Bureau of Land Management 2500 applications for leases on 5.28 million acres in the West. Note that the law assigns jurisdiction to the BLM even when the land manager is the U. S. Forest Service. Note that through an obvious mistake in drafting the law -- a mistake Senator Jackson and others are now striving to correct -- even designated wilderness areas are open to exploration.

In February 1974, at its Portland office, the BLM made the first drawing of applications for Northwest leases. Another drawing was held in March and others subsequently. Perhaps suprisingly, in Washington Skamania County accounted for 263,778 acres, more than 75 percent of the lands sought -- boding ill for Mt. St. Helens and Mt. Adams. Applications were filed for lands in seven other counties, including Snohomish and King.

Phillips Petroleum and Union Oil of California have staked out some 13,000 acres of the Glacier Peak Wilderness. Phillips also seeks permits on 4500 acres southwest of Stevens Pass and 5120 acres near Mount Thompson, in the vicinity of Goldmeyer Hot Springs. Much of the land is in the proposed Alpine Lakes Wilderness and all but 500 acres are within boundaries of the proposed Alpine Lakes National Recreation Area.

Since granting of a lease conveys rights of access and rights to surface resources, in the Glacier Peak Wilderness we could see a road to Kennedy Hot Springs and drilling rigs along the Whitechuck River. There could be helicopter-supported operations around the remote Gamma Hot Springs.

Well, it can't be allowed to happen. The Geothermal Steam Act must be amended to bar from exploration all lands presently in wilderness, as well as those under study for wilderness or other protected status. Meanwhile, the BLM must reject the applications out of hand.

We do have an immediate recourse. Under the law, the Forest Service must prepare an environmental impact statement before any lease can be granted on a National Forest. When such statements are presented to the public, we'll have a few words to say. You bet.



THE GUTTING OF VESPER PEAK

Following is the text of a July 1974 news release by Mt. Baker-Snoqualmie National Forest.

A tentative proposal for a major mining operation in the Vesper Peak area of the Cascade Mountains east of Everett, Washington will come under close scrutiny by the State Department of Natural Resources and the U. S. Forest Service.

The proposal, by BrenMac Mines, Ltd., calls for probable extraction of 40 million tons of ore-bearing rock from underground mines over the next 30 years. The ore consists mostly of copper and molybdenum with small amounts of tungsten, gold, and silver.

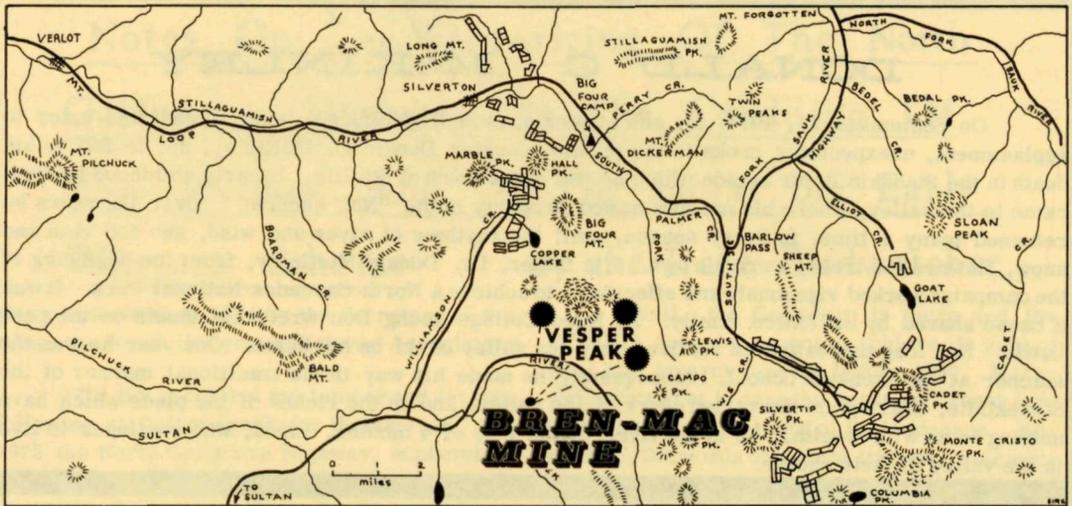
Receipt of an operating proposal from the mining firm was revealed today in a joint announcement by Bert Cole, DNR Director, and Don R. Campbell, Supervisor of the Mt. Baker-Snoqualmie National Forest.

"BrenMac has drawn up a preliminary operating plan based on its extensive review of the mineral potential in this area," Cole said. "The plan has some big economic and environmental implications that will require closer review."

The ore body lies outside the Monte Cristo Wilderness Study Area that will be studied later by the Forest Service for possible inclusion in the National Wilderness System. A 10,000-foot access tunnel will partially underlie the study area. The tunnel will begin in the existing Sunrise



View southward from headwaters Stillaguamish River (where ore would be brought out) over Morning Star (left), Perry (middle foreground) and Vesper (middle distance) Peaks, into the Sultan River Basin with its massive clearcuts and Everett's Spada Reservoir. U.S. Forest Service photo.



Mine timber sale clearcut area northeast of Vesper Peak, within the South Fork of the Stillaguamish River drainage. The proposed mining operation would be done far underground in the Vesper Peak area.

The firm is investigating the feasibility of conducting both primary and secondary crushing of the ore underground to minimize noise. A mill would be located above ground in the clearcut site.

The mill would be designed to separate some 200 tons of mineral concentrate from 5,000 tons of ore each day. The concentrate would be shipped to a smelter via the Mt. Loop Highway, and the leftover tailings would be piped behind earthrock dams to disposal sites which could eventually cover 400 to 700 acres in the area.

BrenMac says that all phases of the operation would be carefully designed to minimize environmental impact. More than 90 percent of chemical additives and water used in the milling operation would be recycled, and tailing disposal sites would be covered with soil and planted with trees, the firm says.

The project would eventually employ 250 persons on a double shift, BrenMac predicts. The work force would be housed in the Everett-Granite Falls area and transported to work by bus.

"The environmental aspects of this proposal are of great concern to us," Forest Supervisor Campbell said. "All aspects of the plan will be closely reviewed in accordance with the National Environmental Policy Act."

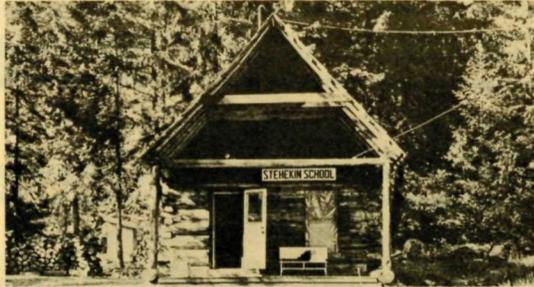
"We realize that there is great need for these minerals in the United States today, but we intend to insure that any such mining operation has the smallest possible impact on the forest environment," he added.

The mining operation would affect land administered by both the Department of Natural Resources and the Forest Service. The plan will be reviewed by a number of state and federal agencies. An environmental impact statement will be prepared by this fall to assess the proposal.

The process will be open to public review, and there will be the opportunity for public involvement before a final decision is made, Cole and Campbell agreed.

DONALD C. MCKINLEY

On September 30, 1974, the old wooden span at High Bridge, being dismantled prior to replacement, unexpectedly broke in the middle, causing Donald C. McKinley, 28, to fall to his death in the Stehekin River beside which he had spent much of his life. In early childhood he first came to the valley, where his parents owned property in the "N3C enclave." Over the years he returned many a time, in every season, until the rhythms of river and wind, sun and rain and snow, flowers and trees, were his own. His father, Dr. Donald McKinley, from the beginning of the campaign worked vigorously and effectively to achieve a North Cascades National Park. It was a cause shared by the entire family. At Reed College young Don wrote his thesis on the park battle. Not long thereafter he realized only the valley could be his home. One year he was the teacher at the Stehekin School. Subsequently he made his way in the traditional manner of the Stehekinite, sharing in the varied work of the valley, and in the riches of the place which have nothing to do with wealth. He is survived by his wife of 4 months, Linda, who continues to live in the valley of their choice.



the high bridge accident

The circumstances of the fatal accident to Donald C. McKinley on September 30, 1974, particularly require presentation here because they were inaccurately reported in the public press, apparently because, for whatever reason, the Park Service did not give the press the full facts. Following is the reconstruction by Dr. McKinley, based on the meeting of the Park Service review panel, chaired by Superintendent Lowell White, held mainly at the accident site on October 3.

The old High Bridge over the Stehekin River was to be replaced. Don was employed as a workman on the project. The wooden span, which was being prepared for eventual lifting from its bearing points by a crane to the roadway, unexpectedly broke in half at its center, and the whole thing, including the safety net, fell into the gorge and the river below. Don was the only worker on the bridge when it broke.

The Wenatchee Daily World said Don failed to gain safe ground at bridge level because he "slipped." According to the Associated Press dispatch: "Alvin Peterson, district manager of the National Park Service, said McKinley was working Monday on the High Bridge structure with a power saw and had just completed a cut on a stringer beam. He stepped back, missed his footing and fell into the river, Peterson said. A safety net had been strung below him, but he missed the net."

He did not slip. The net is irrelevant, since it also fell. Don did not escape because his progress toward safety was impeded by a rope strung across his path and because the bridge was already falling when he made his last jump.

Technically it is accurate to say he "missed his footing." However, one wonders why the Park Service news release omitted mention of the fact the misstep was from a falling bridge.

Notes On The Winterizing Of The North Gollydarn Highway, On The Crudding Of The Methow, And On The Great Big Early Winters Scheme by the Irate Birdwatcher

(Writ in November 1974 by the Secretary of the Close the North Gollydarn Highway Association)

I'll try to control my temper and let the following statistics speak for themselves. In 1973 the North Gollydarn Highway, euphemistically described as SR20, which in 1972 opened September 2 and closed November 26, was plowed clear April 27 and shut by snows November 20. The table shows the pattern of use.

Month	Peak Day	Number Vehicles Peak Day Volume	Daily Average For The Month	Total Traffic To End Of Month
May	Mon. 5/28	3030	1050	34,380
June	Sat. 6/30	2040	1200	70,350
July	Sun. 7/8	2380	1770	125,220
August	Sun. 8/12	3130	1990	187,040
Sept.	Mon. 9/3	2830	1350	227,400
Oct.	Sun. 10/21	1280	650	247,380
Nov.	Fri. 11/2	650	180	249,930

From Thursday, July 12 through Sunday, July 15 of 1973 a study was made of travelers, 4915 interviews being conducted. Of the vehicles, 72 percent were passenger cars and pickups without campers, 12 pickups with campers, 10.5 vehicles with camping trailers, 2 dual-tired recreational vehicles, 0.5 medium trucks and busses, 0.0 heavy trucks and combination trucks, and 3 motorcycles. (No count was made of bicycles.)

When asked the purpose of their trip, 2.4 percent of the travelers said work, 4.1 personal business, 3.3 visiting people, 57.5 vacation, 26.9 sightseeing, 4.3 camping, 1.2 fishing, and 0.3 picnicing.

Asked their planned accomodations, 18.2 percent said hotel or motel, 29.4 campground, 52.3 private residence.

Well, the Gollydarn is there and the CTNGHA does not expect to achieve its goal of final and forever closure before 1990. Meanwhile we've got to cage the beast to prevent further clawing and gnawing of the landscape. Remember the words of a State Highway Commission member: "We didn't spend \$24 million to build a 6-month road." Already we hear native drums beating as savages gather for the campaign to keep the North Gollydarn open 12 months a year.

The Highway Department has roughly calculated the costs (in 1973 dollars -- add 10 percent per year). To cope with the 75-79 major avalanche chutes between Newhalem and Early Winters Campground, 15,250 feet of snowsheds would be essential, the construction expense approximately \$23 million; those 3 miles of sheds would cost nearly as much as the entire highway! A Department spokesman concedes the sheds "would do nothing to improve the scenery during the summer." (Hah!) An environmental impact statement would be required before the sheds could be built. You can bet the sheds would flunk -- as the highway itself would have had impact statements been demanded when it was authorized.

Sheds are only the beginning. About \$2.2 million would be needed to buy equipment and build facilities for winter maintenance. These would include two new "snow camps," one at Early Winters and another at Swamp Creek, plus improvement of the existing maintenance base in Newhalem.

Snow-removal costs are estimated (admittedly very crudely) at \$504,000 the average winter (compared to \$383,000 yearly for Stevens Pass). From this, of course, would be deducted the present costs of reopening the highway each spring, estimated (admittedly on very little experience) at about \$60,000 for an average winter.

Based on Highway Department estimates of 28,500 vehicles using the North Gollydarn in winter (100 a day from November to mid-March, 200 a day from mid-March to early May), the cost per vehicle would be \$17.70. (By comparison, cost-per-vehicle on Stevens Pass for the past 2 years was about 75¢.) How do you like that subsidy, taxpayers?

The February 1974 issue of Washington Highway News, the semi-literate Highway Department blabsheet, devoted 3 of its 12 pages to an article, "North Cascades Highway Has Positive Affect." (Sic. And let me add, sick.) Except for one acknowledgement of us ("There's been the occasional all-out environmentalist expressing the lament that construction of the scenic link was a crime against nature.") WHN reported everybody was happy as clams about the highway. Vern Sims, Sedro Woolley automobile dealer and president of the North Cascades Highway Association, was quoted as saying, "The association feels the highway project has turned out to be everything that was expected of it. It certainly hasn't spoiled the countryside. ... Eventually, when more traffic develops, we feel it should be kept open all year." The WHN article says that in the first full year of the highway Methow Valley "retail sales skyrocketed a full \$1 million, to a record high of \$5.5 million."

That last datum directly relates to results of a December 1973 survey conducted by the Methow Valley News. The following questions were asked valley residents. "Has opening of the North Cascades Highway personally affected you?" 97 percent of the respondents said yes. "Do you feel this affect has been positive or negative?" 65 percent said negative. "Has the overall affect on the valley been positive or negative?" 66 percent said negative. "Would you like to see the Highway kept open year around?" 83 percent said no.

Okay, I'll not repeat my song and dance about the sorry things happening to those cul-de-sac retreats we loved so long, the valleys of the Skagit and the Methow. Goodbye, old Marblemount. Rest in non-peace, dead Winthrop. Of course, maybe you want to "own your own land in a hunter's paradise." If so, look up Sun Mountain Ranch. Or perhaps you desire a 1/3 to 3-acre parcel, priced upward from \$3600. Go to Edelweiss. And if you want a "good Mexican dinner served in 3 minutes from

N. Cascades Highway unit is reactivated

A 15-member task force has been reactivated by Gov. Dan Evans to coordinate efforts for further development and improvement of the North Cascades Highway.

Evans said the group was being reactivated because the State Highway Department wants to make improvements on both ends of the east-west route. The amount of traffic using the highway also has generated a need for additional services, he said.

The task force coordinated planning between highways and governmental agencies during construction of the highway.

Members serving at governor's request include W. A. Bulley, deputy director of the Highway Department; John A. Clark, of

Olympia, administrative assistant of the Thurston Industrial Center; Ralph Anderson, assistant chief of the Fisheries Department.

Gerald Pelton, chief of the Interagency Committee for Outdoor Recreation; Gene Dzedzic of the Game Department; A. R. O'Donnell, supervisor of the Natural Resources Department; Gerhart H. Nelson, Okanogan National Forest supervisor; Jack Abrams, Okanogan County commissioner; Howard Miller, Skagit County commissioner.

Victor T. Ecklund, Seattle, supervisory planner for the Interior Department; David H. Davis, Chelan County commissioner; W. Lowell White, superintendent of North Cascades National Park; G. Wayne Bishop, supervising civil engineer for Seattle City Light; George W. Stenson, Olympia, engineering coordinator for the Federal Highway Administration, and Robert Novy, district ranger for the Baker River Ranger District in Mount Baker-Snoqualmie National Forest.

a microwave oven," try Dan Doran's CUP, a bright-colored hamburger stand imaginatively built in the shape of a cup, on the banks of the Methow. Whether attempts at meaningful zoning to cope with CUPs and the like will succeed remains in deep doubt. Remember, a million new dollars came into the Methow in 1973, tourist dollars. A lot of greedies are stampeding to get their share. If they must trampel the land a little, they will. They are. And not a little but a lot.

The accompanying newspaper clipping, "North Cascades Highway Unit is Reactivated," revives a worry. Membership of the 15-member task force is heavily weighted with guys whose idea of "further development and improvement of the North Cascades Highway" we may find very, very depressing.

The immediate future of the North Gollydarn, and of the Methow, might be determined largely by whatever, if anything, comes of the "Sun Valley of the Methow," a ski development proposed for Sandy Butte, a mountain rising at the junction of Early Winters Creek and the Methow River.

The Aspen Skiing Corporation, which



operates three of the four ski runs at Aspen, Colorado, has begun feasibility studies of a year-round resort to be called "Early Winters." The company has acquired options to purchase about 1400 acres of private property at the base of the mountain. Ski runs would be on more than 2000 acres of Okanogan National Forest -- and thus would require Forest Service approval -- involving a considerable period of public review of the land-use study (in progress) and environmental-impact statement. So we don't have to panic. This thing won't happen in a hurry. We'll have plenty of chances to get our licks in. However, the opening gun was sounded on September 25, 1974, when Aspen held a public meeting in the Methow to describe to the locals the goodies in store for them.

For some years the chief drum-banger for the Sandy Butte ski area has been the Methow Valley Sports Council, a group of skiing enthusiasts, mostly from outside the Valley, who claim to have no financial interest in the project but to be purely devoted to seeing somebody stage a fun show. Judging from their pronouncements, they honestly seek to encourage rational, land-caring development of the Valley for recreation. Of course, they'll have naught to say about what sort of sprawling ticky-tack development actually follows realization of their dream; Jack Abrams and his merchant gang and his County Commissioners will take care of that.

However, the Council visionaries seem sincere in their belief that Sandy Butte (or let us now call the whole scheme by the Aspen name, Early Winters) should be Washington's only major year-round recreational resort. They say that the snow quality, slopes, climate, and other features would qualify it as a "large international-class ski development." The hill would have a vertical drop of 3800 feet, 500

feet more than the main mountain at Aspen itself and "dwarfing the 2400-foot Crystal Mountain slope that currently is the state's leader." (The drop at Mission Ridge is 2200 feet, at Stevens Pass 1700 feet.) It would be a place, they say, for people who "... require more than a ski slope and a chair lift. After skiing they want a swim, a sauna, a good meal. They like the comaraderie of the bierstube and the wine shop. They want good quality hotels, motels, and cabins." (Right on! Where's the orgy being held tonight?)

Aspen says the resort plan is not contingent on a 12-month North Gollydarn, though "airport improvements in the area would be necessary." What's an "improvement"? A jetport? As anybody learns who lives near an airfield, once the joyriders in the sky get a nose in, the whole camel soon follows. And there goes the neighborhood.

Not everyone agrees with Aspen. There are those who are convinced Early Winters would generate the "demand" the Highway Department is eagerly awaiting and that sure as hell the resort's creation would "force" the all-year opening of the North Gollydarn Highway.

(Expletive deleted.)



"Chief, these environment nuts say our new expedition's gotta have a permit to burn and pillage!"

NEWS & VIEWS of the north cascades

--- From Our Correspondents at the Front

In March 1974 Burlington Northern Inc. announced it was restudying the potential value of its timber resources, the firm's "largest nontransportation operation," accounting for \$29.7 million of the firm's 1973 net operating income of \$108 million. The company has completed taking aerial photos over the 1.5 million acres of forests it owns in Western states and is studying how best to use them.

Where did Burlington Northern get those trees? From the Northern Pacific Land Grant.

Revest the Northern Pacific Land Grant!

Miners! How do you keep up with them? In the summer of 1974, a subsidiary of Texas Gulf Corporation moved a core-drill rig into the Trinity vicinity to examine bedrock for copper ore. Exploration is progressing at the St. Francis tunnel in Phelps Creek drainage. Mining may be resumed on old claims within the Glacier Peak Wilderness and just outside, in an area that was in the original N3C proposal for a North Cascades National Park.

An N3C scout reports that Valumines is still fiddling around with its mill, located within the North Cascades National Park a couple miles west of Cascade Pass. If this outfit were all it pretends to be, it long since would've sued us for libel. However, the courts have ruled the truth is not libelous.

Even with gold at \$150 an ounce, there seems minimal new activity among Washington goldbugs. According to Wayne Moen, Old King Cole's rock flunky, "A few major companies are looking into the prospects of gold in the northern tier of counties and there is a little exploration in the Cascade mountains but by minor operators." When directly asked by a reporter, Moen refused to name the companies. Ha! Maybe he isn't as myopic as his periodic listing of state mining operations makes him appear. If he's keeping secrets from the public, he's obviously playing the miners' game. However, Moen finally did let out a few facts in an August 1974 interview: the Knob Hill Mine near Republic, sole gold producer in the state, is gouging some \$2.25 million a year from the hills but thinks its reserves are good for only 2 more years; the shutdown Golden King Mine just outside Wenatchee still has not resumed production, but is trying to raise the necessary capital; lots of exploration is underway in Okanogan County, but mostly for low-grade copper, not gold; as of August, an Everett company was trying to reopen the Alder Gold Mine near Twisp, a mine that produced about \$500,000 of gold from 1940-50; there are about six properties in the state that might go back into production if gold hits \$200 an ounce. Moen doesn't expect any big gold action in the state, mainly because though there is plenty of yellow in the hills, mining costs are 10 times higher than they were a few years ago; even with gold abruptly up from \$35 an ounce to \$150, the profit level is a long stretch above.

Remember Lake Kachess, east of Snoqualmie Pass? Well, maybe we shouldn't mourn it, since the modern lake is a reservoir that drowned the old, smaller lake. However, it wasn't bad,

that quiet reservoir, not bad at all. Now, though, we have (among other things) the new KACHESS, a 98-acre resort and recreation development announced in summer 1974 by Morrow Corp. of Bellevue. 92 lots for single-family residences. 384 units of condominium apartments. A mile-long beach reserved for common use -- by which is not meant public use. Lots are being given away for \$10,000 to \$27,000, depending on closeness to the water. By 1975 there is supposed to be a \$200,000 lodge with restaurant and lounge. Later comes a great big inn. Also a cultural center, perhaps including an outdoor theatre.

The land was purchased by the Cascade Lumber Company in 1937 from the Northern Pacific Railroad. Ownership passed to Boise Cascade, then to the present outfit.

The skids are greased for the development, inasmuch as the Kittitas County Board of Commissioners in its infinite wisdom has decided the project meets terms of the state's Shorelines Management Act -- which thereby is revealed to be a paper tiger.

Revest the Northern Pacific Land Grant!

* * * * *

The U. S. Forest Service is examining the land to see if it can expand grazing areas to increase the number of cattle and sheep using natural forage without harming the ecosystems. Whether an enlargement of grazing acreage in Washington State is possible is problematical. Don Ricketts, chief of the Washington Cattlemen's Association, is dubious. He says Forest Service restrictions have been so tightened up that most cowmen feel public lands aren't worth the trouble. "A cow with a calf might take 20 to 40 acres (of open range) to survive. If you have irrigated land you can handle the pair on from 1 to 3 or maybe 4 acres."

Washington rangeland under the Forest Service supplied forage in the food-crisis year of 1942 to 83,400 sheep and 12,000 cattle on 1,676,000 acres open to grazing. In 1973 the grazing allowed 1,182,645 acres were chomped and trampled by 13,070 sheep and 19,800 cattle.

Dandy Andy Wright, Supervisor of Wenatchee National Forest and a great friend of the animals, estimates his rangeland now annually holds about 4,000 each of hoofed locusts and cow-pie-makers. Says Dandy, "We can increase the sheep by 50 percent if the owners want to graze them. Cattle will be a bit more difficult, though. They require some investment for fencing, water holes, and so forth."

Which do you love most, folks? Lamb chops and beefsteaks? Or flowers and clean water?

* * * * *

Standard Oil Company of Ohio (SOHIO) plans to build a \$1 billion pipeline to carry Alaska crude oil from the West Coast to the Midwest for refining. SOHIO hasn't settled on the route; one of those under consideration crosses the North Cascades along some unspecified line. On October 29, 1974, Senator Warren Magnuson announced his violent opposition to any plan that would bring supertankers into Puget Sound for transshipping oil across the country. Governor Dan Evans has also stated publicly that "we don't want Washington to be a transshipment location to serve the mid-west." When asked if Magnuson's opposition meant Puget Sound (and the Cascades) would receive less consideration than the California alternatives, Webb Alspaugh, SOHIO assistant director of special projects, said "I don't believe so. . . His position in and of itself would not alter our plans." SOHIO, a participant in the gang-bang of Alaska, for which crime it appears no one will be sent to jail, apparently feels it can similarly impose its will on the state of Washington. The robber barons are expected to make their decision on the pipeline route by January 1975.

* * * * *



Thurs., May 23, 1974

500,000 Bows To Marblemount

OTTER ROCK, Ore. — (AP) — A young American Buddhist monk is journeying up the Pacific Coast, dropping to his knees every third step and touching his forehead to the ground in a bow.

Behind trudges a second monk carrying a heavy pack and pulling a cart loaded with equipment. He doesn't bow, but he has pledged to support the other on a 1,200-mile trip from San Francisco to Marblemount, Skagit County, Wash.

The Buddhists hope to set up a monastery at Marblemount on 40 donated acres, 75-miles north-east of Seattle.

They left San Francisco last Oct. 14 and hope to reach Marblemount by late summer. They cover about six miles a day.

The monk who bows is Heng Ju, formerly Tim

Testu of Seattle. He says the trip to Marblemount was inspired by Shu Yun, a monk who bowed his way across China in a 6,000-mile, three-year pilgrimage at the turn of the century.

Heng Ju, 29, says the bowing is an expression of humility and that its repetitiveness helps develop the single-mindedness that is important to his religion.

His companion, Heng Yo, 25, who was David Bernstein of Rhode Island before he became a Buddhist, pulls the cart, sets up camp and prepares their one meal a day. Both are vegetarians.

Cars whiz by them on U.S. 101 and heads turn briefly. A few motorists slow down, and some stop.

But the monks say there has been very little harassment aside from a

few wisecracks and a couple of objects tossed from passing cars. "People stop and talk to us. They give us bread or fruit," Hung Ju said.

"In Asia, monks beg for their food. We don't beg, we just accept. We have done OK for 600 miles."

Heng Ju figures he will have bowed between 500,000 and 1 million times by the time he gets to Marblemount.



Icicle Creek road lined with bureaucratic thicket

By PAUL ANDREWS

Construction of a road along Icicle Creek in the Wenatchee National Forest has led to a Chinese puzzle involving the Forest Service, Chelan County, the State Department of Ecology and the State Attorney General's office.

The issue is whether a shoreline permit should have been required for the construction.

The Alpine Lakes Protection Society, complaining that "the whole project was slipped in through the back door," contends a permit should have been required.

"It was very upsetting because they tried to ignore the public," said Pat Sietsma, an ALPS trustee. ALPS has proposed that the Alpine Lakes region be preserved for wilderness and recreation "and we feel we

should have had the opportunity to provide input on this project," Ms. Sietsma said.

ALPS is worried the construction may damage the creek and endanger the city of Leavenworth's watershed. It argues that a shoreline permit would have guaranteed more public involvement in planning and provided greater precautions in construction.

Why wasn't a permit required? The answer depends on whom you ask.

The Forest Service: "When this thing came up last spring, the Forest Service met with John Biggs (Department of Ecology director) and as a result of that meeting we assumed our plans were in accordance with the department," said Chuck Banko, Forest

Service ranger in the Leavenworth district.

The Department of Ecology: "The county normally enforces shoreline regulations. If we don't like what the county is doing, we can take some sort of action. But in this case, when the county hasn't really taken a firm stand on anything, it's pretty hard for us to act," said Doug Clausing of the department's Yakima regional office.

Chelan County: "We contacted the shoreline people in the Department of Ecology. We discussed it with their legal counsel, and finally concluded no one had a clear answer at that time," said Ed Loidhamer, county planning director.

The State Attorney General's office: My own opinion is that the Shoreline Management Act would ap-

ply to this type of situation. The county would have the jurisdiction to require a permit, but the state would also, if it wanted to," said Robert V. Jensen, assistant attorney general.

The road is an old logging route being widened and paved by the Pack River Co., a logging firm, under a Forest Service timber-sale contract. The segment crosses Forest Service land as well as Pack River property.

Forest Service land is exempt from state shoreline regulations because it is federally owned. But, ALPS asks, what about the Pack River portion of the road?

The Forest Service contends that also is exempt because it has easements over the Pack River property. The easements, ALPS argues, amount to a "suspiciously convenient arrange-

ment" aimed at skirting the Shoreline Act.

Despite all the confusing debate, Jensen's opinion that the Shoreline Act should apply still stands, ALPS notes.

"We really feel the county should be the one to take action on this," said Ms. Sietsma. "But it appears that somewhere along the line they were told to back off."

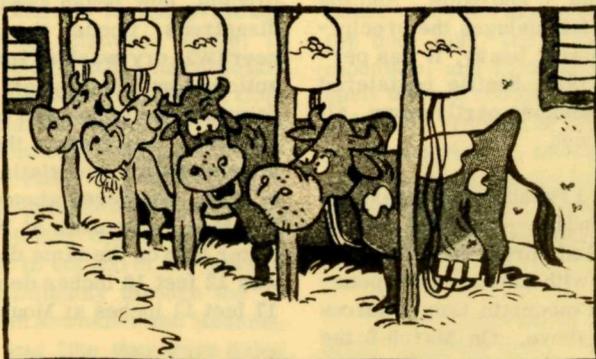
The county argues that Jensen's opinion is his own and not a legally binding opinion from the attorney general. "We're waiting for something official," Loidhamer said.

The issue may be moot. Legal costs to challenge the road would be considerable, and construction is 90 percent completed.

In the future, a proposed amendment to state law

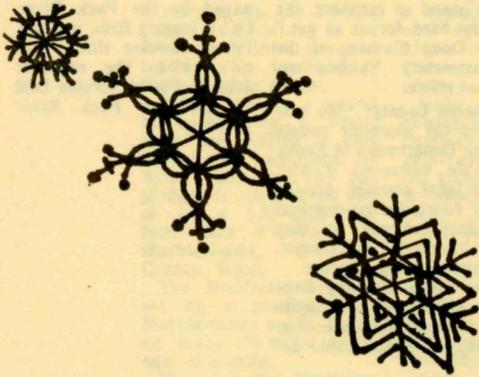
covering shoreline permits may take care of the confusion. The amendment states that permits "shall apply to substantial developments undertaken on lands not federally owned but under . . . easement . . . to the federal government."

The Department of Ecology hopes to adopt the new regulations some time next month after public hearings are held.



"Scares the daylight out of me when I hear the utility companies talking about power shortages!"

ONLY ONE THING IS SURE ABOUT NORTH CASCADES WEATHER - there's always plenty of it! a 1 november 1974 report by I.B.



In the 1970-71 snow year (July 1-June 30), the snowfall at Paradise Valley on Mount Rainier totalled 1037 inches, far above the normal average of 600 inches and a world's record for an official weather station. In 1971-72 the record was broken with 1122 inches. Then, the Great Drought of 1972-73, worst in 30 years, and lights began going out in cities and farmers prayed as irrigation reservoirs emptied and many an alpine camp was bonedry. But the rains came -- and came -- and came. And the snows. Though after fall deluges the precipitation was not particularly heavy, it was persistent; in February 1974, Seattle registered just one clear day and another partly sunny, all the others cloudy, 18 wet.

Still, by March 1 Paradise had measured only 729 inches of snowfall -- a goodly amount but rating no cigar. And spring was near. Oh yeah? Weeks went by with the sun rarely penetrating the gray, with mountain temperatures as often below 32° as above. On March 6 the Stampede Pass weather station reported a snowpack of 231 inches, topping by 3 inches the old

record set in February 1946. Snow fell in Seattle.

Between cold storms were heavy rains which did two things. First, the warming brought avalanches; the Snoqualmie Pass highway was frequently blocked until early April and the Stevens Pass highway until early May. Second, the snowpack accumulated an exceptionally high water content. Farmers, just freed from the drought, now began sweating out the threat of disastrous floods; the Army Corps of Engineers was dry-washing its hands, chortling with anticipation, dusting off blueprints for every damming and diking and channelizing project in its files. Residents of the Methow Valley, remembering the devastating Memorial Day flood of 1948, shuddered when word went around that the May 1 snowpack at Harts Pass held more water than on the same date in 1948. The snow was 12 feet 10 inches deep at Snoqualmie Pass, 17 feet 11 inches at Mount Baker Lodge.

Memorial Day passed without a flood, the snows continuing. Then, on the morning of

June 7, an N3C agent camped by West Fork Agnes Creek awoke to see the sun breaking through clouds. Two days later, hiking the snowcovered Stehekin road to Cottonwood Camp, he saw waterfalls growing, heard the river loudening. On June 12, now at the N3C Enclave in the lower valley, he and his hosts made frequent trips to the riverbank, watching the river rise -- an inch an hour. Speculation was rampant and excited about which hideous shacks might be washed into Lake Chelan by the high water, which idiotic roads torn apart.

But just when several more days of sun would have performed wonders of cleansing, winter returned. The 1973-74 snow year ended on June 30 with a total fall of 1107 inches at Paradise, third-highest on record. And the 1974-75 snow year got off to a running start with continued sprinkles of whiteness far into July.

The highwaymen burrowed away, digging trenches over the passes. Cayuse Pass was open to cars at the end of May, but Chinook Pass not until mid-July, weeks after its previous latest opening of June 27, 1946. The Mount Baker Highway never was cleared to its end at Artists' Point; Marv Chennault of the State Highway Department, saying the 3 1/2 final miles from Heather Meadows Recreation Area cost \$10,000 to open even in the drought year of 1973, and then was drivable only 40 days before being closed for the winter, commented, "I don't even know why in the world it's in the highway system." (Right on, Marv -- let's close the bloody thing for good and all). The Harts Pass road, usually clear by July 4, did not melt out until August 3.

However, the Highway Department spared no expense on its brand new toy and pride and joy, the North Gollydarn Highway. (Note: In response to protests, the CTNGHA has officially changed its name to the Close the North Gollydarn Highway Association. Ironically, in 1974 the Highway Department sign denoting a certain stream as Darnation Creek, was replaced by a Park Service sign restoring the original name, Damnation Creek.) Having opened the North Gollydarn on April 27 in the warm dry year of 1973, crews dug indefatigably through the 74 avalanche paths between Newhalem and Mazama, spending money and gas like they were going out of style and taking great risks; at "Slide No. 10" the snow was 50 feet deep. When Tom

Martin, lead technician on the crew, was asked the chances of keeping the highway open all year, he said, "None, unless they put up some defenses." To which a catskinner added, "It depends on how many lives they are willing to lose." Anyhow, on June 15 the abomination was again carrying its daily load of polluters.

Tentatively in late July, and for sure in August, summer at last arrived -- and liked the country so well it stayed on through September and nearly to the end of October, a massive high-pressure ridge off the Washington coast shunting fall storms into British Columbia. Seattle, after one of its best summers in history, in October suffered its worst smog ever, its highest concentration of carbon monoxide.

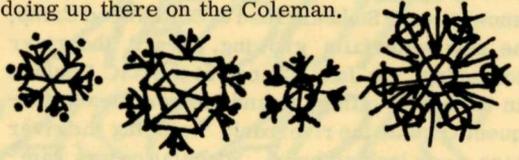
But the belated summer could not completely dispel the old winter. On September 1 the snowpack at Paradise was the deepest on record for that date, banks 20 feet deep by the parking lot. An N3C agent, climbing Naches Peak on October 6 to see the fall colors, instead saw 30 species of flowers in bloom. Not until October 18, on Sahale Arm, did he enjoy a good show.

The year was crummy for blueberries, great for glaciers. The gleeful yells of Art Harrison, for a quarter-century the devoted lover of Mt. Baker's Coleman Glacier, could be heard all over the North Cascades as he found his glacier had ground out its biggest advance since measurements began in 1948. Said he, "This advance (of the last several years) is apparently the biggest that has occurred for 100 years, and has lasted the longest." Since 1972 the ice front has moved forward more than 160 feet. From study of old photographs, he has determined that 1974 was the snowiest year on Baker since the age of the camera, even snowier than 1892, one of the whitest ever on the mountain, and marking the beginning of the cold spell that carved the glacier's advances in 1906 and 1907. Though he glumly expects the prosperity to end soon, he hopes it won't -- another 10 good years and the Coleman and the nearby Roosevelt Glacier would join tongues for the first time since the early 1930s.

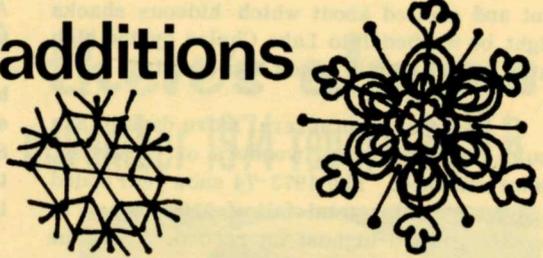
Art may not be disappointed. After a study of ocean-floor drillings, Oregon State University oceanographers think we may be entering another "little ice age." They say that

since 1940 the average air temperature in the Northern Hemisphere has fallen about 1.3°F. The last "little ice age" started in the 12th century, peaked in the 16th, wiping out Scandinavian settlements in Greenland, driving Norwegians from upland farms, and as late as the 18th century, sending glaciers over villages in the Alps. Subsequently, until 1940, tempera-

tures gradually warmed. Now they're dropping. It may not be an impossible dream, Art; keep up the praying, or whatever it is you've been doing up there on the Coleman.



recommended additions to A NORTH CASCADES LIBRARY



Following 1973 publication of a first volume covering the California section, in 1974 Wilderness Press issued The Pacific Crest Trail, volume 2: Oregon-Washington (352 pages, 70 photographs, 140 two-color trail maps, \$5.95) by Jeffrey P. Schaffer, Bev Hartline, and Fred Hartline. Though perfectly adequate guides had previously been published for the Cascade Crest Trail of Washington (Signpost Publications) and the Skyline Trail of Oregon (Touchstone Press), this new one cannot be described as redundant. The text is a model of guidebook writing -- concise, not overloaded with detail, yet complete, no significant information omitted. What makes the book unique, however, are the maps. Essentially they are black-and-white photos of the relevant portions of the U. S. Geological Survey maps with red overlays delineating the trail. However, the authors have made numerous additions and corrections to the basic data. For example, when they found 59 switchbacks on a descent, they drew exactly 59 switchbacks on the map. When they found a spring not at the location shown on the USGS map, they erased the symbol and put it where it belonged. The maps are without doubt the most accurate ever made, by anyone, of the Cascade Crest and Oregon Skyline Trails. If a person were to buy all the necessary USGS maps, they would cost about \$50 and weigh over 4 pounds. The book costs \$5.95 and weighs 12 ounces. Worth it!

In 1974 the Seattle Audubon Society added two fine offerings to its Trailside Series. Watching Washington Butterflies, by Robert Michael Pyle (120 pages, 65 color photos, \$3.95) is the first full-scale treatment of the butterflies of any Northwest state. Covering the 134 species found in Washington, it is equally valuable in adjacent states and provinces.

Washington Wildflowers, by Earl J. Larrison and others (438 pages, 256 color photos, 114 black-and-white photos, sketches and maps \$6.45) identifies 90 percent of the flowering herbs of Washington. (Flowering shrubs and trees are not included). Covering 1134 species by the key method, it is the only definitive book simplified for the lay reader and valuable for scientific use in the field.

The novice student, at the stage where he does his identification solely by matching observed blossoms to color photos, may prefer to start with one or all of several other books. Wildflowers of Mount Rainier and the Cascades, text by Mary Fries, photos by Bob and Ira Spring, displays more than 100 flowers in large color photos.

Wildflowers 1: The Cascades, by Elizabeth L. Horn, takes the full length of the range for

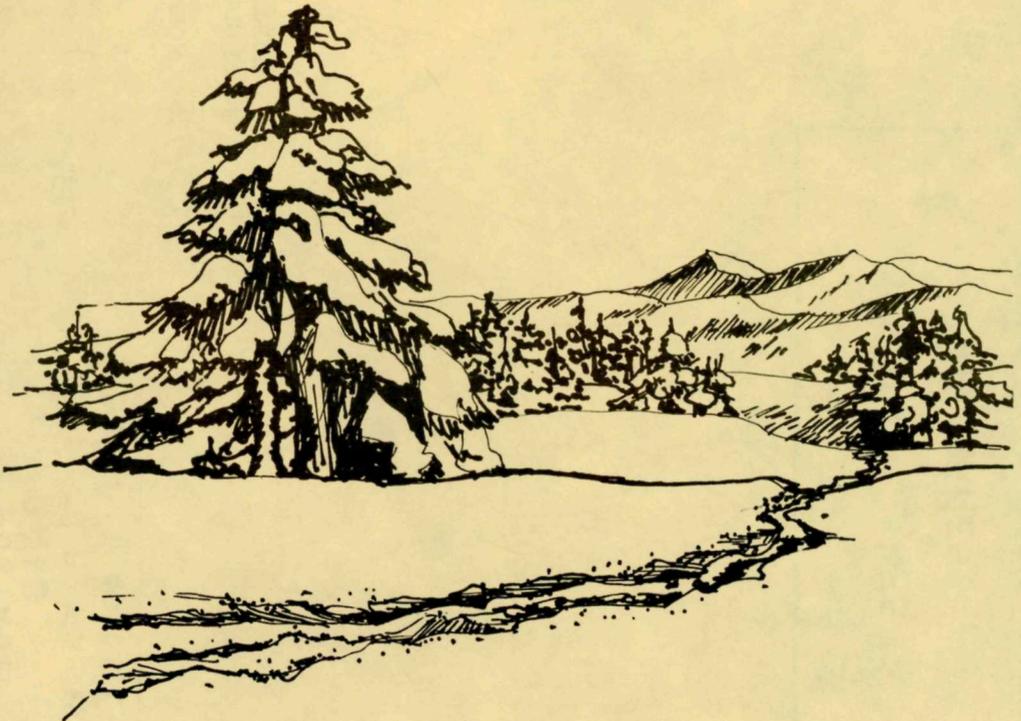
its realm. Some 100 flowers are shown in vivid color.

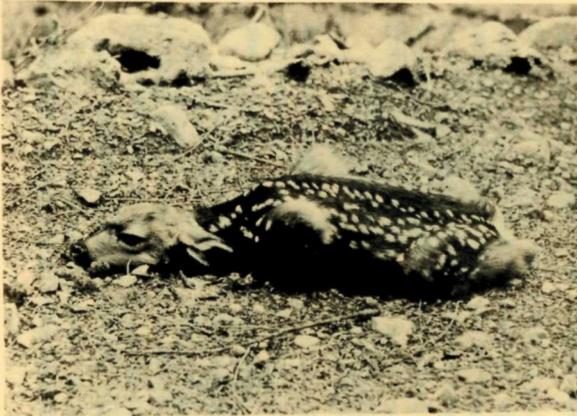
The lush Wild Flowers of British Columbia, by Lewis J. Clark, has the incredible total of 573 color plates, all large, many huge, and describes 792 species of flowering plants. Even at \$29.95, five or six times the price of the other books, it's a bargain.

Excellent as these are, however, once a person gets beyond the first stage of flower study, has mastered 75 or 100 species and is striving for the breakthrough that will carry him to his second hundred, and his third, he must have the Audubon volume, for only it will allow him (after he masters the key) to identify virtually every flowering herb he sees.

Washington State: National Parks, Historic Sites, Recreation Areas, and Natural Land-Marks, by Ruth Kirk, with photos by Ruth and Louis Kirk (64 pages, 75 color photos, University of Washington Press, \$1.95) should be in the kit of anyone setting out on an auto tour of the state. Perceptive, information-packed essays spotlight the uniqueness of each area and where a visitor may best experience it. Travel guides accompanying the essays treat major roads, suggest a few trails, discuss camping, lodging, and services. Gorgeous photos range from panoramas of peaks to closeups of birds and animals and flowers. By itself the stunning aerial photo of Mt. Redoubt is worth the price.

In the last year Superior Publishing has released three strikingly handsome photo albums by Bob and Ira Spring: Mount Rainier National Park, Olympic National Park, and North Cascades National Park, all priced at \$2.95. The 32 large pages of each are mainly devoted to a selection of beautiful color and black-and-white shots. Brief texts by Harvey Manning focus on distinctive characteristics of the park.





THE WILD CASCADES

October-November 1974

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