

Senator CHURCH. I think that the other lake you mentioned which is down in the southern part, as I remember or recall the testimony yesterday, has access to it by road, and there will be the sort of conventional campground development.

Miss MCGINNIS. I know the area just south of Santiam Pass is extensively developed now. It is really turning into a little suburb there, which I don't like to see.

Senator CHURCH. I think the issue you raise is one we have to be increasingly concerned about.

Miss MCGINNIS. The Government has Smokey Bear campaigns and they have physical fitness campaigns. Why not have a campaign to convince people that they can walk, and an automobile and a motorboat is not necessary to enjoy oneself.

Senator CHURCH. Well, that is a very important campaign. I think perhaps it would be a campaign of 5 percent of the people against 95 percent who have long since given up walking.

Miss MCGINNIS. They have all been told this all their lives. They have never known anything different.

Senator CHURCH. Thank you very much.

(The statement referred to follows:)

STATEMENT OF HELEN MCGINNIS, HYATTSVILLE, MD.

My name is Helen McGinnis. I am speaking as a private citizen in favor of the conservationists' additions to the proposed Mt. Jefferson Wilderness Area. While I lived in the West, I was able to take two backpacking trips through this unforgettable region.

I am impressed with the amount of careful research that has been conducted by the Forest Service and by its attempt to be fair to all. However, I disagree with the implication that the automobile must always be included in plans for development of natural areas for the masses. Apparently this is the main reason that part of the Firecamp Lakes area and Square and Long Lakes have been excluded from the proposed wilderness area. I do not believe that converting these lakeshores into still more dusty, noisy car campgrounds is the best interests of the people who will come to enjoy them. A basic problem with practically all campgrounds developed for intensive use is that too much of the available space is used not for people, but for their cars. Roadways must be cleared and graded and must be paved or gravelled to keep down the dust and the mud. Then an elaborate system of sturdy posts and guard rails has to be constructed to keep the cars where they belong. The final result is a campground as much for automobiles as for their passengers. Perhaps some campgrounds should be built exclusively for people. Adequate parking lots could be located alongside Santiam Highway adjacent to Square and Long Lakes, and a mile or more from the Firecamp Lakes. The money and effort that would have gone into building roads and guard rails in a conventional campground could be used instead to construct many simple, open-fronted wooded shelters provided with tables, fireplaces and sanitary facilities. These campgrounds would be true wilderness thresholds, accessible to anyone interested enough and capable of walking a mile or so to them. The protection that the shelters would provide would attract many people who lack the strength, equipment or self-confidence to carry tents or other rain shelters with them—particularly families with small children. I see no reason why Marion Lake shouldn't be similarly developed to better accommodate the large number of visitors it already receives. If the Forest Service eventually plans to ban motor boats from it and will build no roads around it, why shouldn't the lake be given the wilderness status it deserves? Its quiet waters are suitable for canoes and inflatable rafts, which can be carried in without cars.

Within the foreseeable future, we may have to reserve campsites years in advance in our more popular national parks. If the population explosion continues, the same may eventually be necessary for wilderness areas. Until that time comes, the best way to protect these relatively undisturbed lakes from excessive use is to require that people negotiate part of the distance by trail.