

hour. This sport is in vogue in Switzerland and in other European countries, where winter sports are practiced, but there is no bobsleigh run or slide and return way, at least of the projected type, in the United States. 31

The said bobsleigh run or slide and return way will, when, and if, constructed lie and be situated wholly on State lands in the forest preserve. Such lands are part of the Adirondack Park within the Blue Line and are located in the Town of North Elba, Essex County, in this State.

SIXTH: The mountain selected as the site for the proposed bobsleigh run or slide and return way has an elevation of approximately two thousand four hundred feet (2,400) above sea level. It is a part of the Sentinel Range, but like other nearby spurs, has no independent name. It lies approximately five (5) miles northeast of the Village of Lake Placid and about fifteen (15) miles from the Village of Saranac Lake, and its base on the west is bounded by the so-called Wilmington Notch Highway, also known as New York State Highway No. 3, contiguous to which is the west branch of the Ausable River. 32

In constructing the said bobsleigh run or slide, it will be necessary to blast away approximately fifteen large boulders and in addition the ends of three or four ledges of rock will have to be blasted out. This will entail the removal by blasting of about fifty (50) cubic yards of rock. There will be many small cuts and fills in the course of said bobsleigh run or slide, but it is anticipated that no wooden trestles need be constructed. 33

SEVENTH: The mountain on which it is proposed to construct the said bobsleigh run or slide and return way is wooded with spruce, hemlock, bal-

- 34 sam, maple, birch, beech, poplar, cherry, ash and elm. In order to construct the said bobsleigh run or slide, it will be necessary to cut down and remove from the said mountain the following timber:

## LIVE TIMBER.

D.B.H.	Spruce	Hem- lock	Bal- sam	Maple	Birch	Beech	Pop- lar	Cherry	Ash	Elm
3 in.	21		70	210	107	10	18	30		1
4 "	27	2	51	182	95	12	21	50	1	2
5 "	25	1	41	67	51	5	10	16		
6 "	28	1	39	32	39	14	6	4		2
7 "	19	5	21	20	13	12	2	6	1	
8 "	16		13	10	11	17	3	1		
9 "	11	3	5	4	9	11	1	1		
10 "	8	1	3	3	19	12	2	1	1	1
11 "	3		1	4	8	11	1			
12 "	3		1	1	9	11				
13 "			1	3	3	7				
14 "				6	6	3				
15 "				4	11					
16 "				1	7	2				
17 "				4	4	3				
18 "				2	5	1				
19 "				3	1	1				
20 "				1	1					
21 "				1	5					
22 "				3	1				1	1
23 "					4					
24 "					1					
25 "					1					
26 "					1					
27 "					1					
Total	161	13	246	561	413	132	64	109	4	7

A total of 1,710 trees.

## DEAD TIMBER.

D.B.H.	Spruce	Hem- lock	Bal- sam	Maple	Birch	Beech	Pop- lar	Cherry	Ash	Elm
3 in.				2						
4 "			1							
6 "								1		
8 "		1								
11 "					1					
15 "						1				
22 "					1					
24 "					2					
Total		1	1	2	4	1	1			

A total of 10 trees.

The symbol D. B. H. in the above tables means diameter breast high. 37

The quantity of timber so necessary to be cut is as follows:

LIVE TIMBER.

<i>Species</i>	<i>Cords</i>	<i>Board Feet</i>	
Spruce .....	6.18		
Hemlock .....	.70		
Balsam Fir .....	4.70		
Maple .....	6.39	6,780	
Birch .....	6.34	13,950	
Beech .....	4.54	4,180	
Poplar .....	1.13	160	
Cherry .....	1.31	60	
Ash .....	.07	60	
Elm .....	.10	50	
Total .....	31.46	25,240	38

DEAD TIMBER.

Birch .....	920	
Total .....	920	

In order to construct the proposed return way or go-back road, it will be necessary to cut and remove, in addition to the above, approximately fifty per centum of a like amount and kind of trees.

The stumpage value of the timber contained in these trees is estimated at ten dollars (\$10.00) per thousand for hardwoods and five dollars (\$5.00) per cord for softwoods, so that the trees to be removed have a value on the stump of \$418.90. Approximately \$210.00 should be added to this figure as representing the stumpage value of trees to be cut for the return way or go-back road. In arriving at such value in dollars, consideration is given to the remoteness of the said mountain from railhead and the cost necessarily involved of transporting such wood thither. 39

The proposed site was lumbered for softwood timber about 18 years ago, some portions of the

40 site being cut heavily where the timber was easy to get, with more timber left on the rough and rocky portions. Hence most of the softwood now on the site is second growth. There is a scattering stand of first growth hardwoods. The timber in these hardwood trees is not of the best quality.

All of the said mountain on which it is proposed to construct the said bobsleigh run and return way constitute a part of the Adirondack Park and lies wholly within the so-called Blue Line. It is near the recreation and health centers in the Adirondack Park.

41 EIGHTH: In 1885, prior to the creation of the Forest Preserve, the State owned 681,374 acres within the counties of the Adirondack Forest Preserve.

In 1894, after the creation of the Adirondack Park, there were within said park 551,093 acres owned by the State and owned by the State outside such park 180,366 acres, making a total of 731,459 acres within the Adirondack Forest Preserve.

42 In 1928, there were inside the Adirondack Park 1,595,514 acres and outside such Park 355,889 acres owned by the State, making a total of 1,941,403 acres within the Adirondack Forest Preserve.

The total stumpage of the Forest Preserve is presently estimated at 9,100,000 M board feet and the trees which would have to be cut to clear the way for the proposed bobsleigh run or slide and return way would, if converted into lumber, produce approximately 60 M board feet. The construction of the proposed slide will necessitate the removal of trees from 2.68 acres for the slide and from approximately 2 acres for the return way.



NINTH: It is possible to construct and maintain, 43  
 a bobsleigh run or slide and return way on lands  
 privately owned and situated elsewhere. One  
 such site is located on Mt. Jo, north of Clear Lake,  
 near Adirondack Lodge, in North Elba Township,  
 Essex County, of this State. This site is shown  
 on Exhibit "A" (lower right center there-  
 of). Chapter 23 of the Laws of 1929 author-  
 izes the construction of a bobsleigh run or  
 slide and return way on lands privately owned in  
 said North Elba township, and a route for such  
 bobsleigh run or slide has been tentatively sur-  
 veyed. Such route is indicated by a solid black 44  
 line on the said Exhibit "A", with the return  
 way shown by a dotted black line. All of Mt. Jo  
 is privately owned and hence does not constitute  
 a part of the Forest Preserve.

The site at Mt. Jo is not so accessible to the  
 public as the site heretofore referred to in Article  
 "Fifth" hereof, in that it is located over nine  
 miles by the most direct road from the Village of  
 Lake Placid, and about nineteen miles from the  
 Village of Saranac Lake. Access thereto is by a  
 dirt road, in fairly good condition most of the  
 time, 5.2 miles long branching off from the 45  
 Cascade Lakes Highway at a point 3.8 miles from  
 the Village of Lake Placid. The Cascade Lakes  
 Highway is at present not a State road but is  
 now being converted into a State highway. The  
 dirt road leading to the said Mt. Jo site is a town  
 highway and is not owned by the State, nor is it  
 kept open by snow plows in the winter. It is esti-  
 mated that it would be fifty per cent more costly,  
 and require more difficult construction work to  
 build a slide and return way at Mt. Jo.