

Mr. HARTZOG. That is what I said there, but we did not know then how to do it. There are many ways of doing it. Helicopter ports—this was my original proposal, that there not be a tramway in here but, rather, there be some helicopter ports. Well, we had this in the original draft of this report which was released, as I recall, about 1965. You know, I literally got blown out of the water over helicopters.

Mr. ASPINALL. Because of the noise or because of inefficiency?

Mr. HARTZOG. Well, because it was new, primarily, in my judgment. You know, anything new you really get the dickens for. But they, nevertheless, when the dust settled, agreed at all of the meetings that Dr. Crafts and the task force and I had with them, that something other than a road had to be the solution. I was saying just a moment ago when the Secretary was trying to answer your question—I think he did not hear what I was saying—but he and I went up and looked at this area with Dr. Crafts. We were out there with the two Secretaries. The original proposal was to take a road up here to Hozomeen over the Cross-State Highway and a road from the Cross-State Highway to Hozomeen just simply desecrates that valley, that is all.

Mr. ASPINALL. What do you mean, desecrates it?

Mr. HARTZOG. Well, you just blow the side right off the mountain. When you get through with it you don't have anything anybody wants to see. What is the attraction of going all the way to the State of Washington and up into this rugged country to see a paved road that sits inside of a canyon when you can go out here on any interstate highway and see the same thing?

Mr. ASPINALL. Are you telling me now that if we hadn't established the Rocky Mountain Park many years ago that you would have suggested perhaps a tram up to the top of Trail Ridge Road because it desecrates that whole mountainside—just the sight of the road?

Mr. HARTZOG. No; I beg your pardon. I would not say that to you because I think Roger Toll, whom you knew in Denver, who walked that mountain time and time and time again, did a magnificent job of laying that road on the ground in a manner that does not defy and desecrate that great range. I think the road there is perfectly proper. I will tell you what they proposed, however. They proposed to widen it 4 feet and put 4 more feet of shoulders on it, and I disapproved it for the simple reason that you go through that tundra country with another 8 feet—that road was finished 36 years ago. It was not reseeded, it was resodded. When you and I were up there you saw how much that grass has grown on that tundra. The gaps are still there after 36 years and some of our ecologists tell us it will be 100 years before it closes in. I am simply not going to let them blast out another 8 feet on it. But the road that is there is a fine road. But a road here, in my judgment, just simply is no good.

Secretary UDALL. The difference, George, if I may say so, is, this is very rugged country. This lake is in a fiord, it is like a fiord. To build a highway would mean that you would just have to blast this off the side of the mountain and scar it, visibly to anybody. It is much better to have a ferry. It is much better, rather than climbing up these steep cliffs, to have a tramway. I think if the committee would go out and look at it on the ground that that would be your decision.

I agree with the gentleman from Pennsylvania, I would be against a helicopter myself, though.