HUT!

VOLUME 4, NO. 9 JULY 1970



Calendar of Events

July 12, Sunday	Lockwatennial Cruise, Larry Johns, 633-6734
July 15-16, Wed. & Thurs.	Junior Long Distance Race, Princeton to Cambridge
July 15, Wednesday	Activities Meeting, picnic etc., 6:00 p.m., Bush Lake
July 22, Wednesday	Board Meeting at Abner Jone's house, 7:30 p.m., 7966 Eastwood Drive, Minneapolis.
July 25, Saturday	Glenwood, Minnesota Canoe Race and Campout
July 26, Sunday	Mississippi Cruise, call Abner Jones at 784-5302
July 31, Friday	Sauk Rapids Canoe Race
Aug. 1, 2, & 3	North Bay Ontario Canoe Race
Aug. 9, Sunday	Monticello to Elk River Cruise, 11:00 a.m., call Abner Jones 784-5302
Aug. 19, Wednesday	Activities Meeting
Aug. 22-23, Sat. & Sun.	Whitewater Clinic, Taylors Falls

JULY 1970

SUN	MON	TUE	WED	THU	FRI	SAT
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26	27	28	29	30	31	-

AUGUST 1970

SUN	MON	TUE	WED	THU	FRI	SAT
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Professional Flatwater Racing – Jeff Howe
Whitewater Racing – Denny Withers
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Cover by C. S. Chute

Activities Meeting

Each month the Minnesota Canoe Association holds a public meeting on a topic of interest to all canoeists.



CROWFOOT

Topic: Poling Picnic
Date: Wednesday, July 15, 1970, 6:00 p.m.
Place: Bush Lake - Hennepin County Park located south of Hwy. 494 in West Bloomington, Minn.

DIRECTIONS: GOING WEST ON HWY. 494, take Bush Lake Exit and drive South on E. Bush Lake Rd. (Co. Rd. 28) until you come to Hennepin County Park on Bush Lake. TRAVELING EAST ON HWY. 494, use the Normandale Exit (Hwy. 100) and go South on Normandale Blvd. a short way to W. 84th St. Turn right on W. 84th St. to E. Bush Lake Rd. Cross R.R. tracks and continue on E. Bush Lake Rd. (Co. Rd. 28) until you come to Bush Lake.

Bring your family, friends, canoe and pole and a big picnic. Join us for an evening of fun! Learn the art of poling a canoe and try it yourself!

WHY POLE?

Poling is the fastest way to ascend a stream by human power. The Indians pole through swamps and streams for ricing. The old time trout fishing guides used poles to let their boats and canoes down through the rapids or worked their way up through the shallows and the eddies poling against the main current. Poling has become an exciting sport for the contestant and the spectator with a National Poling Competition under the auspices of the Merrimac River Canoe Club in Missouri. The Wolf River in Wisc. now has an Annual Poling Competition in the Spring with our own Pete Cary as the 1970 Poling Champ!

SOME TIPS ON POLES - Make your own

You can make your own pole quickly and easily and bring it with you. Poles are usually made out of Ash or Spruce- Ash for strength and Spruce for lightness both having flexibility. Aluminum poles are both strong and light but must bend at least 4 feet without holding to the curve. Poles are usually an inch or an inch and a half in diameter and range from 10' to 14' long. A point or metal cap attached to the end of a pole is used for rocky bottoms and a hardwood "crowfoot" attached to the end of a pole is good for swamp use on muddy bottoms.

Buy a 10' or 12' closet rod pole at most lumber yards and wrap the bottom of the pole with strong duct tape or wire to keep from

splitting. If you have time you can protect the end of the pole with a pointed iron socket often called a shoe, or pike. You can purchase them from a canoe manufacturer or go to a marine hardware store and buy a boathook pole of ash if you don't have a pole and a galvanized malleable iron boat hook. These can be bought separately or already assembled. Convert the hook into an iron shoe by sawing off the end of the boathook just above the point where the hook joins the body of the socket.

If you make a "crowfoot", it is triangular in shape made out of hardwood and about 8" x 4-1/2" and about 1" thick and is attached to the bottom of the pole with wire.

See diagrams.

Past Meeting

Pros Give Paddling Tips to MCA Members

The June 17 activities meeting put on by the MCA racers at Lake of the Isles provided a close-up view of equipment and paddling techniques. To cap off the evening, a short, ten-minute race was held to give members a chance to try out the new techniques they had learned.

The meeting was narrated by Joe Conrad, and the demonstrators were Linda Jones, Ken Ketter, Karl N. Ketter, and Jeff Howe.

Only two points were emphasized so that people could concentrate on what they were shown and, thereby, incorporate them into their paddling repertoire. The switching style of paddling was briefly reviewed, demonstrating the feasibility of steering the canoe by employing the canoe's tendency to turn away from the side on which the sternman is paddling. It was also mentioned that this gives one set of muscles a chance to rest for 6-10 strokes until the signal Hut! is given and both bowman and sternman change the side they paddle on. I almost forgot, the bowman and sternman should be paddling on opposite sides.

The second point covered was leaning the canoe to help turn it. Several turns were made at slow speeds showing the benefit of leaning the canoe to the outside of the turn to help the canoe come around. This is useful on small rivers and streams with tight turns and also on lakes where you may want to neutralize the effect of a crosswind.

These points in mind, the eager contestants braved wind, waves, and each other to circumnavigate the island in Lake of the Isles. With cries of Hut! and gunwales bumping, they were off, and all got back safely, sooner or later. Thanks to the program committee for another fine meeting, and especially to the Cordner family for bringing the refreshments.

Wild edible food books were sold for the Club by Denise and Cheryl Edwards and will also be available at the next meeting.

MCA Whitewater Instruction Clinic to be Offered August 22-23

Whitewater paddling instruction will be offered for novices (assuming minimal paddling experience) and intermediate paddlers. Small groups of "Student" paddlers will be "shepherded" by instructors in a full weekend of "on the water" training at Taylor's Falls on the St. Croix River.

Pre-registration is required for participation in the clinic because of the nature of the group instruction and equipment requirements. Persons with a whitewater slalom boat (his own or borrowed) will be given preference in registration. A few extra boats will probably be available for loan. All paddlers must be equipped with a life jacket, paddle and helmet and desire to paddle actively the entire weekend.

Slalom gates, team slalom races and movies will be used to increase the fun of this whitewater weekend. Come learn what whitewater sport is all about....by doing it! Forward your registration today!

MCA Whitewater Instruction Clinic to be Offered August 22-23

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WHITEWATER INSTRUCTION CLINIC REGISTRATION

I want to be enrolled in the Minnesota Canoe Association's Whitewater Training Clinic to be held August 22-23 at Taylor's Falls on the St. Croix River.

Name_____ Telephone_____

Address_____ Age_____

City_____ State_____

Type of Instruction desired: K-1 ☐ C-1 ☐ C-2 ☐

Will you bring a boat? Yes ☐ No ☐ Type_____

I am enclosing the following registration fee:

$1.00 ☐ (for 18 yrs. or under)* $2.00 ☐

Must be returned with registration fee by Wednesday noon, August 19, to Denny Withers, 2806 Xerxes Ave. So., Minneapolis, Minnesota 55416.

*Paddlers under 18 years must have their parents consent to waiver of liability.

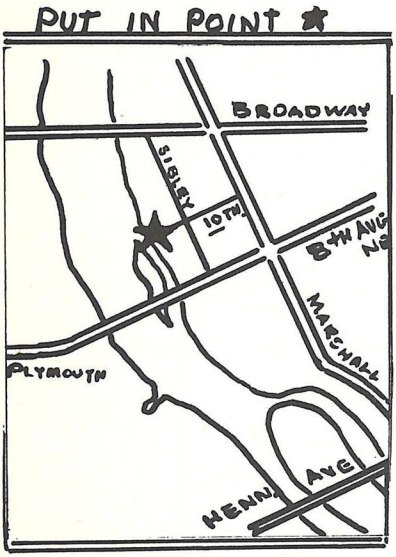
Cruising

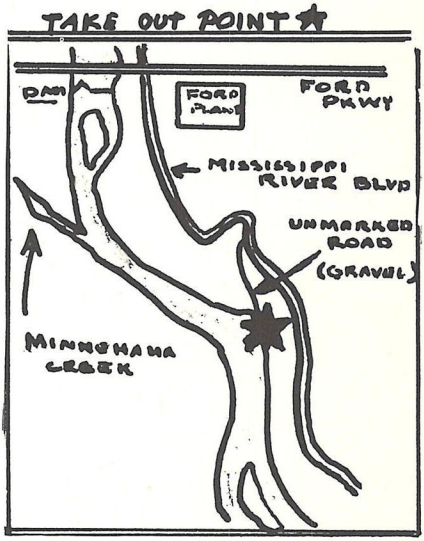
Lockwatennial Cruise

Larry Johns 633-6734 July 12

This is an annual one-day cruise through the heart of Minneapolis and through three lock. Starting in Northeast Minneapolis the group approaches the Upper St. Anthony lock and is then lowered fifty feet in seven minutes. If you have never observed the locks in operation, this can be thrilling and interesting. The second St. Anthony lock is less spectacular but opens the river up next to the University, and you proceed through the gorge section southward. You'll be struck with how pretty the city looks in this section as you see broad sand flats, high bluffs, and lots or greenery along the way. After a short lowering through the Ford Dam locks, you'll arrive at Hidden Falls and the end of the trip.

Last year about fifty canoes made this trip, and it was written up by the Minneapolis Star and Tribune. It remains one of the most popular cruises of the MCA and is now an annual affair. Don't forget your life jackets as required by both the MCA and the Coast Guard on the Mississippi.





Monticello to Elk River Cruise

Abner Jones 784-5302 July 26

Mississippi Cruise

Abner Jones 784-5302 August 9

Bois Brule

Last weekend a flock of fuzzy faced foam finders took their fledglings for a cruise on the Bois Brule in northern Wisconsin. John and Wilma Kassakian, Jeannie Thielen and Ed Klunder paddled kayaks while Denny and Vicky Withers manned their C-2. We put in Saturday morning at Stone Bridge, where Co. S crosses the Brule, under the curious gaze of fishermen who were out in force that weekend. Whiteater boats are apparently a rare sight on this stream. The first nine miles or so presented a variety of obstacles such as submerged rocks that were almost impossible to detect in the slowly moving water, mud bars in the marshy stretches, sea weeds that clung tenaciously to boat and paddle where the river widened into lakes, interspersed with an occasional ripple. This section turned out to be quite taxing on our inexperienced paddlers especially with a head wind across the lakes, and they were relieved and thrilled by the delightfull fast, bubling stream from Co.B bridge to the State Forest camp site south of the town of Brule.

That evening found us ensconced in front of a crackling fire next to John's tent, a venerable Baker lean-to. It's setup with poles and string was an engineering feat to be admired, especially by those of us who can't tie a decent knot. We were pleased to welcome Bill and Jean-Marie Fisher, May Toedter, and Harold Beecroft into our midst. The Fishers were able to locate a babysitter in Brule for their daughter and so both joined us Sunday morning on the section from the camp site off Co.H, 4 miles north of Brule, to Wis. 13 bridge. Harold and May paddled a practically new open fiberglass boat through the first stretch to Co. FF bridge, including the ledges described as 'fearsome and scouting recommended' in the Wisconsin River Trails booklet. But fearless Harold took it all in stride with only a short anxious moment while sliding broadside across one of the ledges. Then, as if an afterthought he inquired, "were those the ledges?" It became apparent from the hundreds of scratches and chewed up keel that the waterlevel was just too low for pleasant open boat canoeing and so Harold switched to his wildwater C-1, that needed repairs anyway, for the rest of the trip.

The last section proved to be the most interesting. Especially thrilling for the novices were the 1 to 4 foot high waterfalls we encountered at these low water conditions. A piece of melodrama was enacted also as one kayak inadvertently began inching its way over a sharp drop while the fizziest foamfinder of them all climbed out of his trusty C-1, waded to the imperiled boat, pulled the damsel in distress from the edge of the precipice, and then directed her with valor into the proper channel.

So, the fuzzy faced foam finders and their fledglings started home, the fledglings feeling no longer like fledglings.

Ed Klunder

Flambeau River

I suppose the Flambeau River of Northern Wisconsin will always rate number one with me. That's only natural, we lived just a paddle's throw from it when I was growing up. The Flambeau furnished an excited four year old his first fish, its ice held me for my first skating lesson, with a crude raft, we played Huck Finn and as I grew older, it provided me with countless hours of fishing, boating and canoeing pleasure. The Flambeau has it's unpredictable side too. It's tricky currents claimed the lives of two of my classmates and my young brother was nearly a victim when he stepped from shore through the snow-covered thin ice into eight feet of water. Only because he was able to maintain a precarious grip on the bank for the few seconds it took me to reach him was he saved from the river. There have been many other tragedies on the Flambeau, some from mishaps involving boats, canoes and many disasters connected with the logging drives of years ago. A fall into the freezing, log-filled, rocky Flambeau would often be fatal. Life was cheap and I remember hearing the story of the foreman who considered the recovery of a peavy more important than the rescue of the logger who had fallen in. In the late 1800's, two rival logging crews met at the junction of the North and South Forks and fought for the privilege of driving their logs down river first. A huge mural in the Post Office at Park Falls depicts this event.

The North Fork of the Flambeau begins its life as one of a number of small streams that empty into the sprawling Flambeau Flowage. The North Fork is the only outlet of the Flowage and in its twenty-two mile run to Park Falls, it is at it's best. You will see only one or two houses until you near Park Falls, no bridges or roads and very few signs of humans. You're apt to see deer, bear, fox, coyotes, otter, beaver and a myriad of other animal and bird life. If you're not in a hurry, chances are good you can catch Muskies, Northerns, Walleyes, Bass, Crappies and at night you can hear Sturgeon as big as logs as they jump and splash. But the magnetism of the Flambeau is its rushing, tumbling, roaring rapids. There are twenty-three major and numerous smaller rapids in these twenty-two miles. Many have no names, but you'll remember them regardless. Most can be negotiated safely although it's best to have someone familiar with the stream point out the best routes. Water levels can vary greatly because of the flowage. The stream can be low and fast or high and faster.



The Flambeau runs clear and clean as far as Park Falls where a paper mill and sewage treatment plant add nutrients to the water creating an over-fertile condition until the river is able to purge itself some miles downstream. Several small power dams create a slight problem below Park Falls, but once past them, the river reverts to it's boisterous ways - Barnaby Rapids, Dead Man's Slough, Oxbo - these are just a few of the high points. Here again, the river goes through wild, sparsely-settled country and offers challenging conditions to the canoeist. For about forty miles to its junction with the South Fork, the only sign of human habitation will be an occasional cabin.

The South Fork, although smaller than the North Fork, is a lengthy, interesting river - no less wild and no more tamed than its big brother. Coming out of Round Lake of the Pike Lake chain, it winds its way some fifty miles to its junction with the North Fork touching only the small, one time logging towns of Fifield and Lugerville. The fishing is probably better than the North Fork and its rapids no less challenging, but with the smaller volume of water, the rapids can be a little scratchy during a period of low water.

Not far from the junction of the two forks, the river leaves the northwoods and enters more open and settle country. Here its current is slowed and stopped by the Big Falls Dam near Ladysmith. Below the dam, the Flambeau never regains its boisterous, brawling nature. It is broader, slower and as it passes through Ladysmith, it becomes more and more polluted. Finally, eight miles below Ladysmith, it loses its identity as it adds its volume to the Chippewa River.

But let's not be concerned with the lower end of the Flambeau--its upper reaches offer over 100 miles of exciting waterways ideal for canoeing, fishing, camping and sightseeing. The Flambeau would be a worthy addition to the wild rivers system recently approved and funded by the U. S. Government. A letter to Senator Gaylord Nelson of Wisconsin to this effect might help make sure that this sample of wilderness will always be with us.

Both streams offer rustic camping spots and access roads make it possible to pick a route and trip of most any length. There are several organized canoe trips on the Flambeau each year - the Chamber of Commerce at Park Falls will be glad to give you the dates of these trips and any other information you desire. The MCA also has a trip planned for the Flambeau on June 7 of this year. Park Falls is an easy 3-1/2 hour drive from Minneapolis on highways 35-W, 8, 111 and 13.

Conservation

Detergent & Phosphate Pollution

A lot of the pollution and algae growth you see on your camping and canoeing trips this summer comes from phosphates in the detergents you use - even the biodegradable detergents contain them. If everyone used the naturally degradable soaps commonly available, we would go a long way to cleaning up our choked rivers, and we might encourage manufacturers to hasten production of non-polluting detergents. A little bar of soap or some dishwashing liquid in a plastic bottle (for expample a Mennen's deodorant squeeze bottle) is a lot handier to pack than a bulky box of power. Help yourself-use soap! The following list is adopted from the April 1970 issue of the Sierra North Star.

Products Without or Very Low in Phosphates

Soaps Powders (Lux, Ivory Snow, Maple Leaf, etc.)
All Dishwashing Liquids
Borzx (Borateem)
Washing Soda
Scouring pads with soap such as Brillow, 3M's Rescue, pumice, Curily-Kate, etc. are also good.

Products with Phosphates

Laundry Detergents (Tide, Fab, etc.)
Dishwasher Powders (Cascade, etc.)
Some Water Softeners (Calgon, etc.)
Enzyme Presoaks (Bio-Ad, Axion, etc.)
Scouring Cleansers

For those who want to help matters closer to home, the amount of phosphates in some detergents was recently printed in the New York Times. Read and Heed! Help our sewage treatment plants clean up your sewage Reember phospates are not touched by most sewage plants so use as little phosphate materials as possible!

Axion (Colgate - Polmolive)	43.7%
Bix (Proctor and Gamble)	40.4%
Bio-Ad (C-P)	35.5%
Salvo (P & G)	35.3%
Oxydol (P & G)	30.7%
Tide (P & G)	30.6%
Bold (P & G)	30.2%
Ajax (C-B)	28.2%
Punch (C-P)	25.8%
Drive (Lever Brothers)	25.3%
Dreft (P & G)	24.5%
Gain (P & G)	24.4%
Duz (P & G)	23.1%
Bonus (P & G)	22.3%
Breeze (Lever Brothers)	22.2%
Cheer (P & G)	22.0%
Fab (C-P)	21.6%
Cold Power (C-P)	19.9%
Cold Water All (Lever Brothers)	9.8%

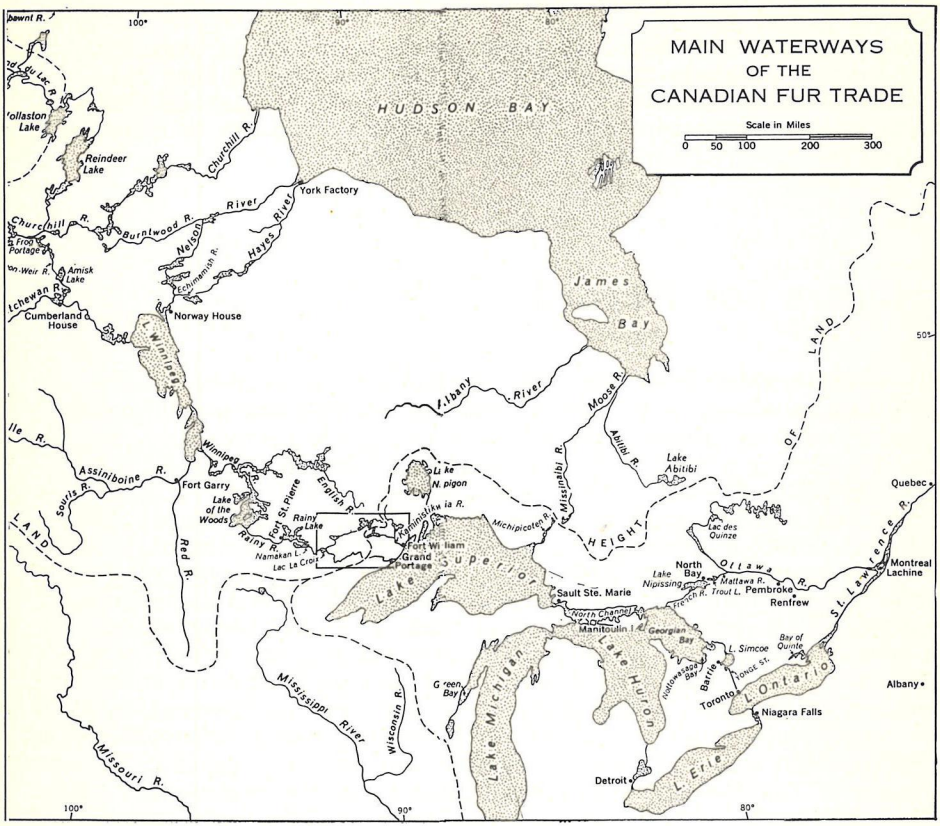
Wisk (Lever Brothers)	7.6%
Diaper Pure (Boyle-Midwest Inc.)	5.0%
Trend (Purez Corp.)	1.4%

According to recent reports, Lever Brothers intend to market a completely phosphate-free Cold Water All sometime in late July. This will contain sodium nitrilotriacetate (NTA) which is claimed to be an effective replacement for phosphates and may be less damaging to the environment.

Cruisers Set Record

Many championships have been won, challenging wilderness rivers have been tamed and a variety of notable accomplishments have been recorded by members of the Minnesota Canoe Association, but I would like to submit that the trip back from the 2 day cruise on Wisconsin's Flambeau River produced two never-before situations. Beth and Mary Siemon, with 2 passengers and 2 canoes, were blissfully returning to Minneapolis with the anticipation of arriving home 7:00 P.M. EVENT NO. 1: Have you ever heard of a flat tire on a canoe? Both Abner Jones' and Beth and Mary's canoe had inflated inner tubes that their gear had been packed on during the cruise. A sudden blow-out happily was not on the car but on one of the canoes - no doubt caused by the 92° temperature. This was a minor problem and the trip was resumed until the temperature gauge and clouds of steam indicated radiator trouble. The water supply was replenished at every small creek we came to for the next 50 miles. (Abner had the opportunity to scout such streams as Valley Brook, Lightning Creek and Beaver Branch as future cruising possibilities, but he marked them off as not comparing to Loon Creek). Beth's car continued to overheat and it was obvious that something was drastically wrong. Four inches of water on the floor of the car made it clear that the heater hoses had developed a break. Beth stopped the car, Mary promptly named the pool "Falcon Rapids" and EVENT NO. 2: Mary bailed out the car. She said it had taken more water than her canoe did going through the 6 foot high standing waves at Beaver Dam Ledge. After many more stops to replenish the water supply, everyone arrived home safely, but about 3 hours later than anticipated. None of our group has ever heard of a flat tire on a canoe or of bailing out a car so I believe that these unusual events should be recorded in the annals of the Minnesota Canoe Association as a first-time accomplishment credited to Beth and Mary Siemon.

Larry Johns



BWCA History

The Boundary Waters Canoe Area (BWCA), set aside in 1926 as a roadless area to preserve its primitive character, consists of more than one million acres of land and water located in the northern third of the Superior National Forest. Stretching approximately 200 miles along the Canadian boundary, the BWCA has some 1,200 miles of canoe routes which attract more than 100,000 persons each year.

This is not new country to man or canoe.

The portages here have been worn deep from use over several centuries. While cities have arisen where tepees once stood and asphalt and concrete highways have been laid in the trails of Boone, Crockett, Lewis and Clark, the BWCA has remained relatively unchanged. Jacques de Noyons, who is believed to have been the first white man to travel the border waters (1688),

Sieur de la Verendrye, the first European to leave a record of travel here (1731), and Alexander MacKenzie who traveled this route in his epic journey to the Pacific (1793) would know it yet.

At one time, probably as late as the late 17th century, the Sioux were the dominant Indians in the area. By the time the first fur traders arrived, however, the area was controlled by the Chippewas who, moving in from the east, had driven the Sioux out of the woodlands and onto the plains. The Chippewas, in their early battles with the Sioux, had the advantage of firearms and powder which they had obtained from traders.

The real fame of the area came in 1731 with the arrival of Verendrye, starting the legend of the Voyageurs of the fur trade era. In the spring of 1732, the Verendrye party and others paddled their birch bark canoes over what are now the waters of the BWCA establishing posts on the border lakes.

Control of Canada passed from the French to the English in 1760. English, Scottish, and Candian voyageurs and traders then began using earlier French waterways into the interior.

The great years of the Voyageurs and the fur trade era were near an end on the BWCA border waters by 1800.

By 1840, others were finding their way into the Country. They were explorers and surveyors.

After years of disputes over the international boundary between the United States and Great Britain the question was finally settled by the Webster-Ashburton Treaty of 1842. The treaty provided that "all the water communications and all the usual portages shall be free and open to the use of citizens and subjects of both countries."

The first settlers were finding their way into Northern Minnesota by 1860. They included loggers, miners and farmers. By 1884, the first railroad had penetrated into the area and set the stage for extensive mining and logging operations.

The Superior National Forest was established in 1909.

With much of Northeastern Minnesota's big timber gone as the result of logging and wildfire and with other threats of complete commercialization of the area, concerned citizens petitioned the Government to preserve portions of the Superior National Forest primarily for recreational use in a primitive setting.

Early in the 1920's a recreation plan based on the Forests unique and legendary waterways was prepared. This plan led to a policy in 1926 which set aside one thousand square miles of the Forest, containing the best of lakes and waterways, as a wilderness recreation area.

Enlargement of the Superior National Forest in the middle 1930's led to addition of suitable portions to the "wilderness" area. In 1939 the present BWCA was redesignated the Superior Roadless Primitive Area. It consisted of a gross area of just over one million acres in the same three separate units which exist today.

A plan of management, approved in 1948, reaffirmed existing management redesignating the area the"Superior Roadless Area." A final name change came in 1958 when the more fitting Boundary Waters Canoe Area was adopted.



This Sign Marks the Start of Canoe Country

In 1670 a group of traders from England incorporated into the company of adventurers known as the Hudson Bay Company and traded into Hudson Bay of the New World. Other competitors came into being and the French based their trading out of the Great Lakes and the St. Lawrence area. Eventually the only company to survive and still continue in existence has been the HBC.

As all of Canada celebrates the 300th anniversary of this fine company, we here in Minnesota can use the year to commemorate our Fur Trade History. Grand Portage or "the great carrying place" is one of our fur trade heritage areas. It is only one of many in Minnesota but it is the most famous of all. Located only a few miles from the Canadian border on Hwy. 61, G.P. today is a national monument standing in tribute to our early history. Originally a post of Northwest Company it has seen the flags of three nations, France, Britan and the U.S. After the French lost out to the English G.P. became a piece of the HBC Co. but due to the location of the U.S.-Canadian boundary and for fear of heavy taxation the Company moved their operation to the Ft. William area and the use of the Kaministikwia River and the equally long portage called Mountain Portage.

For us today the nine mile Grand Portage stands as a challenge to carry and travel off into the history of the Voyageurs. The Pigeon River is still very undisturbed and the Great Carrying place offers the same hardships to modern travelers as to the ancient voyageurs who carried it in half mile segments.

Dr. Boltz in his book Portage into the Past relates a trip from G.P. to International Falls. In selecting a route that is both challenging and greatly historical, give the Grand Portage route consideration. When planning your trip don't forget the traditional celebration at the Height of Land where the water now flows down stream and all new members of a brigade are christened into the company of voyageurs.

If you can't make it a canoe trip, walk G.P. on a weekend and camp overnight at Ft. Charlotte. Of all the Fur Trade areas this is certainly one of the most notable and still traveled.

Bob O'Hara, Past HUT! Editor, Speaks Out on Motors in the B.W.C.A.

With everyone concerned about the environment and various community organizations rethinking their positions on it, presents to us the canoeist, the opportunity to ask for those safeguards necessary in maintaining and preserving what wilderness recreation area we have.

Let us define a few points first. The wilderness concept is one of maintaining an area free from man's mechanical distrubance. A true wilderness would be devoid of man and his intrusion would be brief and infrequent. However, a wilderness recreational area is one where men can travel to, inhabit for short periods and hopefully return again. The impact of man's visit we hope will not be so great as to destroy the area, making it less of a wilderness until all that remains is a debris ridden park.

Groups like the Ely Outfitters Association are concerned about their area. Obviously their concern is economic, for they depend upon it for survival. However, the mere fact that these people are pushing regulations that will detour polution, deserves commendation and cooperation. It is time that concerned groups put their efforts together to help protect and maintain the best possible recreational wilderness. I feel strongly, however, that these people will not go far enough. One of the greatest areas of trouble is the motor, and this problem must be made public, discussed and solved.

First off the motor has to be a polluter. It consumes gas and oil that is deposited in the water. It is a noise polluter and destroys one of the very basic elements of a wilderness, that of mechanical silence. But the greatest threat of the motor is that it brings in man. Man is the greatest polluter and if the motor brings in more of them, with all kinds of dquipment and cans, than the motor must go. There is not a Lake on the perimeter of the Superior-Quetico that is not plagued with motors. Not just canoes only but boats of all sizes and motors to match.

Let me list the motor routes briefly. From Crane Lake, boats are entering Lac la Croix and going into surrounding lakes. Every point and island shows the effects these big boat people create.

On the Canadian side boats and canoes come from French Lake down the French River to Pickrel and on to Sturgeon and other lakes. On the Canadian west, planes fly fishermen into Beaverhouse and they use motorized boats and canoes to fish Quetico and Jean lakes with some groups going into other lakes.

From Ely there are three main motorboat allies. Fall Lake, traveling into Basswood. Moose lake to Basswood, Knife and Ensign. And Lake One traveling to Lakes Two, Three, Four, Hudson and Insula.

Along the gunflint boats and motorized canoe are on most of the lakes, especially Sea Gull and Sagagana.
There is heard time and time again by the users of motors "well, it is only a small part of the entire country that I use my motor, why can't the canoes go elsewhere?" But Look! Every major access of the Superior-Quetico on all sides is heavily motorized. There is no relief from the heavy traffic.
Something must be done. A total motor ban would be beautiful. However in a more practical way now is the time to seek relief for most of the area. Possibly a sliding scale taking a little country each year out of motor use, would seek the goals of the canoeist and help those who depend upon motors, to make adjustments.
I recommend removal of motors from Lake One (Ely) all the way over to Sea Gull and Sag on the Gunflint trail. This would allow a large area of true wilderness canoeing. Removal of motors from Beaverhouse, Quetico and Jean lakes, to keep that part of Quetico isolated like it had been only a few years ago. The removal of motors from Lac La Croix, one of the most historical and beautiful routes on the Voyageurs highway.
This allows for persons in each area to continue limited motor use. It allows the Crane Lake area, Kab and Namakan, the Ely people have Basswood, Fall and Moose, The Gunflint people have the trail lakes.
Why now! Because the rise in population is the greatest threat to the Superior-Quetico. Motors bring extra people and gear, If the government over the past years has seen the necessity of buying out resorts, banning planes, establishing no cut zones for trees, how can we let them allow the continued threat of motors.

BWCA Motor Regulations

Airplanes must maintain an altitude of 4,000 feet above sea level. (The use of aircraft in emergencies and for protection and administration is permitted.)

Motor vehicles, chain saws and other motorized and mechanized equipment may be used only in connection with commercial logging operations under the restrictive terms of government timber contracts.

Cans, bottles and other non-burnable trash must be packed out.

Party size is limited to 15 people per campsite. Larger groups may select two or more nearby campsites.

Camping at any one site is permitted for up to 14 days.

Motor powered watercraft and snowmobiles less than 42" in width may be used only on these designated routes:

1. International Boundary Route, including the portages commonly used in traversing the International Boundary as provided for in the Webster-Ashburton Treaty.
2. Sioux River Route to Loon Lake by way of Little Indian Sioux River, and the Pauness Lakes.
3. Moose River Route to Lac La Croix by way of Moose River, Nina Moose Lake, Lake Agnes, and the Boulder River.
4. Trout Lake Route by way of Trout Lake and Oriniack Lake, including the Pine Lake Loop.
5. Pipestone Bay Route to Basswood Lake by way of Newton Lake.
6. Four Mile Portage Route to Basswood Lake including Mud Lake and Ella Hall Lake.
7. The Wind Lake Route to Basswood Lake by way of Wind Lake and Wind Bay.
8. Ensign Lake Route to Thomas Lake by way of Newfound Lake, Ensign Lake, Ashigan Lake, Gibson Lake, Cattyman Lake, Jordon Lake, Ima Lake and Hatchet Lake, including branch routes by way of Vera Lake to Knife Lake and from Snowbank Lake to Cattyman Lake by way of Parent Lake and Disappointment Lake.
9. Lake Insula Route to Thomas Lake by way of Lakes One, Two, Three, and Four, Hudson Lake, Lake Insula, and Kiana Lake, including the route to Alice Lake from Lake Insula by way of the Kawishiwi River.
10. South Kawishiwi River Route from Birch Lake to the Kawishiwi River, with connecting link by way of Clear Lake.
11. Bald Eagle Route from South Kawishiwi River by way of Gabbro Lake to Bald Eagle Lake.
12. Smoke Lake Route from Sawbill Lake by way of Smoke Lake, Flame Lake, Burnt Lake, Kelly Lake, Peterson Lake, and Baker Lake.
13. Cherokee Route from Sawbill Lake to Brule Lake by way of Ada Creek, Ada Lake, Cherokee Lake, North Temperance Lake and South Temperance Lake.
14. Brule Lake Route from Peterson Lake to Poplar Lake by way of Kelly Lake, Jack Lake, Weird Lake, South Temperance Lake, Brule Lake, the Cone Lakes, Cliff Lake, and Lizz Lake.
15. Tuscarora Lake Route from Round Lake to Tuscarora Lake by way of Missing Link Lake, or direct.
16. Red Rock Lake Route from Sea Gull Lake to Saganaga Lake by way of Alpine Lake and Red Rock Lake.
17. Clearwater Lake-Mountain Lake Route.
18. East Bearskin-Pine Lake Route by way of Alder Lake and Canoe Lake.
19. Hog Creek Route to Perent Lake.

Oversnow vehicles of any width are permitted over the Crane Lake-Little Vermilion Lake and the Saganaga Lake winter portages.

Storage of boats or other equipment is permitted only for the duration of a current trip.

BWCA

Sanitation Can Be a Problem for the B.W.C.A.

In the heavy traveled areas of the Superior Canoe Country the forest service has put in garbage dumps, tables, fire areas and toilets. To some it may be one convenience to many, but to the conservationist it is one means of helping protect an area. What would happen if fires latrines and tent sites were interchanged by each group of campers?

Toilets installed by the service tend to concentrate the wastes and often the closer in ones can be lime treated. For small islands it is a necessity for sanitation to keep the human offal in one place. This does present some problems ecologically if seepage is too great, but it beats doing your thing near the waters edge where the nitrates go directly in to the water.

Until better methods are developed all of us have the obligation to use that box, when provided and when not present to get latrines away from the waters edge and in areas that do not drain rapidly towards the waters edge.

The Place No One Goes

It is wet, sometimes has a different odor, hard to paddle through and often impossible to walk. But it is one of the major parts of our wonderful canoe country. In fact it is a living record of what has occured since glaciation.

I am referring to the area called a bog. Every lake slowly becomes filled through sedimentation. The process is gradual, so gradual that in northern Minnesota it takes 300 to 1,000 years for a foot of sedimentation. Part of the lake ageing process is the heavy sedimentation reducing the depth of the water area, along with the growth of various forms of vegetation, of which sphagnum moss is one of the major species. With the change comes a more acid condition that further affects the types of organisms that can live in the water.

Scientists can examine cores from a bog and by careful analysis determine the climate, the species of plants and animals present and the changes that occured during the bog's history. It is possible to go back thousands of years and record the history of the canoe country through bog study.

Bogs in transition offer much to the inquiry minded canoeist. First there are the sphagnum layers that can be walked upon, the cranberry harvest in the fall, or the unique pitcher plant and of course labrador tea. Areas not quite bog like but turning to it often have lots of arrowhead and water lilies. Wildlife use bogs and deer have trail running through and across them.

Obviously no major canoe route is through a bog, but most often they are not far away. This summer and fall while in the Canoe Country, check out a bog and experience some new feelings.

Swamp Plant Life in the B.W.C.A.

PHOTO: Bob O'Hara



"The Wayward Wind" is the third of a series of articles by Bill Fisher. Bill has spent the previous sixteen summers traveling in the Quetico-Superior Canoe Country. Readers may recognize many of the lakes and portages, and will appreciate learning of the more remote lakes.

The Wayward Wind

New York, Chicago, San Francisco---a city has a personality, an individuality. One speaks the name and remembrances of special places, special moments in that city warm the heart. So it is also with the wilderness lakes.

"We paddled through lots of lakes, all much the same." That traveler must have been counting rivets in the bottom of his canoe as he paddled. He might have seen narrow winding passages and big open water where the waves can roll, low shores with black spruce, rocky ledges with jack pine clinging, the few sentinel white pine on the high ridges, sand beaches with clean red pine groves. With this awareness he could reply, "yes, I know that lake."

In the evening of one of my longest days on the trail (35 miles from Cirrus that morning), I came across the three-quarter mile portage from Yeh into Lonely Lake. We checked several points but found no campsites, and settled for a rocky ledge. The next morning we headed for the north end of the lake, hoping to explore the Walter-Elizabeth-Jesse route to Pickerel. After a short search for the non-existant portage, we gave up that route and took the two short portages into Sturgeon and up the historic Dieux Rivieres route to return to French lake.

Lonely lake--perhaps the name expresses the spirit of the wilderness. I have spent more time there than any other lake. When one returns after an absence, there is pleasure in the familiarity, the comfort of his home. Lonely has supplied a similar satisfaction for me. There were no cleared campsites that first summer of 1957; now there are several, but my favorite is the point opposite the large island.

There is a level landing at the point, one side or the other free of pounding waves, and the canoe can rest easy on a long rope until fishing time.

The kitchen area is roomy and shaded so that one can cook away from the heat of the day. A simple table, made by roping two long poles to trees and placing shorter beaver-clean poles across, helps a tired back while one prepares the meal. A flat

rock makes dishwashing a quick task (I have always used moss and lake water, each man cleaning his own cup and plate, with no ill effects).

The swimming hole drops eight feet just off the kitchen, and one can dry hurriedly and grab his plate. Tent sites are 50 feet back among tall jack pine, with a birch grove and hill to the southwest providing protection from storms. One night in the wind a cracked old pine creaked and swayed toward the tent. The next day my father took the axe and dropped it near the water in the opposite direction. The branches have been taken for fuel, but the trunk remains.

Behind camp a trail leads to a small bluff looking out across the lake. One can hike deeper into the woods to a beaver pond, with a dam that grows each year. (But the birch grove has suffered in the process, and this provides a perfect example of natural change and the interdependence of a living forest.)

A single white pine is a fine climbing tree from which to sway on a breezy day and perhaps watch a fishing canoe work the island shore for walleyes. We have caught walleyes off all the points. On hot days we drift with jigs in 30 feet of water, and late afternoon seems to be feeding time. Northern and smallmouth have also been taken in the deep holes. A large rock ledge extending 100 yards into the lake just below the surface has schools of minnows, and the same day we haul fish from the deep hole we continue to the rock ledge and catch them in five feet of water as the sun sets.

A small island midway in the lake near this ledge has been used for nesting by gulls, loons, and a pair of mergansers. Some summers over 30 gulls took to air at our approach, and nearly the same number of young gulls swam off in family groups of twos and threes to escape the intruders.

At the campsite Blackburnian and chestnut-sided warblers nest. In the evening there are the clear whistles of the white-throated sparrow and the rising and ascending flute notes of the olive-backed thrush and the veery. The bark of the great horned owl has been heard. And in the night the loons call.

Last summer, for the first time in 12 years, I did not visit Lonely. I was discouraged by the "traffic" on Cirrus early in the year, and did not care to witness the same congestion at my favorite campsite. The lake is only one day's journey from Nym or French lakes, and large groups are being encouraged to try this circle in spite of the tough portages. Outward Bound brigades use Lonely, placing young men around the lake for their three-day solo. I know our fishing and cook smoke makes it tougher for those undergoing that survival test.

This summer on June 4th I hurried into Lonely, hopeful of beating the vacation rush. We paddled "mirror-surface" lakes from Batchewaung south, and crossed the last short portage at 2:30. There was that moment of apprehension as we emerged from the creek and looked across to the point to see if there were figures on the campsite.

Cont. Page 25



Action Continues on B.W.C.A.

An important victory for conservationists in the Isaac Walton League's suit to prevent mineral drilling in the Boundary Waters Canoe Area was won in early June. U.S. District Judge Philip Neville denied the federal government's attempt to have itself dismissed as a codefendent. During the hearings on this part of the suit, Nelson Grubbe, the government's representative, argued that the league couldn't sue because it had no personal stake in the outcome and, under the doctrine of sovereign immunity, the federal government could not be sued without its consent.

Judge Neville denied this last point on the basis of a March 5 U.S. Supreme Court decision relaxing the standards for groups see seeking to use the government. That decision reversed an earlier ruling by Judge Neville himself. Raymond Haik, lawyer for the Walton League noted that the league had sold thousands of acres of BWCA land to the government on the assumption that it would remain a wilderness. He also contended that federal officials are violating their own regulations by permitting mineral explorations because federal zoning laws prohibit the exercise of mineral rights in the BWCA. Judge Neville agreed and noted that the league "is not a 'johnny-come-lately' or an ad-hoc organization and its interest in the wilderness movement is continuing, basic and deep".

Thus the effect of this ruling will be to keep Secretary of Agriculture, Clifford Hardin, Chief of the U.S. Forest Service, Edward Cliff, and Supervisor of the Superior National Forest, Craig Rupp as defendents in the suit. The other defendants are George St. Clair, Thomas Yawkey and the State of Minnesota.

from the EDITOR

Among other things the Boundary Water Canoe Area is the home of the last significant population of Timber Wolves in the 58 states. More correctly it is Superior National Forest which contains the majority of 750 wolves which the Conservation Department estimated to remain in Minnesota last fall.

The largest authenticated wolves in Minnesota weigh about 115 lbs. Females range to 80 lbs.

As in the case of most big predators, larger prey animals furnish by far the bulk of their diet. In the case of the wolf it is the white-tailed deer. Examination of 51 wolf stomachs collected during the winter months over a period of five years showed deer occurred in 80% of the stomachs and made up 96% of the volume of the contents.

Needless to say, the wolf has not been a popular mammal.

During the Middle Ages there were wolves in Europe and of course North America. They maintained a very bad reputation, with the help of "Little Red Riding Hood" and similar stories. Soon the wolves were gone from Europe. The replacement of the North American plains Buffalo with livestock initiated a war against wolves which continued in the U.S. until Carl Rolvaag pocket-vetoed a comprehensive bounty bill for Minnesota in late May, 1965. The 500 timber wolves which were estimated to remain in Minnesota at that time had been protected by a Presidential Air Space Reservation Act but were free game from the ground. They were also classified as an Endangered Species by the Department of the Interior.

The bounty bills have aroused plenty of debate in Minnesota. In December, 1958 a "Program for Directed Predator Control in Minnesota" was proposed by Donald S. Balser of the Minnesota Division of Game and Fish. This sensible and effective proposal called for elimination of problem predators rather than all members of predator species in any part of the state. Balser's proposal was not acted on until 1969 when the present Predator Control Program was enacted by the Legislature. Twenty-nine wolves have been bountied at $50.00 each under this program in the last year. Most of these twenty-nine came from outside the Superior National Forest and all from within 400 specially designated predator problem areas. No wolves may be bountied without a complaint and investigation of damage to wildlife or domestic animals. The bounty period in a predator problem area lasts for 10 to 30 days.

Thus we are fortunate that Superior National Forest is no longer disturbed by indiscriminate bounty hunters, and another small protection of the wilderness's ecology has been accomplished. It is strange that it took from 1849 until 1965 for us to decide not to finance the wholesale disturbance of nature's balance. *Ed*

Pro Racing

L. to R., Steve Peterson, John Baker, Buzz Peterson, just after the Petersons won the 5 hr. 2nd lap of St. Louis Int. by just 2 seconds.

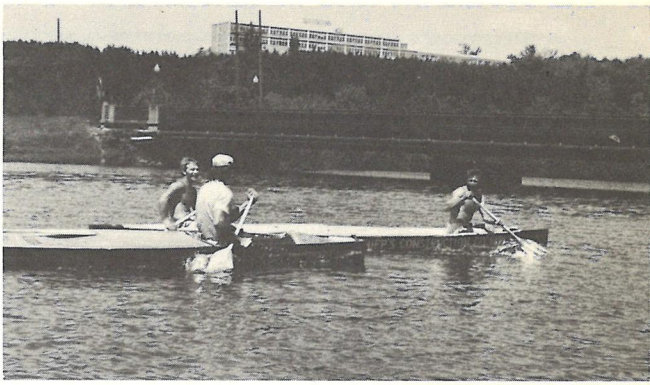


PHOTO: Barb Ketter

Race Report: Minnesota State Championship Canoe Race

The third annual Minnesota championship was won by the Michigan team of John Baker and Jack Kolka. They broke from the start and never lost the lead, although Gene Jensen and Gary Neddermeyer were only two minutes behind at the finish. Third place was decided by a fraction of a second as Robin Baker and Bob DeGrio of Cohasset, Mn., finished just six inches ahead of Kenn Ketter and Larry Peterson. Buzz Peterson, who had won the first two Minnesota championships with his son, Steve, paddled this year with his youngest son, Greg. John Baker, bow man for the winning Michigan team, said, "It's our chance to beat the Petersons--all of them!"

It was the first year that Lake Pokegama posed a problem. For three miles a strong side wind and two to three foot waves made canoe control difficult. The Grand Rapids Chamber of Commerce and Robin Baker did a very good job promoting this race, and it is one of the most enjoyable, if that can be possible, of the races in which the MCA teams compete.

Race Results: Held June 21, Grand Rapids, Mn.

	Names	Addresses	Times	Prizes
1.	John Baker	Detroit, Mi.	2:09:10	$300
	Jack Kolka	Bay City, Mi.		
2.	Gary Neddermeyer	Long Lake, Mn.	2:11:18	$150
	Gene Jensen	Brooklyn Park, Mn.		
3.	Robin Baker	Cohasset, Mn.	2:12:40	$100
	Bob DeGrio	Cohasset, Mn.		
4.	Kenn Ketter	Brooklyn Park, Mn.	2:12:41	$ 75
	Larry Peterson	Coon Rapids, Mn.		
5.	Buzz Peterson	Coon Rapids, Mn.	2:13:30	$ 50
	Greg Peterson	Coon Rapids, Mn.		
6.	Keith Canny	Coon Rapids, Mn.	2:14:33	$ 25
	Dan Hasell	St. Paul, Mn.		
7.	Karl N. Ketter	Minneapolis, Mn.	2:16:00	$ 15
	Jeff Howe	Minneapolis, Mn.		

Race Report: St. Louis River International Canoe Race

Buzz and Steve Peterson took a minute and a half lead over John Baker and Jack Kolka of Michigan in the first lap which ended at Floodwood. The next day these two teams raced into Cloquet just two seconds apart after five hours. Rivalry for third place continued for the entire eight hours of racing and ended with Karl Ketter and Larry Peterson coming from behind to beat Karl N.Ketter and Jeff Howe by one and one-half minutes.

The St. Louis River is a good race course with a variety of water. The boulder-field rapids between the highway #2 bridge and Cloquet added an interesting touch to long distance racing. A number of teams had to bring out the fiberglass repair kits. The rapids are not dangerous, and the river is an ideal canoe route for cruising trips. The race course is on a portion of the historical Southern Voyageur's Route. Further information on the river and other St. Louis County canoeing can be obtained from the Cloquet Chamber of Commerce.

The people of Floodwood and Cloquet were very receptive to the canoe racers. Free meals and camping were provided. Radio, television, and the Cloquet, Floodwood and Duluth newspapers covered the race with interest. Mr. Gene Lindbergh of the Cloquet Chamber of Commerce stated after the race that they intended to hold the race next year. And it's one worth taking in.

Race Results: Held June 19-20, Toivola-Floodwood-Cloquet

	Names	Addresses	Lap #1	Lap #2	Total	Prize
1	Buzz Peterson	Coon Rapids, Mn.	2:39:43	5:05:38	7:45:21	$750
	Steve Peterson	Coon Rapids, Mn.				
2	John Baker	Detroit, Mi.	2:41:07	5:05:40	7:46:47	$400
	Jack Kolka	Bay City, Mi.				
3	Kenn Ketter	Brooklyn Pk, Mn.	2:47:20	5:12:15	7:59:35	$150
	Larry Peterson	Coon Rapids, Mn.				
4	Karl N. Ketter	Minneapolis, Mn.	2:48:36	5:12:34	8:01:10	$100
	Jeff Howe	Minneapolis, Mn.				
5	Robin Baker	Cohasset, Mn.	2:49:35	5:23:23	8:13:00	$ 50
	Bob DeGrio	Cohasset, Mn.				
6	Keith Canny	Coon Rapids, Mn.	2:50:49	5:26:57	8:17:36	$ 30
	Dan Hasell	St. Paul, Mn.				
	Gary Neddermeyer	Long Lake, Mn.	2:48:26	Did not finish		
	Eugene Jensen	Brooklyn Pk, Mn.				
	Keith Borgstron	Sagina, Mn.	4:00:20	Did not finish		
	Richard Atkinson	Zumbrota, Mn.				

Karl N. Ketter

Canoe Races

July 15-16 Princeton to Cambridge Mn on the Rum River. (A) Under 18 years of age, 17 foot aluminum canoes. 43 miles covered in 2 laps. Races Chairman: Earl Anderson, Cambridge Mn, 612 689-1444

July 25 Glenwood Mn, 1 hour race on Lake Minnewaska. (P-$150) 16 foot, 3 and 27 canoes, (A), (Mixed, 10 minutes), (Junior-under 12 years of age) Races begin at 5:30 p.m. Camping facilities are available. The races are a part of the Glenwood Waterama. This is a good outing that many MCA people have enjoyed in the past. Race Chairman: Dr. J.G. Gilman, Glenwood Mn, 612 634-3161.

July 31 Sauk Rapids Mn, 1 hour race on the Mississippi River with one short portage and the excitement of the biggest rapids north of St. Anthony Falls. (P-$250, 18-1/2 foot, 3 & 27 canoes) (A), Local, Races mark the beginning of Sauk Rapids' Indian Days. Race Chairman: Robery Morey, Sauk Rapids, Minn. 612 252-6076.

August 1-2-3 Ville Marie to North Bay, Ontario. (P-$1700, 16 foot, 3 & 27 Canoes), (A) 122 miles on the Ottawa and Mattawa Rivers in 3 laps, 10 portages, "Canada's toughest canoe challenge." North Bay and District Chamber of Commerce, 401 McIntyre, North Bay, Ontario.

HOIGAARD'S IS CANOE COUNTRY HEADQUARTERS

CANOES by Gruman, Aluma Craft, Old Town, Chestnut
PADDLES by Clement, Old Town, Viking
PACKS by Gerry, Bergans, Kelty, Camp Trails, Alp Sports
TENTS by Draw-Tite, Eureka, Gerry, Alp Sports, Camp Trails
SLEEPING BAGS by Gerry, Comfy, White Stag
PLUS clothing, camp foods, floatation gear, cookware, knives, axes and everything else you need.

Hoigaard's
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There were none. Animal droppings in the tent sites indicated we were the first party into the lake. The campsite was clean, not even the usual scraps of foil in the firepit. The table had apparently been utilized for fuel, the beaver had decimated the birch grove, but no storm had felled the lookout white pine. One of the good-luck charms, the five-point antler, was gone, but the rusty beaver trap still hung over the tent site. It had proved its worth in a two-hour electrical storm one night that enabled me to appreciate why primitive man worshipped the forces of nature. I considered taking it with me rather than allowing it to be carted off by someone else, but decided it was part of Lonely campsite.

In the final pages of the novels about the mountain men, the protaganist usually stands frustrated, contemplating his favorite haunt which has been forever altered by an increasing population. One day an astronaut may step foot on the moon, look for a moment at the crowd, and then climb back into his space craft and blast off in search of another lonely solar campsite.

Camp Cookery

I hate cooked greens! That is, I did – until I tasted steamed fiddlehead ferns picked near the Kettle River a few weekends ago. Unfortunately for you uninitiated, the fiddleheads are now past their prime in Minnesota. I suggest you explore Myron Chase's A Field Guide to Edible Wild Plants of North America for currently prime edibles. It's available through the MCA; see Joe Conrad.

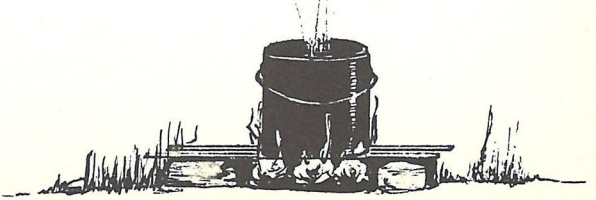
SHAKECAKES AND SAUCERS

Pancakes can be the most versatile of trail foods. Although the following recipe was developed as a breakfast pancake, don't overlook its lunch and supper potential. For lunch, reduce sugar to 1 teaspoon, thin with small amount of water, and fry at breakfast for noon use as sandwich bread (called saucers). For supper, reduce sugar and add chopped meat, vegetables (increase onion), or cheese – one part batter to one part whatever – and fry. Or fry pancakes and then use as wraps for creamed meat, seafood, or vegetables. Large, thin pancakes layered with fresh wild berries and topped with non-dairy whip is supremely good – or substitute cooked dried fruit.

Don't expect any pancake to be fantastic without fresh buttermilk and eggs. See footnote following recipe.

I prefer shaking up a batch of pancakes (shakecakes) in an easy-to-pour plastic bottle to using pot and spoon. If it's ever necessary to justify the presence of a handy-dandy plastic bottle in a trail pack, at home fill it with the first dry mix you plan to use, homemade or commercial. For the following recipe you will need a 1-quart bottle (this allows for adding water). You might ask your druggist for "an empty wide-mouth square plastic quart bottle with a screw-on cap." To clean after using, add water immediately and shake.

[recipe on following page]



ONION SHAKECAKES* (15 camp minutes) 3-4 servings

1-1/2 c. flour	5 tsp. baking powder
4 tsp. sugar	1/2 c. milk powder†
1/2 tsp. salt	1/4 c. egg powder or 2 small eggs
1/4 c. margerine or oil	1 small onion (minus paper layer and roots) or 2 T. dried onion flakes, crumbled fine

Mix first four ingredients with fingers. Fork-stir in the three powders. Put mix and onion in pouch; heat-seal. Store margerine for frying in mess kit.

At camp

1-3/4 c. water margerine for frying

Put mix in pot or shaker bottle. (If using shaker, add four or five smooth hard pebbles as mixing aids.) Scrape onion to get about 2 tsp. minced onion. Add water and stir or shake 30 seconds; batter should still be lumpy. Do not beat. Batter improves in texture on standing awhile.

To fry: Stoke up a hot fire. Melt about 2 tsp. margerine in skillet and heat until it "shrivels" into patterns. Pour one large plate-size or three small mouth-size pancakes. Turn when bubbles have clearly formed. Stir or shake batter once before pouring each batch. After a few batches let pan cool a bit and add more margerine. Serve immediately with margerine and maple syrup.

Since it's a problem to keep food hot outdoors, you might let each camper fry his own panful, to be eaten immediately!

NUTMEG SHAKECAKES*

Prepare ingredients as for onion shakecakes, except add 1 teaspoon nutmeg with the sugar and omit onion.

*from A FINE KETTLE OF FISH And Other Things: The Wilderness Chef's Handbook, © 1970 Jean-Marie Fisher

†Or 1/2 c. buttermilk powder, reducing baking powder to 1-1/2 tsp. and adding 3/4 tsp. baking soda. Remember, you can even sour milk made from powder by adding a tablespoon of vinegar or lemon juice; give it 10 minutes to clabber. In this case, you must carry the milk powder separately, adding to the dry mix the reduced amount of 1-1/2 tsp. baking powder and 3/4 tsp. baking soda.



ACTING PRES

Because of the rapid growth of our club, it has become necessary to minimize the work for our volunteers. The membership committee is swamped, so we must shift some of the burden onto you, the members. To insure that our records are kept in good order and that you get the magazine and all other correspondence, please follow the directions below. We file the application card that you fill out! Therefore:

DO:
1. Print legibly.
2. Fill out the application completely each year when you renew. (We ask you to fill out all information on both parts of the application, because the stub is detached by us and sent elsewhere to be processed.)

DO NOT:
1. Use a zerox copy of the application form.
2. Fold, bend, mutilate, or cut (except where indicated.) The application fits into a #10 business envelope.

If you comply with these directions, it will save us much time and money and reduce the probability of errors from recopying what you write.

When a friend of yours wants to join, tell him to:

1. Join at a monthly meeting where applications will be available.
2. Write to the club address for a brochure and application blank, or
3. Use the back page of your Hut!

Do you know that the membership policy has officially been changed? We are no longer using the fiscal year basis for membership. Your membership with all of its privileges runs for twelve months from the first day of the month following the arrival of your application for membership. Voting rights will be extended to all paid up regular members at the time of the elections.

We need three people to help on the mailing committee. They should be able to get away from work in the morning early in the week when Hut! has to be mailed. They will be taught the bulk mail regulations, bundling, and how to fill out the post office form. They should be able to lift reasonable amounts of weight, two 1/2 to 2/3 full mail sacks. Please contact Jeff Howe, 331-3154.

Book Review

Books for Summer Reading and Adventure by Bob O'Hara

Angier, Bradford, Publisher: Stackpole
Wilderness Cookery
A technique book on cooking in the wilds. The author has a number of books out on wilderness travel and living off the land.

MacKay, Douglas, Publisher: McClelland and Stewart (paperback)
The Honorable Company
A very interesting account of the Hudson Bay Company. This year is the 300th anniversary of the Company and this account of their history includes all facets of the Fur Trade in North America.

Helmericks, Constance, Publisher: Little Brown
Down the Wild River North
An account of a woman and her two daughers who travel the entire Mackenzie River to the Arctic Ocean via canoes and two summers.

Nute, Grace Lee, Publisher: Minnesota Historical Society
The Voyageur
The Voyageur's Highway
Rainy River Country
These books are about the Minnesota north country, the voyageurs who traveled the area and the manner in which they existed. These are in paper and very interesting reading, especially if you plan to retrace some of the voyageurs highway this summer.

MEMBERSHIP APPLICATION

Please print in ink or type. Make application for membership on official MCA forms only. Fill in all spaces each time you renew. If you do not want to use the back page of your Hut, join at a monthly meeting. Forms will be available there.

MEMBERSHIPS

1) Regular Members —$5.00 annual dues; full club benefits.
2) Junior Members —$3.00 annual dues; full benefits except for voting rights. Not yet age 19.
3) Associate Members —$2.50 annual dues; receives the newsletter. May purchase separately, items in the membership kit.
4) Life Members —Full benefits for life.

Your membership card will be your proof of payment. Memberships are non-transferable. Make checks payable to the Minnesota Canoe Association, Inc.

Do Not Fold Or Zerox— Use Business Envelope No. 10 (Detach On This Dotted Line)

DO NOT WRITE IN THIS SPACE

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(Last name first)

ADDRESS _____

CITY & STATE _____

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(OUR PUBLICATIONS WILL NOT REACH YOU WITHOUT ZIP CODE)

AGE _____ SEX _____ NO. OF YEARS CANOEING _____

OCCUPATION _____

CANOE OWNER _____ TYPE _____

HOW MANY OTHERS IN YOUR FAMILY CANOE? _____

NEW MEMBERSHIP ☐

RENEWAL ☐

Please make checks payable to Minnesota Canoe Association, Inc. Your membership card will be your receipt and proof of payment.

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MINNESOTA CANOE ASSOCIATION, INC.

P. O. Box 14177, University Station, Mpls., Mn. 55414

Address correction requested:

The Minnesota Canoe Association, Inc. is a non-profit organization dedicated to promote all aspects of canoeing.

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