
THE WILD CASCADES

THE JOURNAL OF THE NORTH CASCADES CONSERVATION COUNCIL

SPRING 2000



The South Cascade Glacier, September 29, 1960 — AUSTIN POST

In This Issue

- 3 The President's Report — MARC BARDSLEY
- 4 Middle Fork Road Needs Gate — RICK McGUIRE
- 6 Ptripping after the Ptarmigans — HARVEY MANNING
- 8 USFS Roadless Areas DEIS: *Public Hearings this June*
- 9 What's Up Wenatchee?
- 10 NCCC's Pasayten Project: *Its Beginnings and Its Goals*
— MARTHA HALL
- 14 Our Public Lands: *Commercialization, Privatization, and Motorization*
- 16 Reflections on Trails — HARVEY MANNING
- 18 "Trophy Hunting" — ALDO LEOPOLD (from *Sand County Almanac*)
- 19 Heli-Hiking *Industrial-Strength Recreation on the Wing*
- 20 Update on Goose-Maverick ORV Lawsuit — KARL FORSGAARD
E-Mail Addresses for Senators and Representatives — U.S. Congress

The Wild Cascades

Journal of the North Cascades Conservation Council

EDITOR: Betty Manning

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The North Cascades Conservation Council was formed in 1957 "To protect and preserve the North Cascades' scenic, scientific, recreational, educational, and wilderness values." Continuing this mission, NCCC keeps government officials, environmental organizations, and the general public informed about issues affecting the Greater North Cascades Ecosystem. Action is pursued through legislative, legal, and public participation channels to protect the lands, waters, plants and wildlife.

Over the past third of a century the NCCC has led or participated in campaigns to create the North Cascades National Park Complex, Glacier Peak Wilderness, and other units of the National Wilderness System from the W.O. Douglas Wilderness north to the Alpine Lakes Wilderness, the Henry M. Jackson Wilderness, the Chelan-Sawtooth Wilderness and others. Among its most dramatic victories has been working with British Columbia allies to block the raising of Ross Dam, which would have drowned Big Beaver Valley.

MEMBERSHIP

The NCCC is supported by member dues and private donations. These support publication of *The Wild Cascades* and lobbying activities. (NCCC is a non-tax-deductible 501(c)4 organization.) Membership dues for one year are: \$10 - low income/student; \$20 - regular; \$25 - family; \$50.00 - Contributing; \$100 - patron; \$1000 - Sustaining. A one-time life membership dues payment is \$500.

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Founded in 1957
SEATTLE, WASHINGTON

The President's Report

Spring 2000

It all started out innocently enough. The Forest Service had a budget problem, as usual, caused by a tight-fisted Congress with its typical enthusiasm for resource extraction, not for day hikers. Most of us thought that a small fee to brush out some of the popular hiking trails was okay. Some of us even went out and helped fix up some of the worst areas. Since then, a monster has evolved. I am talking about the latest iteration of the Recreation Fee Demonstration Program, usually called "Fee Demo." The initial complaints that I heard were pretty tame and predictable. It would take most of the money to administer the program. The money wasn't used locally. It was inconvenient, confusing, and unfair. The costs would escalate. Well, these complaints were, in fact, accurate. Because the stakes are so high, the federal agencies have joined together in an effort to make the system better — in their view.

What many of us have tended to overlook until recently is the fact that there is an enormously important hidden agenda lurking under the surface. The Forest Service needs a new major funding source for its own existence since so much of their (our) land has been cutover or placed off limits to logging. Just in the nick of time, Mike Dombeck, Chief of the USFS, discovered that Recreation and Tourism are significant "revenue generators." In order to turn the public lands into a product for potential customers, the Feds are busily determining the price of the tickets and who gets admission. If you don't believe this, you haven't noticed the privatization of campgrounds and the exorbitant fees charged. The next step, as I see it, is that the motorized madness will start taking over trails in roadless areas we have been trying so hard to preserve. I think it will be much more difficult for an agency to make hiker-only trails and motor-free back country when the highly organized motor folks demand part of the action since they are paying for it. The hand-maiden of the motto is, you guessed it, the cash-starved bureaucrats desperately trying to generate even more income. The obvious result will be a huge disincentive to protect any more true Wilderness or hiker-only areas. I also see that not far behind the motorcycle, jet ski, snowmobile crowd will be even more pervasive public-private partnerships. I can't even imagine what the ultimate insult will be but I do see trams, helicopters and other high-tech devices catering to the affluent segments of an international constituency.

Is there an answer to all this? The root cause in my opinion is a manipulative Congress forcing the agencies to seek basic funding. Steps to use the Land and Water Conservation Fund as it was originally intended might help to some extent with acquisitions but probably not with operations. The Fee-Demo situation is currently on the books until 2004 but could be made permanent at any time. I would encourage all of us reading this to stridently object to the Trail Pass Systems. Let your federal legislators know that you disagree with the privatization of public land, disguised under the Fee-Demo Program. They simply must fund the agencies adequately.

The moral cowardice of Congress in not funding our basic public agencies is reprehensible, right up there with the welfare-level salaries of enlisted military personnel. Most of us would agree that our out-of-pocket expense to go on a hike is not the real issue. The principles of who owns the public lands and how they are going to be managed are the overriding considerations.

Marc Bardsley

Middle Fork Road Needs Gating at Taylor River

Rick McGuire, President, Alpine Lakes Protection Society

Proposed developments and increased public use make Taylor River the logical choice for a terminus of the Middle Fork Snoqualmie road.

One of the greatest attractions of the national forests has always been their delightful informality. In contrast to national parks, with their little brown signs telling the visitor where to go, where not to go, what to do, and what not to do, the national forests have long offered the visitor a refreshing respite from backcountry bureaucracy. One can usually go where one pleases, and camp anywhere, often in private little retreats along lightly traveled roads. These "dispersed recreation sites" offer one of the best ways to experience the outdoors in the Northwest.

Hopefully we will always be able to enjoy the pleasures of these secluded getaways. But there are some places where sheer numbers of people, and proximity to large cities, have made this model of dispersed informal recreation problematic. Such a place is the Middle Fork of the Snoqualmie River.

Many readers will be familiar with the Middle Fork Snoqualmie as the closest Cascade mountain valley to the Seattle metropolitan area, just outside of North Bend and less than a 45-minute drive from downtown. Over 98 per cent of this 110,000-acre valley is publicly owned, with spectacular mountain peaks, a wild river and extensive old-growth forests. If this valley were next to any other major U.S. city, it would have long ago been designated a national park. It's a perverse measure of our natural wealth that it was allowed to degenerate into a mountain slum.

The Middle Fork valley has for many years entirely justified its reputation as a dangerous place. A visitor driving up the

Middle Fork road would likely be confronted by tent camps with desperate-looking characters, armed to the teeth. Heaps of illegally dumped garbage were everywhere, and the river bars were host to huge drunken parties turning the entire valley into a free fire zone. Anyone leaving a car parked while hiking had a fair chance of returning to a bullet-riddled wreck. The only thing you would never see was any presence of Forest Service law enforcement.

Fed up with this chaos which prevented people from using and enjoying their public lands, a group of concerned individuals from local conservation groups came together in 1989 to form the Middle Fork Outdoor Recreation Coalition, or MidFORC. The purpose of MidFORC was, and is, to reverse the shameful neglect of the valley by the Forest Service and to take back the valley for the people. MidFORC and its member groups have spent over a decade fighting to turn around the Middle Fork valley, and make it a safe place for law-abiding folks.

Much progress has been made in the years since 1989, but much more remains to be done. The biggest piece of unfinished work is to improve the management of the valley's road system: close the dispersed camping sites and access roads that are wrecking the riverbanks; close the spur roads away from the river that attract most of the valley's illegal activity (many of these can be converted to trails) and gate the Middle Fork road at Taylor River, transforming the upper 12 miles of terrible road into a beautiful riverside trail.

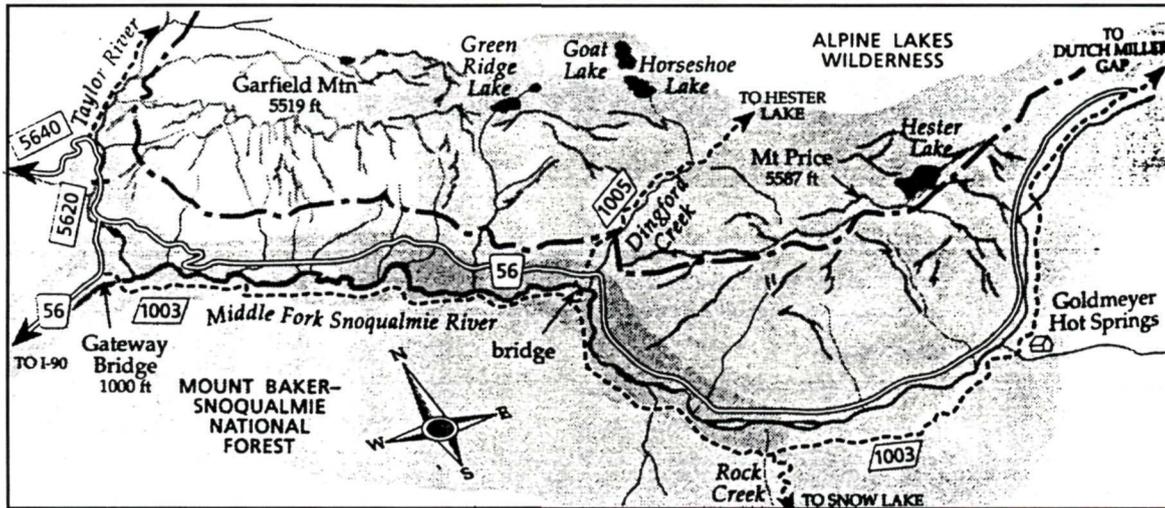
The traditional kind of dispersed recreation doesn't work in the Middle Fork and hasn't worked for a long time. The valley is simply too close to too many people and receives too much use. Informal campsites off dirt roads just mean

heaps of garbage and muddy wheel ruts churned up by thoughtless four-wheelers. It's an unfortunate fact that the degree of use in the Middle Fork calls for a more controlled environment. Motorized camping will only work there in designated, maintained sites.

These unmaintained campsites along spur roads attract an amazing amount and variety of refuse. Car batteries, whole cars, paint, oil, refrigerators, washing machines - you name it, if industrial society produces it and someone wants to get rid of it, chances are it's been dumped up the Middle Fork. A local North Bend group, Friends of the Trail, has spent countless hours cleaning up these messes. But it's a losing battle. As soon as one is removed another appears. The only way to solve the problem is to close these spur roads.

The Middle Fork road is currently scheduled to be paved to the Taylor River. It appears at this writing that Senator Slade Gorton will secure an appropriation to construct a new campground near the Taylor River. These developments will surely lead to greatly increased use in the valley. The Taylor River is the obvious choice for the road end in light of these new developments.

Paving the road to Taylor River without ending it there would multiply and transfer all the problems of garbage dumping and environmental degradation to the upper road. The road beyond Taylor is extremely rough and has been very prone to washouts. Few people choose to drive it twice. It would be tremendously expensive to maintain. A road-end at Taylor offers many advantages. The valley there is broad, with plenty of room for a large campground and new trailheads. Existing and planned trails could fan out in at least seven different directions. Ending the road at Taylor makes



Map of Taylor River: Middle Fork Snoqualmie River from 100 hikes in Washington's Alpine Lakes by Ira Spring, Harvey Manning and Vicki Spring, The Mountaineers, 2000.

complete sense from both a land-management and people-management perspective.

The last few decades have seen tremendous population growth and development in the greater Seattle area. There has been a corresponding increase in demand for places to go to and escape the pressures of the ever-expanding megalopolis. The Middle Fork can accommodate much of that need. It's a big valley, big enough to handle lots of development and use in its lower reaches while providing a wild refuge in its upper end. It's up to those who care about it to see that its full potential is realized. Managing the road system, and especially converting the road beyond Taylor River to trail, is the centerpiece of that vision.



Canadian Dogwood — IRA SPRING PHOTO

Stripping after the Ptarmigans

In the early 1930s they identified themselves in summit registers as members of the George Vancouver Rover Clan, whatever that was, and by the end of the decade, the Ptarmigan Climbing Club, whatever that was. From *Beckey's Bible*, the first edition published in 1949, we learned that they had climbed not only the peaks in whose registers we saw their names, but many others, including first ascents in 1938 south of Cascade Pass by "Cox Clough Myer Bressler. . . "Who they?"

In 1953 *The Mountaineer* ran an article by Erick Karlsson, "South of Cascade Pass," telling how the "Miller-Grant-Karlsson-Hane-Cole" semi-expedition, relying on Forest Service maps drawn largely from rangers' guesswork and imagination, puzzled out the route upon which they bestowed the name that became legend, "The Ptarmigan Traverse." The history of the short-lived club was thoroughly researched for the 1958 *Mountaineer*, "Ptarmigans and Their Ptries."

As for the Traverse, its high history was completed in 1957 by the Third Traverse, Ira Spring leading a party of photo subjects, as narrated in our 1959 book, *High Worlds of the Mountain Climber*. Ira's route was the most fully classic version of the classic: Cascade Pass to White Rock Lakes, from the Dana Glacier across the tricky rib of Dome to the Chickamin Glacier, over the ridge of Blue to Blue Lake, and along the Hanging Gardens to Totem Pass, then to Image Lake and the Suiattle River.

The Ptarmigans had gone the other direction, south-north, starting from Sulphur Creek. The north-south was pioneered by the Second Traversers; one segment of the group exited via Agnes Creek, the other via Sulphur Creek.

Nowadays, masses annually pilgrimage from across the nation and around the globe to "do the Traverse." Few truly do. Virtually all parties go out either Bachelor

Creek-Downey Creek to the Suiattle, or the South Cascade River. Semi-classics. No version that omits Dome can be considered *the* Traverse.

Detailed knowledge of Traverse country was gained by rock-knocking doctoral candidates studying under Professor Peter Misch, including my friends Bob Grant and Rowland Tabor, and glacier-measuring researchers of the U.S. Geological Survey, including my friend Ed LaChapelle. From them I learned a number of options. Dick Brooks and I, in setting out for White Rocks in late August of 1960, chose to take Downey Creek trail to its end, then Timbercone Ridge to Timbercone Col, then descend to the South Cascade Glacier and the lakes. In two of the greatest days this side of Heaven we explored the lake basin and ascended the tiny White Rocks Glacier to Pretty Rocks Pass, continuing to the summit of Mabel Mountain. Day's end brought a coloration of Dome glaciers and sky beyond the powers of painter or camera or (I believe) LSD. Next morning a shriek of wind ripped away our tarp, leaving us naked to a deluge of rain, impelling a long day's dash for life over Pretty Rocks Pass to Timbercone Ridge.

In late August 1961 we used that exit route for our re-entry route. Or tried. A hot summer had ablated the last scrap of boot-kickable neve from the White Rocks Glacier, exposing a formidable slope of ice, the runout into glacier milk and icebergs. We detoured nearly to the summit of Mabel before being able to drop to the South Cascade Glacier and the lakes. There, at supertime, no prelude of sky color, began Chapter Two of The Storm.

In morning, the tarp shredded, we climbed to the South Cascade Glacier; connoisseurs of frisson are referred to my memoir in Ira Spring's 1969 book, *The North Cascades National Park*. Cut off by the bare ice from escape over Pretty Rocks Pass, and by the storm from Timbercone

Col, our hopes for survival lay beyond the glacier in the forest of the South Fork Cascade River, where we would build a Sam McGee fire to dehydrate our clothing and gear and wait out the blow.

We had been plodding some little while over the 1-km wide glacier in a horizontal cloudburst, visibility limited to approximately an arm's length, before becoming aware that parallel to us at a distance of an arm's length plus several inches were — and had been for some little while — other plodders. No, not from Mars. The USGS. Keepers of the research hut above the toe of the glacier. A group that proved as hospitable to lost souls as one trusts will be the angels in Paradise.



The occasion for my writing this piece is that I recently received, addressed "To Harvey Manning, to commemorate his visit on September 1-5, 1961," a reprint from the 81 A (1999) issue of *Geografisk Annaler* of a paper by our host of the hut, Wendell Tangborn: "A Mass Balance Model Uses Low-Altitude Meteorological Observations and the Area-Altitude Distribution of a Glacier."

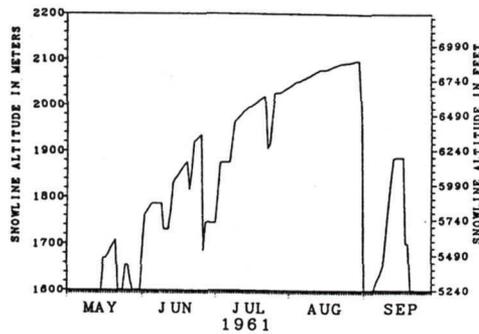
To abstract his abstract, Wendell demonstrates a method by which weather observations 30-60 km distant from a glacier and at altitudes 1300-1500 m lower can be employed to calculate what's happening to the glacier, ablation-wise, without having to actually be there taking measurements. If you've got the math, look it up. Any science library with snow on the roof and icicles from the librarian's nose will have it. I don't need math to understand Figure 6. A look out the hut window told the whole story. I've read a hypothesis that this is how the Pleistocene began, not with a long, slow whimper, but an abrupt overnight bang.

— H.M.

Geographer Annaler (1999)

FIGURE 6:

The simulated daily snowline altitude, 1 May - 30 September 1961. Note that the rise in transient snowline altitude after a summer storm is much more rapid than that of the seasonal snowline. An unusual late summer storm on 1 September caused the snowline to drop well below the glacier and essentially ended the summer ablation season that year.

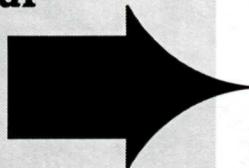


The South Cascade Glacier, September 29, 1992. On the left, the LeConte Glacier, customary route from the north. At the top of the South Cascade Glacier, the col to White Rock Lakes, customary route to the south. On the right, Mabel Mountain (beyond and below it, Pretty Rocks Pass), Timbercane Peak, and Timbercane Col to Downey Creek. In the middle distance, Agnes, Blue, Sinister, Dome (flanked by Chickamin and Dana Glaciers), and Spire.

— ROBERT KRIMMEL PHOTO



The 6/28 USFS public meeting in Seattle on the Roadless DEIS will be a 9-hour affair, probably very high visibility. Unprotected roadless areas affected by the DEIS include Entiat/Mad River, Sawtooth/Chelan, Golden Horn, Silver Star.



USFS Roadless Areas DEIS Public Hearings this June

In mid-May, the U.S. Forest Service released its draft plan (the Roadless DEIS) to implement President Clinton's initiative for protection of remaining roadless areas in our National Forests. The USFS recommends closing 43 million acres to further roadbuilding. *UNFORTUNATELY, the draft's "preferred alternative" does not prevent logging, mining, or other destructive activities in roadless areas, such as motorized dirtbikes, ATVs and other off-road vehicles. It omits Alaska's Tongass National Forest, the largest NF in the nation. And it only looks at areas USFS had previously inventoried — it omits "uninventoried" roadless areas plus areas less than 5000 acres.*

What You Can Do

Attend one of the agency's public comment hearings and voice your concerns. Urge the Forest Service to protect our National Forests from roadbuilding, logging and other destructive activities — to put all roadless areas of greater than 1,000 acres, including the Tongass, off-limits to road construction, logging, mining, off-road vehicles, oil and gas development and all other destructive activities.

Tell the Forest Service that the increased motorization of our National Forest roadless areas as more and more miles of hiking trails are opened to motorcycle use (especially in Wenatchee National Forest) is posing a major threat to our rare wildlife, is causing conflicts with other users such as hikers and horseriders, and needs to be stopped.

Each speaker will be allowed 3 minutes. A court reporter will record comments.

Public comment hearings include the following:

JUNE 22, 5 p.m.-9 p.m. Olympic NF headquarters, 1835 Black Lake Blvd. SW, Olympia.

JUNE 24, 9 a.m.-4 p.m. Everett Pacific Hotel, Orcas Room, 3105 Pine St., Everett.

JUNE 28, 1 a.m.-10 p.m. Seattle Center, Olympic Room, 305 Harrison Street, Seattle.

For more information, contact USFS — Dave Redman (425-744-3274) or Ron DeHart 425-744-3573. Meetings are scheduled elsewhere around the state. For meetings in Morton call Harry Cody (360-497-1105); in Vancouver call John Roland (360-891-5099); in Wenatchee, Ellensburg and Yakima call Marti Ames (509-662-4335); in Omak and Okaogan call Jan Flatten (509-826-3277).

You can request a copy of the Roadless DEIS from the Forest Service. You can also read it on the Forest Service website, www.roadless.fs.fed.us.

Written comments will also be accepted. Comments must be received by July 17, 2000. Written comments can be sent by mail to:

USDA Forest Service-CAET Attn:
Roadless PO Box 221090 Salt Lake City, UT
84122

Or by e-mail to: roadlessdeis@fs.fed.us
Or by fax to 877-703-2494

What's Up, Wenatchee?

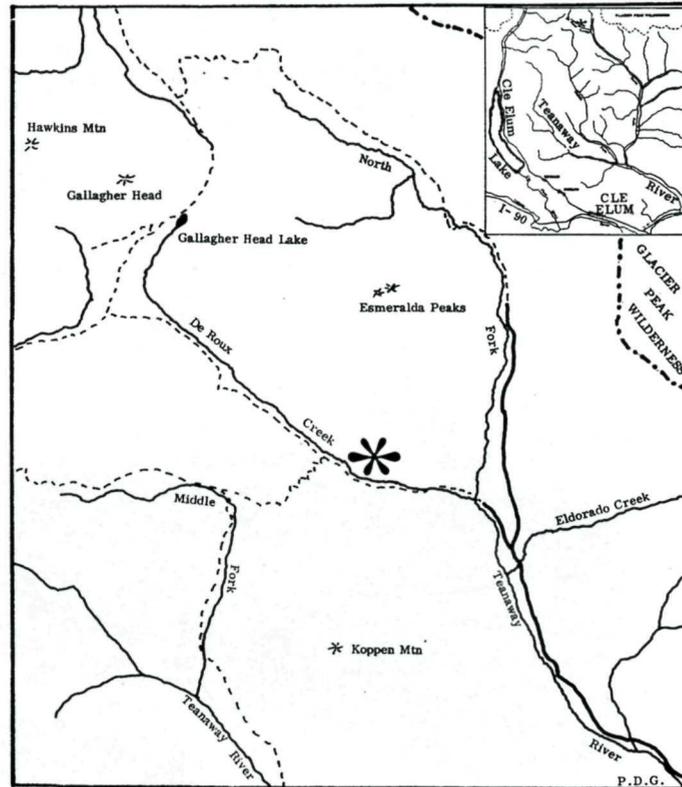
There was a time (yore) when you couldn't get a clue what a national forest had in mind unless you were an accredited logger. In these post-yore decades, however, the website at www.dotsdotuseetc.com displays 24-hour reports readily intelligible by the TV-literate, and if your native tongue can't cope, translations are provided via U.S. mail. Following, for example, are a couple of items from the April-June 2000 SCHEDULE OF PROPOSED ACTIONS — Wenatchee National Forest.

Hey, there, citizen, did you think a "STOP, LOOK, LISTEN" hold had been placed on the great big Entiat-Lake Chelan Motorcycle Superway by the legal action reported in the Summer/Fall 1999 *The Wild Cascades* ("Lawsuit Victory Stops Goose-Maverick Motorcycle Project"). Have another think, Bunky. If there's too much heat on the rangers to proceed immediately with the high-speed razzerway to the start of the Mad River trail at Maverick Saddle, the laddies can lay off that for now and meanwhile "improve" the Mad River trail itself.

Entiat Ranger District announces, "Four new trail bridges are planned. Three will replace existing hardened ford crossings of the Mad River, and the fourth a ford of Tommy Creek. Scoping begins 2nd Quarter 2000. Estimated Decision Date; 4th Quarter 2000, CONTACT RANDY McLANDRESS (509) 784-1511."

Yes, you could phone Mr. Randy. Alternatively, you could yell and holler and stamp your (hiker's) feet on the steps of Wenatchee National Forest, 215 Melody Lane, Wenatchee 98801).

The rangers will solemnly inform you that the bridges will delight hikers, particularly those little ones who in early summer would be up to their knees in Mad meltwater. The fact is that none of these "hardened" fords ever is more than a welcome excuse to take off the boots and get the feet clean,



Map: De Roux Creek, North Fork Teanaway area

— PATRICK D. GOLDSWORTHY

none is ever a threat to human life, liberty, or the pursuit of happiness.

So, why the enormous expense of four major bridges, plus relocation of 3/4 mile of trail (big bucks!)? For the pleasure of the motorcycles, of course, which are there in disgusting numbers now, but with bridges and more cinder-blocked tread and logs laid as "guard rails" to keep wheels on course, will come in thundering hordes.

Then there's the innocuous little project in the Cle Elum Ranger District, on the North Fork Teanaway. "Two bridges on Trail 1392. The first would replace a bridge across the North Fork Teanaway that washed out several years ago. The second would cross DeRoux Creek. The goal of the project is to reduce stream bank impacts."

Sounds ecologically virtuous. But who do they think they're kidding? Pedestrians don't impact those stream banks. To be sure, motorcycles would impact like hell.

But the first ford, delicious for the feet (and often, the knees), frightens away most wheels, which rarely get to the second crossing of De Roux Creek.

Another justification for the bridges is the pending renewal of the permit held by High Country Outfitters. The establishment of this major major industrial-strength base camp near the old De Roux campground has dramatically impacted wildland of the North Fork Teanaway. The trails there have long been thronged by hikers. Since High Country set up shop, they have become super-thronged by paying customers. Horses. Lot and lots of horses. Guides leading the horses. Dollars in the saddles. Whether that is viewed as a good thing or bad, it incontestably is a notorious example of the Forest Service's strategic move out of the forest industry into the tourist industry. Trees just ain't gonna cut it in the era ahead. Pony rings, there's the ticket.

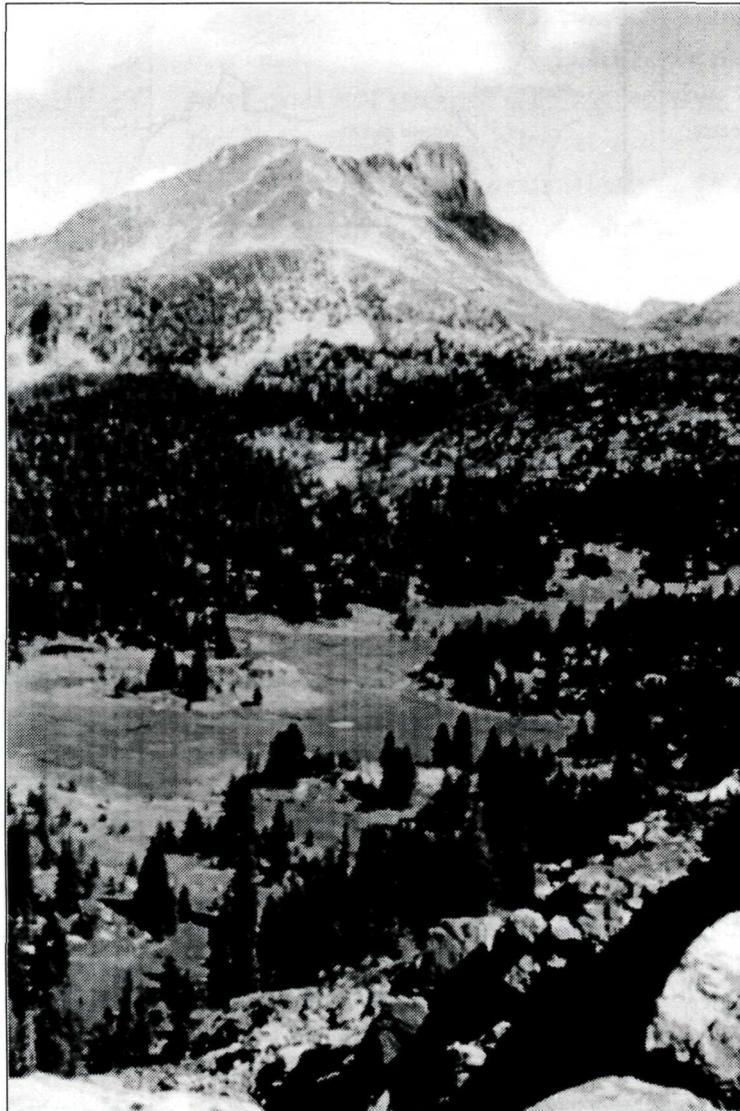
NCCC's Pasayten Project: Its Beginnings and Its Goals

Martha Hall, Project Director

The following points have been made by Martha Hall, board member of the North Cascades Conservation Council, and who initiated the research behind this project, to inform those unaware of damage occurring in the Pasayten Wilderness and clarify the purpose of the Pasayten Project.

1 The Pasayten Wilderness is being seriously degraded by illegal recreational use. The natural resource damage is far beyond what is permitted under federal laws and Forest Service regulations.

2 Much of the degradation we're identifying would be illegal on any national forest, inside statutory Wilderness or outside, and most other public land. It's much more than merely a wilderness issue.



Looking across Lower Cathedral Lake basin with its extensive wetlands in the foreground. The wetlands in the upper Chewuck/Cathedral areas are unique, support sensitive plant species, and many are overgrazed by recreational livestock.

— MARTHA HALL PHOTO

stock urine and manure, tie areas with dozens of damaged trees, and unauthorized trails. Campers are shooting (“plinking”) at the marmot-like Columbia ground squirrels (“rockchucks”). All such behavior is illegal anywhere on the National Forest, whether on or off trails, in campgrounds, or along roads.

3 The importance of healthy riparian reserves, wetlands and streams is well understood; numerous local, state, and federal laws and regulations protect these areas.

We're finding riparian reserves trampled and compacted, the native vegetation damaged by unmanaged livestock grazing. Many campsites are within the reserve zones. Too many trails unnecessarily run through them. The condition of headwater streams and wetlands impacts the health of the whole watershed and all

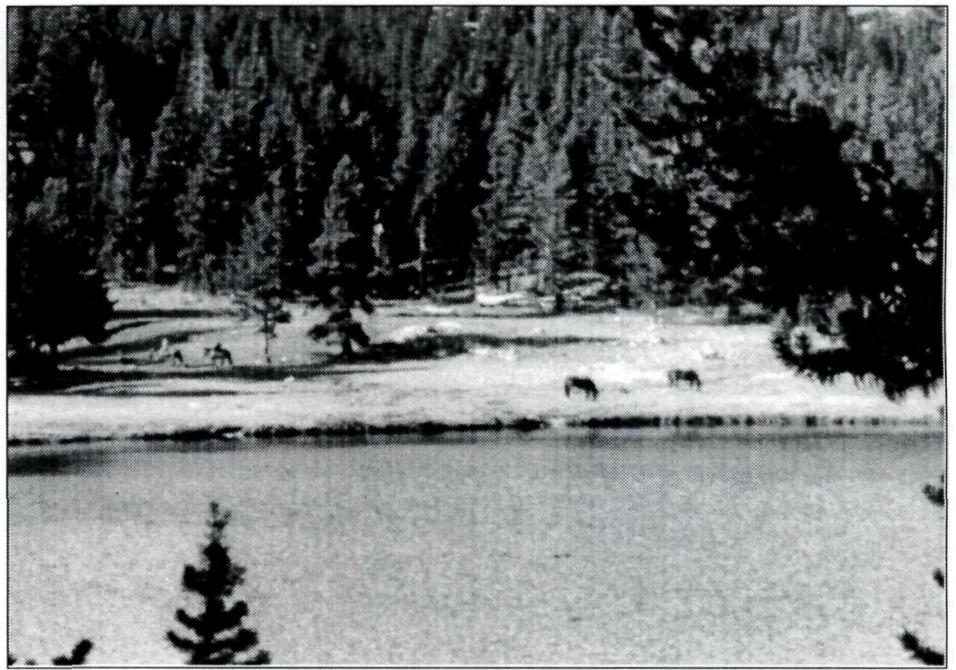
We're finding that campers are cutting live trees and live tree branches for tent posts, camp furniture, and firewood. Also standing snags and fallen logs. We're finding campsites reeking of

the dependent species, including humans. Ironically, riparian sites in areas of timber sales are receiving more protection than those in the Wilderness.

4 We're finding that commercial outfitters using stock are responsible for a significant amount of the degradation and countless violations of laws and regulations. Many of these outfitters still cut live trees for tent posts rather than packing them in. Some are cutting live trees and tree branches around their camps. One cleared trees to enlarge the meadow area of his camp and made new trails throughout the surrounding area. He also cut large trees, dragged them into his camp, and made them into camp furniture. Another broke camp and left a fire still smoldering and flaring up in gusts, and an open latrine with TP and other odiferous goodies plus a freshly cut branch placed on top for cosmetic purposes. Several threw unwanted food on the ground when breaking camp. Most are habituating deer to their campsites with salt licks, either for entertainment of customers or to become easy targets the first hour of the annual high country hunting season. None of these camping practices would be allowed in a formal campground, and it is disturbing that the Forest Service tolerates such behavior by private companies using our public lands for commercial purposes.

5 The Okanogan National Forest has asked us to come up with solutions, not just problems. While we don't see this as our main role, we have provided the rangers a list of ways other national forests have addressed similar problems. These were in the report we prepared for the Okanogan.

However, we are not proposing any specific solutions. Our objective is



The USFS has a regulation that horses shall not graze within 200 feet of lakes. Staff at the Methow Valley Ranger Station insist stock users obey this restriction. Wilderness rangers fail to see the overgrazed vegetation and manure or the horses along lake shores.

— MARTHA HALL PHOTO

to reduce the level of degradation to an acceptable level, not selecting the ways to do so. We think it is more appropriate to have all user groups come together and solve the problems. That is why we have offered to meet with other user groups, including horse clubs and outfitters. We'd like to see a team approach that includes Okanogan National Forest.

6 Degradation of our national forest lands is an issue throughout the nation. As more and more people use our public lands, more management is necessary to protect these lands. They have a maximum carrying capacity just as do an elevator or school auditorium.

Many other national forests have already written Environmental Assessments and Environmental Impact Statements on Wilderness areas and are

implementing plans to reduce the damage. Wallowa/Whitman National Forest has done so for the Eagle Cap and Gifford Pinchot for all its wilderness areas. The Alpine Lakes Wilderness, used mostly by backpackers, rigidly restricts recreation to prevent unacceptable levels of damage. The Frank Church/River of No Return Wilderness has a new program for managing its commercial outfitters. Okanogan is one of the few forests that has not addressed these issues.

We're sure that all citizens who use and value our public lands support efforts to protect them. We all have the right to use our National Forests, but none of us has the right to degrade them. We hope this statement clarifies what our goal is, and what it is not. Sorry to report, certain people have been giving out misinformation about our project rather than contacting us for the facts.

Volunteers are needed this summer in the Pasayten!

The Okanogan National forest is beginning an environmental analysis of recreational impacts in the Pasayten Wilderness. Many national forest have already done this.

Wetlands, streams, and lakes as well as wildlife habitat are already seriously degraded in the Pasayten so there is an urgency to completing this analysis as soon as possible. The Pasayten is a large

wilderness so completing the necessary surveys will take a lot of hours, more like months!

We need volunteers who are willing to commit to surveying one basin or high lake during the summer of 2000. We have the list of areas that need surveying. Most of them are wonderful places in the high country that are a privilege to visit. Volunteers can pick their area from our list — so hurry if you want your first choice.

We'll provide the survey form and directions. You can do it anytime during the summer that fits your schedule.

You will be collecting valuable data while visiting the best of the Pasayten. If you are interested, call or e-mail us.

Martha Hall
(360) 293-7476
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Recreational stock tie area at Rimmel Lake. Shows typical damage to trees — girdled or scarred tree trunks and dug-out exposed rocks which will probably kill the tree. This tie area is in a wetland adjacent to the lake. Areas like this are common sights around public and outfitter campsites.

— MARTHA HALL PHOTO

We have worked on the Pasayten Wilderness Project for a year and a half now — identifying key issues; accumulating extensive files of information; documenting mismanagement, violations, and degradation; preparing detailed reports; communicating with staff on the Okanogan National Forest about the issues; and detailing ONF's failure to comply with the law.

— MARTHA HALL



North Cascades meadow — IRA SPRING PHOTO

OUR PUBLIC LANDS: COMMERCIALIZATION, PRIVATIZATION, and MOTORIZATION



The Fresno Bee of March 5, 2000, ran an article by Dennis Polock about Delaware North, an 84-year-old company, based in Buffalo, which had its start in race tracks and ball parks, in 1993 took over the concessions in Yosemite National Park, and now has a dozen state and federal park contracts, including Sequoia National Park and retail stores at the Grand Canyon. Revenues in 1999 for its park business were \$220 million. The company estimates it could win as many as 50 new contracts in 2000.

A spokesman for Friends of Yosemite Park, formed in 1997 to fight commercial development plans, says "This company is politically connected, aggressive, and determined to achieve near monopoly status in the national park system. I lay blame at the doorstep of the Clinton administration for allowing the National Park Service to serve commercial interests such as Delaware North."

Delaware North has convened an advisory board that includes environmentalists, notably Dave Brower. Brower declares that he has no intention of being a token appointment. Having been a Yosemite visitor for 81 years, he is concerned that "The Park Service has forgotten what the Park Service is about. They are trying to make national parks a profit center."

A National Parks spokesperson says the Park Service is "very pleased with Delaware North. . . . They're truly dedicated to what the park is about. . . ."

According to the Bee article, "In 1972, when the company was known as Emprise, it was convicted and fined \$10,000 in a conspiracy in which organized-crime figures used company funds to acquire the Frontier Hotel and casino in Las Vegas. Since then the company has worked to lose that shadow. . . ."



Will the same electorate

which produced Bush of the White House follow with a sequel, Son of Bush? Public Employees for Environmental Responsibility (PEER) has a website worth a voter's look: <http://www.txpeer.org/bush/Public-Land.html>

A little snippet to whet the appetite:

"Texas's traditionally rustic state park system may soon be sold to the highest bidder. . . .dramatic changes proposed by Governor George Bush. . . .Under the

pretense that state park visitors demand more comfortable overnight accommodations, Texas Parks and Wildlife Department has begun opening up state parks to private businesses and corporations from the hospitality industry. . . quietly solicited proposals . . . with a potential for 'revenue generation to both benefit the Texas Parks. . .and the program operator.'"

To learn more, much more, click on.



The National Scenic and

Historic Trails Act is one of those good news/bad news things. At its worst, however, no trail authorized by the act has a primary purpose of driving motor vehicles. A Utah-based all-terrain-vehicle lobby would change that. In 1997 the Great Western Trail Association got its buddy Congressman Jim Hansen (the benefactor who gave us "Fee-Demo") to provide \$300,000 to the Forest Service to conduct a 3-year study of the feasibility of amending



Cathedral Peak — Pasayten burn

— RAMONA HAMMERLY SKETCH

the act to include a motorized recreation corridor between Canada and Mexico.

According to the Forest Service, “the Great Western Trail is much more than a trail, it is a corridor of roads, trails, and passageways for motorcycles, snowmobiling, 4-wheel-drive, or all-terrain off-road vehicles.”

The FS continues, “. . .the nostalgia of the Old West carries a high level of appeal among European and Asian cultures. The GWT corridor provides an opportunity for these visitors to associate with the romance of the Old West. . .the name Great Western Trail attracts these people and assists in the marketing effort. . . . Were the GWT authorized, the next step would be a comprehensive planning document prepared by either the Forest Service or a collaborative organization. . . .”

The “collaborative organization” cited 20 times in the feasibility study is the Great Western Trail Association, closely tied to the Blue Ribbon Coalition and other groups which promote county supremacy (as in the Sagebrush Rebellion, or “The South shall rise again!”) and the privatization and industrialization of public wildlands.



On April 3, 2000, the U.S. Forest

Service issued a proposed new policy for managing national forest roads throughout the United States. For information on the draft policy and accompanying EIS go to: www.fs.fed.us/news/roads

However, the motivation of the Forest Service is unlikely to be revealed by the web. A clue to what lies behind the bland smile on the bureaucratic mask can be found in the statement by the American Recreation Coalition, a “wise-use” association of more than 100 outfits which seek to profit from industrial-strength recreation on public lands. Said the ARC president, Derrick Crandall:

“Right now we have a 400,000 mile network of forest roads that was built primarily for timber but now services recreational demand. But many of these roads have been poorly maintained and can’t support today’s volume of nearly one billion recreational visitors annually, particularly for safety and signage considerations. In fact, a large portion of our national forests are now also inaccessible because of poor roads.

“In addition, the Forest Service has a tremendous opportunity to convert some nonessential roads to trails. This could generate tens of thousands of miles of new, high-quality trails that can be enjoyed by all outdoor enthusiasts.”

Scott Silver of Wild Wilderness comments, “This new roads policy is every bit as much about converting the existing logging road system into an industrial tourism road system as it is about environmental protection. We must do all we can to prevent this initiative from being used to promote the commercialization, privatization, and motorization of our National Forests.”

REFLECTIONS ON TRAILS

Chapter 4 in a book we did (the first edition) in 1960 is entitled “Wilderness Travel.” It starts with the observation: “Many mountains of the world have been closely surrounded by civilization for centuries. Armies and elephants have crossed the Alps. . . In such ranges it is possible to be purely a climber, trusting a native guide or railway conductor to lead the way to the first rocks or ice. . . There is another sort of mountain that lies deep in wilderness. . . frequently the major defenses of a wilderness mountain lie below snowline and the final scramble to the summit is an anti-climax. . . .”

The chapter concludes: “In medieval times the greatest honor a visitor could receive was the rights of a citizen, the freedom of the city. . . The alpine navigator seeks to earn the rights of citizen in an alien land, to be fully at home in the high country, a mountaineer with freedom of the hills...”

The chapter’s section on “Trails” begins: “A trail by definition is not wilderness even though it be a corridor of civilization barely a foot wide.”

To walk our wildlands in the years when these words were written was to share the wonderment of archaeologists exploring jungles of Yucatan, Southeast Asia, and sub-Saharan Africa, stumbling upon overgrown ruins of vanished civilizations. Miles distant from the road, we found sawn logs, the cuts completely mossed over; beneath brush higher than your head, tread the eye could not see but the foot could find. Who? When? Why?

We marveled at these relicts of the great trail civilization that had flourished until World War II, when the trail crews were shipped off to battle and the homefront was working six-day weeks. Peace brought not restoration, rather accelerated destruction, as loggers’ chainsaws were perfected and as fires were increasingly fought from the air. Then came the Revenge for Hiroshima, and the delight

What's a Trail For?

with which the Forest Service threw feet and wheels together — all the cats in the same gunnysack to let them fight it out.

*Wheels wheels wheels
Rolling up and down again,
There's no discharge in the war!*

Thus it was in the 1960s, 1970s, 1980s, and 1990s, and thus it is in the 2000s.

*The wheels speed in,
The wheels speed out,
The wheels play pinochle on your snout.*

The picture on the Big Board in the War Room does not resemble a World War, a Civil War, a War of the Roses, nor a Crusade/Jihad. One is reminded of the seventeenth century’s Thirty Years War, its melee of Catholics and Lutherans and Calvinists and switchhitters, emperors and electors and kings and wannabes, professional warriors/looters for hire. As Germany was then so now in this final year of the old century and millennium

*. . . we are here as on a darkling plain
Swept with confused alarms
of struggle and flight,
Where ignorant armies clash by night.*

Some are more ignorant than others. Not a few are wicked. I mean really, truly bad. When Paul Revere yells, “The American Recreation Coalition is coming!” or “Look out! It’s the Blue Ribbon!” we Minutemen darn well better make sure our powder is dry. When we hear the smiley faces singing, “Pay to Play, it’s the American Way,” listen up for the Terminator cacaphony of Industrial-Strength Recreation.

Trail-walkers have been counterattacking with militias dedicated to battle a

niggardly Congress on the one hand, undisciplined Nature on the other, unpaid volunteers whacking the weeds to preserve the civilization of trails. So effective is their selfless sweat in winning hearts and minds that chagrined wheelies are trying to muscle in on the good press, their handicap being that wheel people don’t like to sweat.

The pedestrian militia has problems of its own. Philosophical. There is not in their ranks a universal understanding of what a trail is *for*, of *when there should not be a trail*, of what wilderness is *all about*. A hardhat is not a halo and if it’s on too tight the brain gets squeezed and silly.

Personally, I am a devout supporter of “edge” wilderness, where the young are readily “green-bonded” (to become life-long worshippers of the wilds), where the old can maintain their bonding when the legs begin to go. I despise the Forest Service practice of permitting wheels on the first miles of a trail which farther along is closed to them; the wheels effectively drive out the short legs and the gimpy legs from precisely the miles best for them.

I also deplore the veteran pedestrians who are so enamored of their favorite day-walks that they plead for the preservation of roads to save them hours of sweating: Cascade Pass, for example. The large organization which worked so vigorously to obtain a North Cascades National Park, and latterly has gone on record opposing closure of the upper Stehekin River road — “Shame!” I cry. “Shame on you!”

The long long roads a-winding from lowlands to high. . . They create a lot of “edge” for easy bonding, and that’s good. But they shrink the “deep,” and that’s bad. There are those of us in the NCCC who will play the part of Cato the Censor as long as we can draw breath to holler, “the North Gollydarn Highway must be put to bed!” The NCCC as an organization demands closure of the Middle Fork Snoqualmie road at the Taylor River.

The Icicle Creek road, the Cle Elum River road?

The Past (and Future?) of Our Trails

— *From 100 Hikes in the North Cascades*, Ira Spring and Harvey Manning, *The Mountaineers*, Third Edition, 2000

It may correctly be assumed that we do these guidebooks from a desire to share our personal pleasures in wildland walking with other people. It is further correct that we seek to perpetuate these pleasures by warning that our trails are in mortal peril. However, to be nakedly candid, we are not all that enthusiastic about trails, as such. To be brutally frank, neither are we inordinately fond of people, as such. To get down to bone-honesty, saving the trails and pleasuring the people are the means, not the end. Preserving the wildland ecosystems, that's our game. Protecting from too many travelways of the wrong sort, and even from too many trails, especially those that are immoderately elaborate. Protecting from too many people of the wrong sort — meaning those whose bad habits are damaging to the ecosystems.

Since we began publishing trail guides in the 1960s (“to preserve the natural beauty of Northwest America,” as a purpose of *The Mountaineers* was stated in 1906), we have been condemned for contributing to the deterioration of wilderness. We confess our sin, we agree with our critics. It's not nice to air in public the secrets of your love affairs. But in defense we ask, “Which would you prefer? A hundred boots in a virgin forest? Or that many snarling wheels in a clearcut? Or, for that matter, that many silent wheels blitzing

down upon you at flank speed, impelled by pedals and gravity?”

Granted, only with the most careful “leave no trace” forbearance can boots be considered to tenderly caress the earth. But whatever violence they may wreak is as nothing compared to the rough handling by wheels, whether eight or six or four or three or only two, whether powered by gasoline engine or muscles. Man can live in the wilderness (in words of the Wilderness Act) as “a visitor who does not remain.” But the visitor, the guest, must duly respect and honor the residents, the hosts — the birds and beasts, the plants, the waters — as well as the feelings of other visitors. The ecosystem is the sum of these, including hikers who mind their manners, who accept obedience to the moral imperative, which is (in the words of the poet Robinson Jeffers) “not man apart.”

— *H.M./I.S.*



Solitude: Wilderness Deeps and Wilderness Edges

— from work cited above

The language of the Wilderness Act might be interpreted as requiring limits on the number of people allowed in any given spot at any given time. Surely, finding the privacy to pick your nose is highly valued in a world of six billions, and will be more so at twelve billions. Yet where a trail presently attracts 100 walkers a day, if the limit is set to preserve solitude for 5, what's to be done about the other 95? If wilderness use shrinks, so will wilderness support — those human letters emanating from those educated foot bones. The wilderness idea cannot well afford the loss of such support

when at least 2,000,000 acres of Washington earth subject to multiple-abuse cry out for shelter under the Wilderness Act.

Solitude certainly should be a very high priority in the wilderness cores, the “deep wilderness” demanding a good many miles of hauling a pack, a number of nights of backcountry camping. One method of creating more “deep” is to add those 2,000,000 orphan acres. Another is to put to bed — convert to wheelfree trails — roads that have outlived their usefulness or whose cost of maintenance has become too heavy.

Rationing the “edge wilderness” — that which is accessible on short and easy day hikes and overnights by short legs, gimpy legs, and inexperienced legs — would endanger the popularity of wilderness and, in the long run, its very survival. Many — perhaps nearly all — adult wilderness walkers were introduced to the mysteries beyond reach of the automobile at an early age, were “green-bonded” there in the same way a baby is bonded to a mother. To make such green-bonding difficult for the young is to risk the loss of future adult defenders of wilderness. When more “edge” is called for by population growth, again the opportunities abound in the 2,000,000 acres. Additionally, outside the dedicated parks and wildernesses there are highlands skinned by “timber miners” at elevations where a second crop of commercial trees will not grow for 500 years or more, far too long for credible tree farming. Within decades, however, the land of “reconstituted roadless areas,” of “wilderness-edge backcountry” will green up in scrub and shrubs, streams will restabilize, and wildlife populations will settle into balance. Old logging roads can be allowed to dwindle to footpaths, campsites established where backpackers can look out at night to the lights of farms and cities — and by turning, look inward to starlit wilderness cores.

Trophy Hunting

Aldo Leopold — *from Sand County Almanac, 1949*

Editor's examples of trophies: dead deer, harpooned whale, Mt. Everest, Six Peaks Pin, Playboy Bunny, North Pole, Shangri La, Pacific Crest National Scenic Trail, Pacific Northwest Trail.)

Scientists have an epigram: ontogeny repeats phylogeny. What they mean is that the development of each individual repeats the evolutionary history of the race. This is true of mental as well as physical things. The trophy-hunter is the caveman reborn. Trophy-hunting is the prerogative of youth, racial or individual, and nothing to apologize for.

The disquieting thing in the modern picture is the trophy-hunter who never grows up, in whom the capacity for isolation, perception, and husbandry is undeveloped, or perhaps lost. He is the motorized ant who swarms the continents before learning to see his own back yard, who consumes but never creates outdoor satisfactions. For him the recreational engineer dilutes the wilderness and artificializes its trophies in the fond belief that he is rendering a public service.

The trophy-recreationist has peculiarities that contribute in subtle ways to his own undoing. To enjoy he must possess, invade, appropriate. Hence the wilderness that he cannot personally see has no value to him. Hence the universal assumption that an unused hinterland is rendering no service to society. To those devoid of imagination, a blank place on the map is a useless waste; to others, the most valuable part. (Is my share in Alaska worthless to me because I shall never go there? Do I need a road to show me the arctic prairies, the goose pastures of the Yukon, the Kodiak bear, the sheep meadows behind McKinley?)

It would appear, in short, that the rudimentary grades of outdoor recreation consume their resource-base; the higher grades, at least to a degree, create their own satisfactions with little or no attrition of land or life.

It is the expansion of transport without a corresponding growth of perception that threatens us with qualitative bankruptcy of the recreational process. Recreational development is a job not of building roads into lovely country, but of building receptivity into the still unlovely mind.

(Editor's examples of the works of "unlovely human minds" that bring "qualitative bankruptcy": The upper Stehekin River road, the North G.D. Highway, any new trail proposed for any dedicated or potential National Wilderness, any wheels of any sort on any trail that is or used to be or should be purely for feet, heli-hiking and heli-skiing, the Everest View Hotel.)

READERS: The editor invites you to submit your favorite examples of trophies, and also of works of "unlovely human minds", for publication in this journal.

He Hadn't Seen Nothing Yet

Like ions shot from the sun, the week-enders radiate from every town, generating heat and friction as they go. A tourist industry purveys bed and board to bait more ions, faster, farther. Advertisements on rock and rill confide to all and sundry the whereabouts of new retreats, landscapes, hunting-grounds, and fishing-lakes just beyond those recently overrun. Bureaus build roads into new hinterlands, then buy more hinterlands to absorb the exodus accelerated by the roads. A gadget industry pads the bumps against nature-in-the-raw; woodcraft becomes the art of using gadgets. And now, to cap the pyramid of banalities, the trailer.

(Aldo Leopold dated his foreword to *Sand County Almanac* 4 March 1948. A mercy, to him, that he didn't live to see the Winnebagger, the trail machine, the cell phone, and freeze-dried strawberries.)



Sketches by Ramona Hammerly. A Northwest hiker and climber, she illustrated the books *Timberline* and *Northwest Trees* by Stephen Arno. The sketches are from *Timberline: Mountain and Arctic Forest Frontiers*, Stephen F. Arno and Ramona Hammerly, *The Mountaineers*, 1984.

HELI-HIKING Industrial-Strength Recreation on the Wing

Since 1978 Canadian Mountain Holidays has been selling heli-hiking vacations from heliports at five lodges: Cariboo, Valemount, Adamant, Bobbie Burns, and Bugaboo. The per-person cost is \$915 (3 days) and \$2,020 (6 days).

However, Purcell-Selkirk-Rockies weather is such that the actual cost of flyable, hikable, viewful heli-hiking runs upwards of \$1,000 per day. (Of course, for the non-days, the lodges are cozy. BYOB, and also plenty of reading material.)

CMH supplies a parka, rain pants, rain poncho, gaiters, hiking boots, water bottle, sunscreen, backpack, and "hiking poles." A party of a dozen-odd identically uniformed heli-hikers trudging in single file behind a Swiss or Austrian guide must be as daunting to the solitude-seeking wildland walker as a North Cascades group from Outward Bound or National Outdoor Leadership School. The atmosphere in heli-hiking areas is busy with choppers delivering

customers to ridge-top meadows, rocky summits, and (of course) living glaciers, dropping off grills and charcoal and ribs for high-altitude barbecues, and evacuating refugees from rain, fog, chill, and mosquitoes.

Millions of acres in Washington mountains are legally available to such "multiple use." The sorry example of Canada is a warning.



—RAMONA HAMMERLY

Membership Application

Be part of the North Cascades Conservation Council's Advocacy of the North Cascades. Join the NCCC. Support the North Cascades Foundation. Help us help protect North Cascades wilderness from overuse and development.

NCCC membership dues (one year): \$10 low income/student; \$20 regular; \$25 family; \$50 Contributing; \$100 patron; \$1,000 sustaining. A one-time life membership dues payment is \$500. *The Wild Cascades*, published three times a year, is included with NCCC membership.

Please check the appropriate box(es):

I wish membership in NCCC

The North Cascades Conservation Council (NCCC), formed in 1957, works through legislative, legal and public channels to protect the lands, waters, plants and wildlife of the North Cascades ecosystem. Non-tax-deductible, it is supported by dues and donations. A 501(c)4 organization.

I wish to support NCF

The North Cascades Foundation (NCF) supports the NCCC's non-political legal and educational efforts. Donations are tax-deductible as a 501(c)3 organization.

This is a **NCCC Membership** **NCCC Renewal Membership** **Gift** NCCC \$ _____

This is a **Donation to NCF** NCF \$ _____

Name _____ Total \$ _____

Address _____

City _____ State _____ Zip _____

Phone _____

Please cut, enclose check and mail form and check to:
NORTH CASCADES CONSERVATION COUNCIL
 Membership Chair L. Zalesky
 2433 Del Campo Drive ▲ Everett, WA 98208

Update on Goose-Maverick ORV Lawsuit

An open item was closed in the lawsuit by which NCCC and sister organizations stopped the Goose-Maverick off-road vehicle (ORV) trail project in the Mad River area. On March 27, 2000, the U.S. Court of Appeals for the Ninth Circuit dismissed the appeal of the intervenors Northwest Motorcycle Association, Backcountry Horsemen of Washington, Backcountry Bicycle Trails Club and Single Track Minds. The Ninth Circuit ruled that the appeal was moot.

More important, the Forest Service has initiated some post-litigation activity regarding the ORV project. Judge Rothstein ruled in August 1999 that the Forest Service had violated NEPA by failing to study the impacts of ORVs on wildlife in the Mad River area. In February 2000, the Forest

Service asked its funding source, the Washington State Interagency Committee on Outdoor Recreation ("IAC") to "change the scope" of the project so that instead of construction, the allocated IAC grant funds (State gas tax money) would be used by the Forest Service to undertake the wildlife impacts analysis. At its meeting on March 9, 2000, the IAC passed a resolution approving this "scope-change request." Stay tuned for further developments.

— KARL FORSGAARD

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