

There is need to do a little more studying to decide on some public access questions on the lower St. Croix, but that is relatively simple, I think.

Mr. TAYLOR. You are requesting that the upper St. Croix be designated now as a scenic river in the bill and the lower St. Croix be left in the study stage?

Senator NELSON. No. I would like to see the lower St. Croix included, too, because I am satisfied that is a very simple proposition. The proposition is this: When we originally introduced this bill back in 1965, the Interior people went out and did their study and decided upon six access points which total quite a few acres. They were authorized in the original bill not to acquire more than 1,000 acres for access points. They proposed taking much more frontage, in my judgment, than is necessary.

I personally feel that they ought to cut down on the river frontage they propose to take. Some places they propose to buy as much as a half mile of frontage. I think Interior's proposal is fine but I think there are some reasonable practical arguments against it.

If they took 300 feet frontage and moved back, then, away from the river, straight back, for some distance and then ballooned it out into 20 acres for some parking and for some picnic tables, they would solve the problem. You don't need a half mile of access on that river in any single place.

So I think all they would have to do is look at their access points, cut down the frontage and cut down the acreage. It is a very simple problem.

The protection of the remainder of the lower St. Croix, in my judgment, involves zoning to protect the scenic beauty of the shoreline. We have these beautiful gorges that you have looked at here. Obviously you wouldn't want somebody to design a beautiful house and cantilever it out over the river, which people are capable of doing and so are architects. You just want to be sure that they have a little setback zoning, and that you don't cut down the trees on the shoreline. This is the most I think that you could expect of the lower part of that river.

Now, there are access points all along that section of the river now—Hudson, Osceola, the State park at St. Croix Falls, Prescott, Wisconsin, Stillwater, Bayport. Each one of those places has access. Places like Stillwater and Hudson have marinas, but I think it would be valuable to have some additional public accesses, probably not as elaborate as were originally suggested by the Interior Department people in 1965. It would be ideal to do it that way, but I think it may be impractical to go that far.

I think it is important to include the upper St. Croix in the national system because we have a more serious problem in the East than you do in the West on rivers like the Salmon or the Clearwater. This river is about to be built up; it is not far from Minneapolis and St. Paul, and if we wait another 4 or 5 years, we may, and probably will, destroy substantial portions of the shoreline of both the Namekagon River and the upper St. Croix. I think that would be a great tragedy.

Mr. TAYLOR. I don't know when I have seen more beautiful pictures than you have here of the St. Croix Gorge.