

amended, would trim the annual allowable cut by about 3.3 million board feet. One relatively small mill could process this volume of timber in just a few weeks.

Mr. Chairman, I have one mill in my district that could cut it in 2 days.

In short, then, the North Cascades legislation presents no dangers to the forest products industry. Other factors are far more important. These factors include the weather, the demands for housing, log exports, and reforestation practices.

During our field hearings this spring, little attention was given to what I consider is the crux of the park legislation: the development plan. As can be seen in the Interior Department development plan of March 1967, the bill offers both high- and low-density recreation. It will open up parts of the North Cascades to family recreation as well as preserve parts of it for individual hiking and solitude. To my way of thinking, the development plan represents a fair and reasonable approach to multiple use of our recreation and economic resources.

Opening up the North Cascades will be accomplished through the facilities planned in the Ross Lake National Recreation Area and other parts of the park. Among the facilities planned are boat launching areas, a ferry service from Roland Point to Hozomeen, numerous lodges and marinas, spur roads from the North Cross-State Highway, and another ferry service to travel quickly up the length of Lake Chelan.

We should examine just why the Park Service has proposed aerial tramways for the national park and Ross Lake National Recreation Area. The reason could be understood readily if you traveled the North Cross-State Highway, for the visual impression you receive is that of being at the bottom of a box canyon. To appreciate the majesty of the country, you have to get up high. The trams proposed for Arctic Creek and Ruby Mountain will enable park visitors to experience the full grandeur of the North Cascades and the Picket Range in particular.

Mr. Chairman, I strongly support the provision in the Senate bill which would require the Secretary of the Interior and the Secretary of Agriculture to develop feasibility plans for permanent ski lifts in and near the park.

Skiing is one of the most popular activities in Washington State, and existing facilities south of Stevens Pass are becoming overcrowded. As mentioned earlier, the new Boeing expansion will impact heavily on our recreational picture. With the construction of additional ski facilities in the North Cascades, we would be able to meet the needs of our new citizens as well as make the park and recreation areas year-round in visitations.

When Washington State congressmen met with Interior Department officials in January of 1967 to review the forthcoming North Cascades legislation, I noticed that in the proposed development plan, there would be only two means of access to the park. These routes would bring in visitors via the North Cross-State Highway in Skagit County and via the Lake Chelan ferry in Chelan County. One suggestion of mine incorporated into the plan is that of the road between Austin Pass and Baker Lake. Such a road would assure access through Whatcom County and would help disperse traffic. I urge early devel-