

# Why?... It's reasonable to open the Upper Valley Road...

\*THE STEHEKIN RIVER ROAD IS NOT CONNECTED TO ANY OTHER ROAD... IT IS NOT A THOROUGHFARE.

\*ONLY 3 MILES OF THE STEHEKIN RIVER ROAD NEEDS TO BE REPAIRED...

\*THE ALREADY EXISTING "OLD WAGON ROAD" COULD BE USED AS THE ALTERNATIVE SITE FOR THE THREE MILES THAT HAVE BEEN WASHED OUT ON THE STEHEKIN RIVER ROAD...

\*THE STEHEKIN RIVER ROAD IS USED BY THE NATIONAL PARK SERVICE SHUTTLE, NOT BY ATVs AND SNOWMOBILES.....

## TRAIL HEADS FORMERLY ACCESSIBLE FROM ROAD BY NATIONAL PARK SERVICE SHUTTLE...

- \*BRIDGE CREEK\*
- \*CASCADE PASS\*
- \*DOUBTFUL LAKE...\*
- \*FLAT CREEK\*
- \*GOODE RIDGE\*
- \*HORSESHOE BASIN\*
- \*NORTH FORK BRIDGE CREEK\*
- \*PARK CREEK PASS\*
- \*SAHALE ARM (CASCADE PASS)\*
- \*TRAPPER LAKE\*

*See back page if you would like to help...*

*What do we lose? We lose a journey to Horseshoe Basin that affords a beautiful, sweeping view of the highest interior Cascades. We lose a journey to Cascade Pass where we can witness alpine magic growing under glacier topped peaks. We lose access to Bridge Creek campground, a family friendly area that serves as base camp for fishing, hiking, and enjoyment of the wilderness for even the very young. We lose a route that Indians first traveled and created, miners improved (with the crudest of tools), Forest Service maintained, and the Park Service took over with the legal directive that this route was permanently part of our heritage.*

*~Liz Courtney~*



*"FROM REVIEWING THE STUDY, IT TRULY APPEARS TO ME THAT THE GOAL OF THE PARK SERVICE IS TO CLOSE THE PARK TO ALL BUT THE PHYSICALLY ELITE AND TO THOSE WHO HAVE NO LIMITS ON THE AMOUNT OF TIME AVAILABLE TO EXPLORE AND VISIT THE NORTH CASCADES... TO ADOPT ANY OF THE PROPOSALS SET FORTH IGNORES THE HISTORY OF THE VALLEY, ASSUMES FACTS WHICH ARE SIMPLY NOT TRUE, AND ATTEMPTS TO PROTECT WILDLIFE WHICH HAS NEVER IN RECORDED HISTORY BEEN A PART OF THE STEHEKIN VALLEY."*

*~ CARL GANS ~*