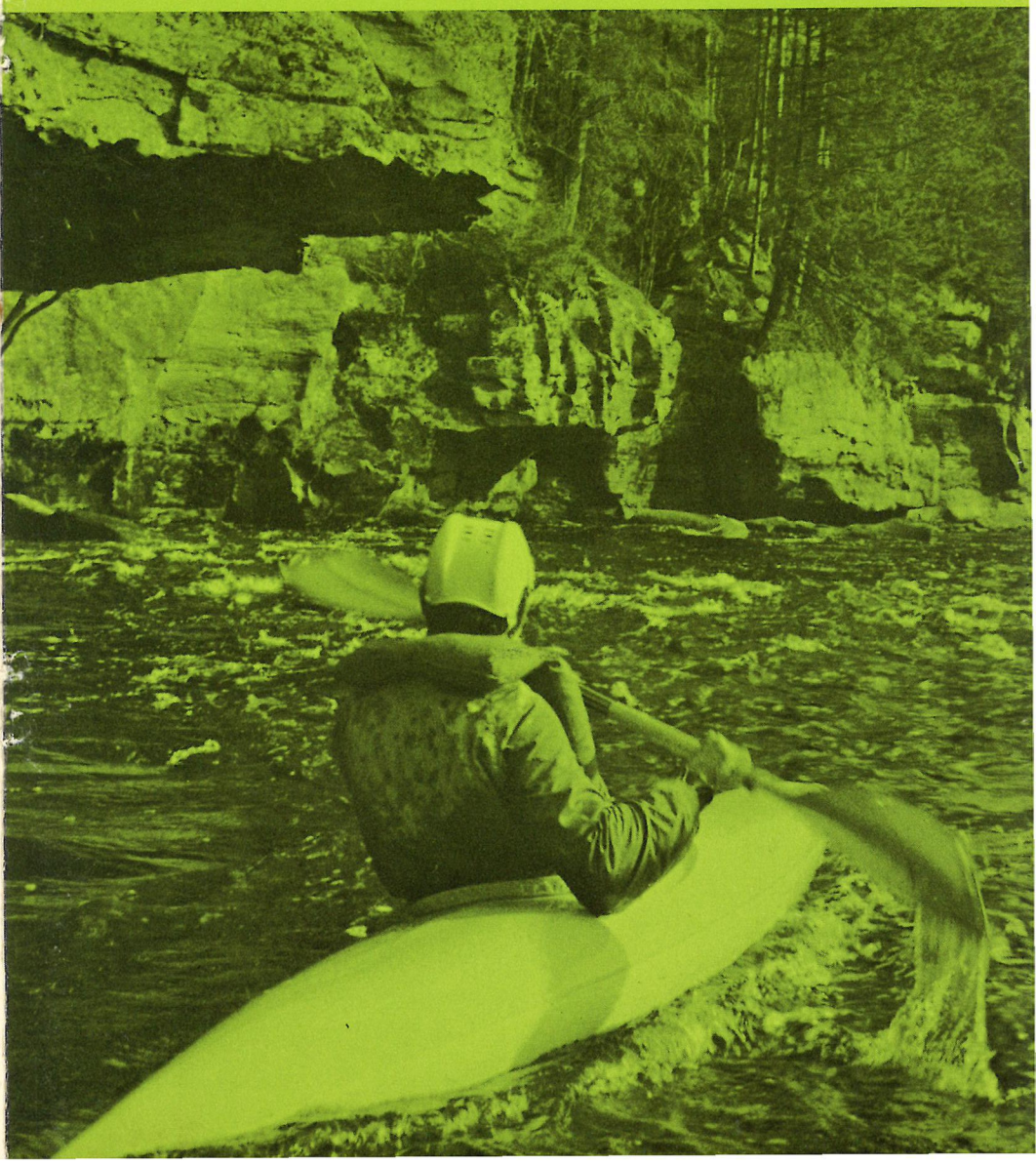
HUT!

NOVEMBER 1970

MINNESOTA CANOE ASSOCIATION

BUILDERAMA — NOVEMBER 18-21
HAR-MAR MALL — ROSEVILLE



HUT!
VOL. 5 NO. 1

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Cover photo by Joe Conrad

CALENDAR OF EVENTS

Nov. 11 — **Board meeting at Al Button's, 85 Johnson Parkway, St. Paul. Call Al at 776-4607 if you need directions.**

Nov. 12, 19 — **Leadership Training Seminar sponsored by American Youth Hostels, two Thursdays, 7 p.m. Call Chuck Stevens, 866-0300 for location and other details.**

Nov. 15 — **Storyteller's Contest deadline (see article)**

Nov. 18-21 — **Builderama — 4-day Canoe Building Show, inside Har Mar Mall, County Road B and Snelling, St. Paul (help needed). First night (Wednesday) will be equivalent to monthly activities meeting, and members are asked to meet at 7:30 in the main court.**

Dec. 12 — **Christmas Square Dance and Hayride (or Sleighride), Shady Valley Riding Stables, Auto Club Road, Bloomington (from 494 and 100, take 100 south 5 miles, at Y take right fork which is Auto Club Road for 2 miles, at second Y take left fork). Dance at 8 p.m. and ride no later than 9 p.m. See inside for details of fun for everyone.**

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HUT! Magazine is published monthly by the Minnesota Canoe Association, Inc., a non-profit organization, and is distributed to more than 1000 members and numerous friends of the MCA across the nation. Our purpose is to distribute information about canoe sports and canoe camping, to preserve and promote wild rivers, to effect conservation of canoeable waterways, and to encourage canoeing as family recreation.



Builderama Will Offer Know-How for Many Canoe Models

TIME: November 18-21, 9 a.m.–9:30 p.m.

PLACE: Court of Har Mar Mall, Roseville

PURPOSE: To show examples of various canoes that can be built through the MCA and its chapters.

Are you a builder or would you prefer to buy your canoe? Would you like to build, but feel that you don't have the time or the knack? Try building a molded canoe. In a weekend you can have a canoe out of a mold.

Are you in love with the beauty of the woodstrip canoe? Do you like the reward of having successfully met the challenge, and turned out a veritable work of art in wood? Or would you prefer a quick-to-build utilitarian canoe?

There are good points in favor of each approach. Do you think an all-fiberglass canoe has to weigh 80 to 100 pounds like some of the earliest models on the market? Not so. Heft some of these lightweight but strong canoes, and touch them. You will soon be building one of your own.

We'll build a strip canoe and possibly a molded one (if the fumes don't get too bad). We'll do some canoe patching and paddle repair, as well as displaying of various stages of paddle building. People whose canoes will be shown should furnish their own sawhorses..

We need:

- Canoes to show, one or two of each kind.
- People to hand out brochures and take memberships.
- People to circulate and talk to other people.

Call Jeff Howe, 331-3154, or Bob Haug, 331-5634.

*KAYAK FEVER**

I must go down to the river again, to the
whitewater river and race,
And all I ask is an eddy to turn, and
a haystack on which to brace,
And the paddle's kick and the roaring
sound of the water racing by,
And the red and green poles on the river's face,
And a kayak that's cheap to buy.

Dale Mensch

*This poem appeared in 1969-70 "Red Feather Writings" by Hosterman Junior High students.

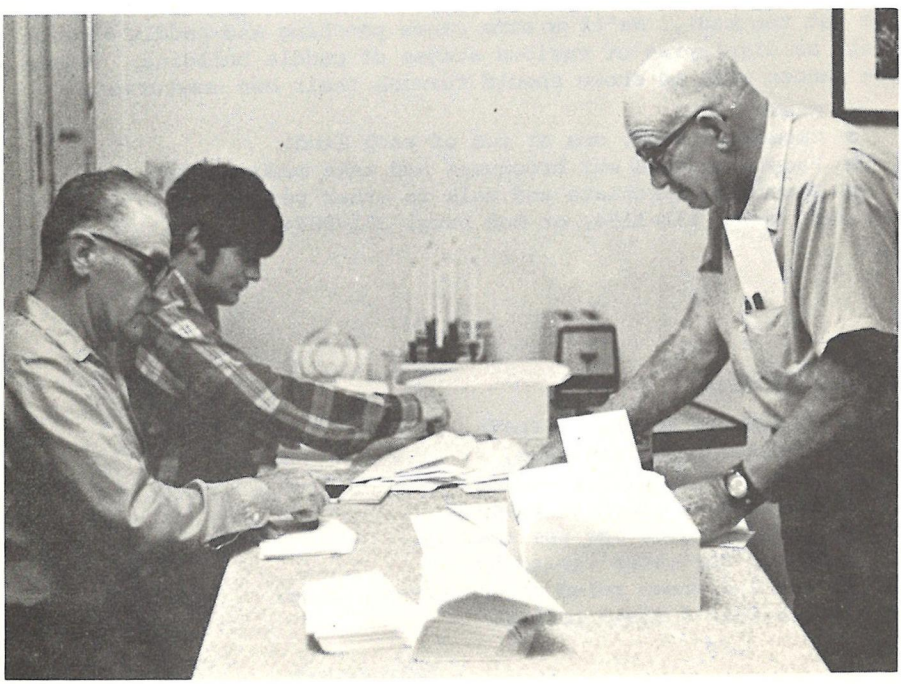
FROM THE PRESIDENT

Members Requested To Contribute One Night Per Month

This is the last article in the series by retiring president, Jeff Howe. — Editor

There are so many things that I should have done and did not; so many plans died on the drawing board. Still the MCA has something that people want. We are growing by leaps and bounds, and we haven't even made a concerted effort to build membership. People all over the country and Canada want plans for our canoes. We have members in nearly half of the states. Our HUT! holds this all together. In addition, recreational and educational material, articles on the lighter side and an artistic flair, probably account for a renewal rate of around 90%. I am encouraged by the number of people who are getting involved in running the club and impressed by the quality of their efforts. There are too many people to mention by name, but they know what they have done. The club owes them much. In fact, what we owe them is to pitch in along side so that we can enjoy seeing more of our club's goals realized. We will find more satisfaction in active participation. If we get two dozen more people giving one evening a month to the club, no telling where we can go!

Jeff Howe



Stampers, and lickers, stuffers and folders all chipped in to get out the ballots for the MCA election. Here are the Jones', Abner, Greg and Walter B. stamping at high speed.

Photo by Joe Conrad

Winter Slalom Practice Tentatively Planned for Robbinsdale Pool

Last winter a group of us tried an experiment in the Robbinsdale School District. The U of M pool has been open to student kayak practice for several years, but nonstudents have not had access to a pool for practice or for even trying out a slalom boat.

We called all the Junior High Schools with pools in District 281 to find the pool manager's feelings toward having this type of activity in their pools. Some of the pools were simply booked solid and had to turn us down, and others did not wish to take a chance on damaging the pool with canoes. Mr. Richard Able, pool manager of Robbinsdale Junior High was the exception, however. He had a few evenings open, and was willing to try it.

If nothing else, we found that many people are interested in these boats--not necessarily for racing, just for the fun of it. Since it was only a trial, not much publicity was given. Even so, there were from 6 to 30 people present at the eight sessions, including at least one instructor. Bob Haug and Andy Westerhaus seldom missed an evening, and one evening we hit the jackpot with Bob, Andy, Pete Cary, Al Button, Ian Richards, and Steve Sirr.

This winter we have tentatively planned a more organized program. Bob Haug has suggested renting the pool for 8 to 10 sessions of 2 hours each. Alternate weeks would be used for instruction to persons interested in slalom competition (limited to 8 to 12 persons), and the balance of weeks would be open to anyone interested in this type of boat.

Subject to final approval by Mr. Able, we will probably start in January, 7:30 to 9:30 Friday evenings at the Robbinsdale Junior High School. Pool rental last year was $6 per hour, and will probably be the same this year. The rental will be shared by the participants. The pool is 3½ to 4½ feet deep except for one area under the diving boards. Boats will be limited to K-1, C-1, and C-2, and they must be clean.

If you are interested, call or write to me stating which type of session you would be interested in and whether you would bring a boat.

Chuck Mensch
7117 64th Avenue
Minneapolis, Minnesota 55428
537-7831

*KAYAKS**

(Sung to the tune of "America the Beautiful")

Oh epoxy and fiberglass--the time-honored pair--
For whitewater racing among those striped poles!
Oh, kayaks! Oh, kayaks!
You're better than canoes!
You're fun to race--
Anyplace;
From sea to shining sea.

*This poem appeared in 1969-70 "Red Feather Writings" by Hosterman Junior High students.

EDITORIAL PAGE

It's Not What We're Doing — It's How and When

We've all seen an example similar to the following case: Dad tells Johnny to say thank you to the kind lady. Embarrassed Johnny looks at the floor, scuffs his feet, snuffles a bit, buries his face in Dad's pantsleg and mumbles faintly, "Hm Hoo."

Well, he said it, didn't he? He executed the letter of the law, but somehow the spirit didn't get through.

Occasionally we make it to a MCA meeting if the program is unusual enough--we might even send in a ballot if we recognize a name or two among the candidates for office. If Joe Conrad trips us on the way out, we might even sign a petition to save the Boundary Waters.

Let's take a different tack.

Cheerleader: We all know what we could do!
MCAers: We all know what we could do!
Cheerleader: We all know what the MCA could be doing!
MCAers: You said it!
Cheerleader: We all know what the MCA is!
MCAers: Well, sort of.
Cheerleader: We all know what we already have done!
MCAers: St. Croix Cruise, Whitewater Slalom, Builder's Contest, saving the wilderness...
Voice: What wilderness?
All: Well, it was just here a minute ago.
Voice: I'd say your watches were a little slow, friends.

JMF

Story Teller's Contest Deadline Draws Near

Hey, guys and gals, haven't you got a story there somewhere? Write it down, mail it in to us for the BIG PRIZE!

We have a deadline, you know--postmark it no later than November 15. (See one of the last two issues for other details.)

"Once upon a time . . . " Let's hear it.

Mecca "Ecology" Christmas Cards on Sale

Christmas cards that express concern over the environmental crisis will be on sale this Christmas season in book stores throughout the United States. These cards combine woodcuts of our childhood, photographs, and texts which contrast the naturally beautiful world with the polluted world. The six cards were designed by noted liturgical designer, Frank Kacmarcik of St. Paul. They are sponsored by the Minnesota Environmental Control Citizens Association (MECCA), a nonprofit citizens' organization which has been a leader in the fight for a better environment in Minnesota since its founding in 1968.

The ecology cards are $2.50 per dozen, and may be seen at most major bookstores. To obtain a free brochure or order cards directly, write MECCA Cards, 2388 University Avenue, St. Paul 55114.

LETTERS TO THE EDITOR

...I am writing to restate my sentiments about the future role of HUT! in the MCA. I think, now as a retiring Editor (as I did last spring as a new Editor), that the popularity of canoeing gives us reason to work for a very large MCA.

I have also felt rather strongly that the MCA cannot justify its existence by merely serving its members. By "serving its members" I mean providing for their short range benefit through an excellent building program, interesting magazine, and varied cruising schedule.

In my mind, the MCA will attain a role of importance after it has grown to a large size and used that size to influence the protection of our canoeing waters. This protection will be our most significant service to our members.

A comprehensive and professional magazine is the only means by which our members can learn about the club's activities in the area of conservation. Shabbiness or amateurism will not convince readers of our legitimacy.

On the other hand, an impressive magazine will be noticed by the local media. It will be quoted and read by outsiders. It would be very easy to make our monthly the first word in conservation in the midwest.

It is clear that without an excellent magazine in content and appearance, the MCA cannot ever play an important part in protecting our canoeing waters.

Therefore, I would like to see the magazine continue on a gradual schedule of improvement. A few more writers and a few more workers will give us room to breathe in our monthly task. Soon we should hire out our most back-breaking labors. In particular, typesetting should be in our immediate schedule.

The improvement is certainly a task that you and Larry can handle far better than I ever could, but I would encourage you to be rather relentless in your efforts because, as I said, the popularity of canoeing will reward your efforts.

Edmund P. Chute
Yale College

P.S. My physics professor has agreed to help me write a series on thermal pollution.

(which we will surely print in HUT! as soon as we receive it. — Editor

---

I was flattered that you used my photo on the cover of HUT! (October 1970), since that makes two in a row now, but I was disappointed that you did not give me credit for it. In case Denny Withers did not tell you, it is of Jim's Creek Rapids on the Selway River in Idaho.

Al Stamm

Our apologies and thanks to Al for correcting us. — Editor

I want to extend my compliments to the staff of HUT! for putting out such a neat magazine. I would like to know, though, how the rest of the MCA members feel about a couple of items:

1. Why is it that flatwater racing pros cannot paddle amateur in whitewater slalom races?
2. Could the cover of HUT! contain some symbol or wording indicating it is a canoe magazine?

Kim Williams

Our readers will have a response to question 1, we're sure. As for question 2, readers will notice that the cover is now properly identified. We have been working on this experimentally, and consider the design of this issue's logo experimental as well. — Editor

Goeppinger Wins Builder's Contest

Many finely crafted MCA canoes won admiration from all those at the St. Croix Cruise and Builder's Contest, October 4, but Roger Goeppinger's 17-foot guide model was outstanding. It was polished to a soft sheen and solidly constructed, though still light in weight, reflecting a careful choice of wood. Notable was the lack of any lengthwise ridges marking joints between strips. Two other very fine entries (both cruisers) tied for second place. They were Earl Haugesag's canoe which had a beautiful border of white inlaid wood under the gunwale line and Jim Malek's canoe which had finely constructed seats and finishings.

In the all-fiberglass division, Andy Westerhaus won with a very light boat displaying nice finishings. Al Button was second, and Bob Haug, third. All three boats came from the Haug-Button 18-1/2-foot cruiser mold.

Three kayaks topped the whitewater division, which left Joe Conrad's beautifully constructed, lightweight, smooth-hulled, super strong C-1 in a poorly deserved fourth place receiving only one measly vote. The winner was young Tony Mommsen with a bright red K-1. Al Button (one of our busiest builders) was second, and Dale Mensch, another member of the MCA's youth movement, was third.

What do you builders think of a Grand Champion Contest held some time in Minneapolis requiring a panel of judges? Write in to the Board with your ideas.

Your cheerful chairman and reporter of the event, Joe Conrad



Roger Goeppinger MCA's 1970 Canoe Building Champion.

Photo by Joe Conrad

PROFESSIONAL RACING

Pros Welcome Would-Be Racers

Almost a decade ago a dozen professional canoe racers formed the Minneapolis Canoe Club. Today that club has grown into the 1000-member Minnesota Canoe Association, Inc. An inexpensive method of building wood and fiberglass canoes was invented and recorded by the professional racers. The MCA has distributed almost 3000 copies of this canoe building manual. It was in 1948 that a professional racer first called "Hut!" This switching style was the first major development in canoeing since the Voyageurs. It is difficult to predict what Minnesota's professional long-distance canoe racers will come up with next, but it will most surely be of importance to all canoeists. If you are interested in the items just mentioned or are curious as to what this dynamic group will do next, contact Karl N. Ketter, 869-0021. The pros welcome anyone who is willing to accept the challenge of competition, improve upon canoeing skills and knowledge, or wishes to meet an interesting subculture of canoeists.

One Racing Canoe for All Minnesota Pro Races

At a recent meeting of the Professional Racing Group of the MCA in Minneapolis it was announced that all professional canoe races in Minnesota would use a 16 foot, 3 & 27 racing canoe next year. This is the same rule that applies in Quebec to the 250 members of the Quebec Canoe Racers' Association. The change affects the three Minnesota races which had used the 18½ foot, 3 & 27 canoe that is used by the Michigan Canoe Racing Association. Briefly, the reasons for the change are:

1. The need for conformity in rules in a given area.
2. There are many more 16's than 18½'s in Minnesota.
3. Minnesota paddlers who race out-of-state go almost exclusively to Quebec where 16's have been used since the mid 1950's and it is the oldest pro canoe rule.
4. The racers who have come to Minnesota have access to 16's.
5. The Quebec paddlers show more interest in races with 16—foot canoes.

Next season there will be five Minnesota races using the 16-foot canoes. They are the Jensen Handicap in Minneapolis; St. Louis River International, Floodwood to Cloquet; Minnesota State Championships at Grand Rapids, Sauk Rapids Canoe Race; and Glenwood Canoe Race.

Make Me an Offer

This past fall during the International Canoe Classic in Shawinigan, Quebec, one of the Quebec paddlers asked Ralph Sawyer if his new plastic-decked canoe was for sale. "Make me an offer," said Ralph, who in the past has often sold very fast canoes out from under himself. The French-Canadian ventured a bid of $200. "Now," said Ralph, "make me an offer for the back half."

Work on Mold Begins

Buzz Peterson and Gene Johnson have begun work on a mold to produce 16-foot, 3 & 27 fiberglass racing canoes. They plan to have a number of them ready for next season's races. Most pro racing canoes are of the glass-covered woodstrip variety that the pros taught the MCA to build. This standard method requires a novice racer to design a canoe in which to compete--a chore that is difficult and time consuming. The new mold will solve the design problem for the novice and allow him to build a racing canoe in a couple of days or purchase one at a reasonable price. Those interested in this project, either in building the mold or acquiring a canoe from it, should contact Buzz Peterson of Coon Rapids, 421-7024.

Would You Like an Elbow

After his son, Steve, had finished ahead of Ralph Sawyer and Stan Hall on the first lap of the International Canoe Classic, Buzz Peterson used the incident to tease Ralph, President of the Sawyer Paddle Company. "Ralph, would you like a couple of our new bent paddles?" he said, referring to the Peterson - Jensen experimental elbows reported in the September HUT!. Ralph, not one to be put on, replied, "No thanks, Buzz, we bend our own each stroke. Some people have to start with them bent."

Pros to Raffle Blue Beauty

Minnesota Pro Racers are selling raffle tickets to raise money for next year's Minnesota races. We will be giving away a 17-foot blue molded fiberglass guide model canoe. Drawing will be held at the Builderama on November 21 at 3 p.m. The canoe will be displayed at the Builderama. Tickets will be for sale at all MCA functions. Price: $1.00. Second and third places in the drawing will be beautiful Jensen-Peterson paddles. The canoe has been made by Midwest Fiberglass Products, Winona, Minnesota.

Pro Racers Meet Canadian Prime Minister Trudeau

The 1970 champions of the International Canoe Classic presented a canoe to Prime Minister Pierce-Elliott Trudeau of Canada. The racers were the guests of the Liberal Party of Canada at a meeting in Quebec. Claude Corbin and Jean Guy Beaumier of Cap-de-la-Madelaine, Quebec, were assisted in the presentation by their sponsor, Charles D'Amour, President of the Journal Le Nouvelliste, the major newspaper of Trois Rivieres, Quebec.

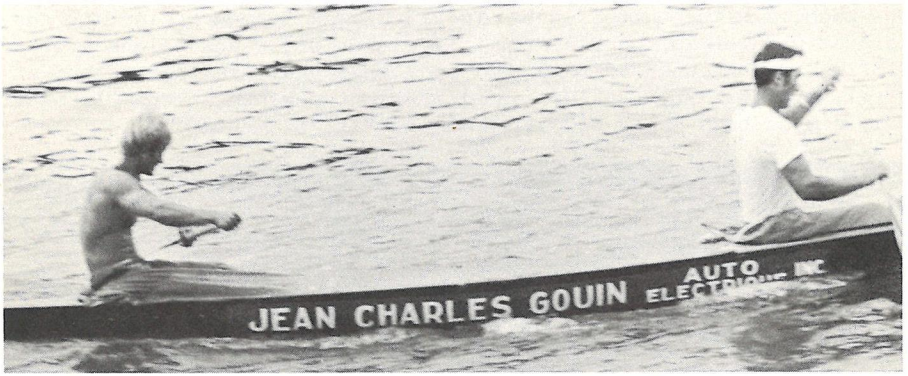


Profiles of the Quebec Racers

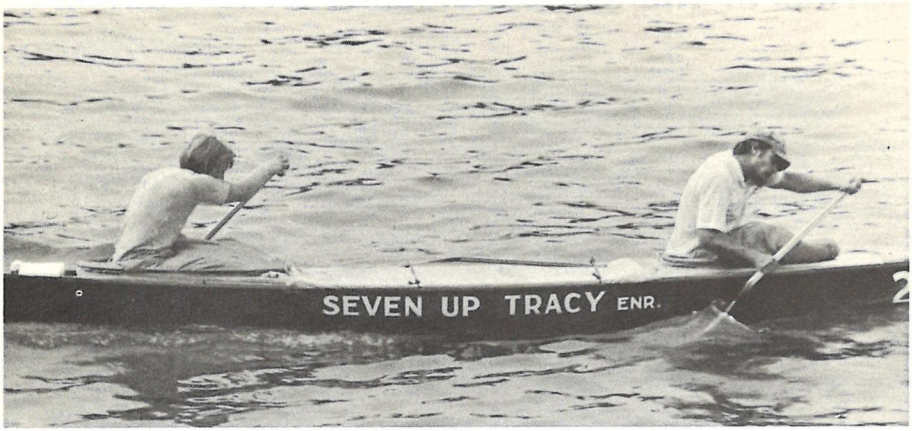
Photos by Barb Ketter



Claude Corbin & Jean Guy Beaumier (Cap de la Madeleine, Quebec): Having won the top four Canadian races, this team is undoubtedly the 1970 champion. They were threatened only once--when a Minnesota team finished just two seconds behind them on the first day of the Classic. Claude has won 20 of his last 21 races. This feat was accomplished with two partners, Jean Guy and Luc Robillard. Jean Guy is considered the grand master of the Quebec paddlers, and they paddled one of Jean Guy's canoes which is the dominant canoe among Quebec paddlers.



Gary Neddermeyer & Steve Peterson (Long Lake & Coon Rapids, Minn.): They were a "dark horse" team who made the winners work for their victory. Gary and Steve placed seventh at Sorel, fifth at Mt. Laurier, and they climbed to second in the Classic. They began to move late in the season and finished very strong, to the delight of Marcel Gauthier (Shawinigan, Quebec), their sponsor, and Buzz Peterson, Steve's father, who was eliminated from contention by a ruptured appendix during the Sorel race. On the first lap of the Classic, Gary and Steve finished with a strong driving sprint that put them two seconds behind Corbin and Beaumier! The MCA is proud of Gary and Steve and hopes their careers will continue to be successful.



Lawrence Peterson & Kenn Ketter (Coon Rapids & Brooklyn Park, Minn.): The youngest team from Minnesota, Larry and Kenn finished in the top ten in Sorel and the Classic and were 13th at Mt. Laurier. They were picked to do better, but they got several bad starts, and this hurt them. A few canoe lengths can put one behind 20 or more teams. They went well in the shallow water, which was expected on the basis of their showings in some of the early races this year.

John Baker & John Kolka (Detroit, Mich.):
They are one of Michigan's top three teams and won the Minnesota State Championship Race at Grand Rapids this year. "Big" John Baker, who paddled on the United States Olympic Kayak Team in Mexico, was the largest paddler in the Classic. He stands 6'4" and weighs around 215 lbs. John and Jack did very well this year, taking second at Sorel, third at Mt. Laurier, and finishing seventh in the Classic, only six seconds ahead of Jeff Howe and Karl N. Ketter.



Jeff Howe & Karl N. Ketter (Minneapolis & Richfield, Minn.):
One of Minnesota's fine young teams, they proved to be very consistent in the Quebec races, placing sixth at Sorel, ninth at Mt. Laurier, and eighth in the Classic.

Ralph Sawyer & Stan Hall (Oscoda, Mich.):
Considered Michigan's fastest entry in the Quebec races, Ralph and Stan finished third in the Classic. They won the Classic in 1967. This year they paddled a new canoe that had a full plastic deck and cockpits similar to the whitewater canoes. However, problems still exist, as on the third lap after 15 minutes in the St. Lawrence Seaway they were forced to shore to dump excess water. Ralph and Stan paddled their usual graceful style but didn't have the speed in the 16-foot canoes.

Gil Tinker & Luc Robillard (Mt. Laurier, Quebec):
Gil and Luc, both past winners of the Classic, teamed up at the last minute to compete in it. Luc won the race last year in near-record time with Claude Corbin. Gil won in 1960 and 1961 with Irvin (Buzz) Peterson and in 1968 with Jean Guy Beaumier. This year Gil was to paddle with Irvin Peterson who was trying for his tenth victory, a feat unequaled in the history of the event. Luc and Gil made a valiant effort, but they couldn't match the pace set by their ex-partners. Their chances were nearly hurt when they took a bad fall on one of the portages over a very steep, rocky trail. They didn't let that bother them, though, and went on to pass three teams in the rapids that have been the deciding factor in many previous races.

Jim Lafever & Albert Kempt (Franklin & Otego, N.Y.):
These men were the fastest of the half dozen teams from New York and finished a respectable thirteenth. They were usually one of the top five teams for the first three hours of each lap and, with more conditioning, next year could be a threat.

Tom Olson & Keith Canny (Coon Rapids & Blaine, Minn.):

This year was Tom and Keith's first year in Quebec, where they learned a little of what pro racing is all about. They finished well for their first year, placing 21st in the Classic. Both paddlers plan to race next year in the Quebec races.

Priscilla Clark & Raymond Peabody (Waterford, Conn.):
Priscilla Clark, the first woman in the 37-year history of the Classic, set out on the first lap of 60 miles, but withdrew after three miles. She and her partner, Ray Peabody, began with two strikes against them: a slow canoe and high kneeling (try that for seven or eight hours sometime). Things weren't going so well for them on shore, either, because when they pulled out, they had to hitchhike back to the start because their driver ran their car into a ditch. Priscilla promised to return next year with a faster canoe. (We wish her luck.)

CRUISING CAPERS



Lockwatennial Still Most Popular Cruise Says Abner Jones

Our 1970 cruising began in a snow storm on the upper Mississippi and may well end that way. More and more canoeists are becoming aware of the joy of late fall canoeing.

The cruises ranged from quiet streams to the white fury of spring runoff. MCA-sponsored cruises were held on the following rivers: Mississippi, Rum, Zumbro, Sunrise, Kettle, Snake, Root, Brule (Wis.), Loon Creek (Wis.), Flambeau (Wis.), Crow Wing, Namekagon (Wis.), and St. Croix. Many of these rivers were canoed a number of times in different areas.

The most popular cruise is still the Lockwatennial. The midnight cruise and the color cruise are well attended, too. The Flambeau in Wisconsin is also a favorite.

The cruising council, while not having a policy as such, sees itself as instrumental in acquainting new members with cruising and the characteristics of fast water and rapids. There were a total of 24 MCA sponsored cruises.

Abner Jones, Chairman
Cruising Council

Dear Abner,

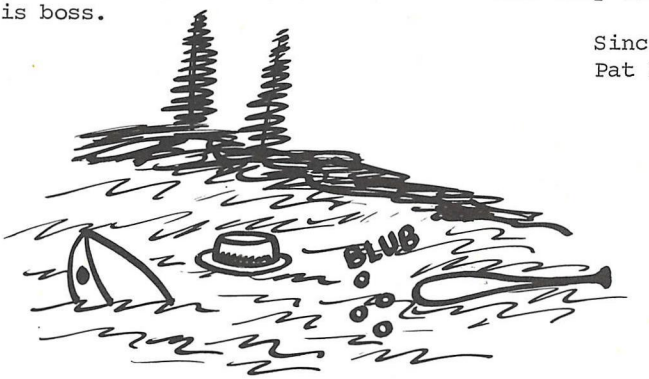
I felt I should warn you. As cruising director, you probably keep files on rivers -- good ones, hazardous ones, etc. Well, I'd like to add a new category--insolent ones. In times past, I saw a canoe or a stretch of rapids and my temperature rose. My paddle thumb throbbed and even my heart said Hut! But nevermore. I have been made sport of.

You probably have information about the Bois Brule River in northern Wisconsin, something like: "...lovely little river...good trout stream...flows north into Lake Superior...etc., etc. Information that may be neglected, however, is that in one place, she drops 110 feet in 3 miles. All we wanted was a spirited little trip worthy of the experts we are. Six of us decided to take in the "tough" stretch of the Brule on a Saturday afternoon. We met at the town of Brule, on Highway 2 and considered running the intermediate part of the river between Winnebijou and Brule--just to warm up, of course. But, deciding we didn't need it, we drove on to the put-in place at Copper Range Campground, shuttled and prepared for the usual four-hour trip. The day was warm and the company was pleasant--only the river was against us. Oh, not at first. This tricky little stream baited us through riffles, then rapids and finally ledges with hardly a scratch to our canoes, well, hardly a serious scratch anyway. We ate at the County Road FF bridge and continued on our way, suspecting

none of what was about to happen. Very soon our challenge swept into sight--the May Ledges. Now, I will admit, these gave me a fright at first. They are a series of shelves of rock with a sheer drop of three or four feet each. But then, the obvious chutes combined with our superior skill soon made me forget my fears. Once we were committed, however, the river showed her true colors. She lured us into one chute, then spit us into another; rolled boulders in our way and threw water in our faces. Being experts, we didn't deserve this kind of treatment. To show our disdain, the first canoe swept over backwards, the second upside down and the third broadside. Needless to say, a few hardships were endured by the occupants, but all for the sake of honor. We let her keep a few of our minor belongings and floated leisurely down the rest of the route. It took us a few hours longer than planned, but we hardly noticed and took out at the Highway 13 bridge.

You see what I mean by insolent. You may want to warn your members to be leary of her tricks. I, for one, am in favor of giving her back to the fishermen, that is, after this next trip where we show her who is boss.

Sincerely,
Pat Fahey



THREE EYEWITNESS REPORTS

70 CANOEISTS ENJOY ST. CROIX CRUISE

On October 4, 30 canoes carrying 70 MCA members made the annual St. Croix cruise to O'Brien State Park. Most of the paddlers put in at Taylor's Falls and were joined by the latecomers at Osceola.

At first glance, it seemed there were 30 different types of canoes participating. There included Curt Mommsen's rebuilt Old Towne canoe, three cruising canoes of the new type developed by Bob Haug and Al Button, Jeff Howe's racing canoe, several K-1's, Joe Conrad's C-1, many woodstrip canoes and even a few commercial aluminum, fiberglass and plastic canoes.

The weather, despite the usual St. Croix headwind, was delightful and prompted many of the canoeists to lunch, rest, take pictures, and enjoy the beautiful Fall colors along the way.

We straggled into O'Brien State Park between 4 and 5 p.m., with most of the members staying for a picnic lunch and the Canoe Builder's Contest.

Larry Johns



Lunch break at the Osceōla bridge *Photo by Margie Johns*

CHARLIE ATTENDS 5th ANNUAL ST. CROIX CRUISE

"It was just the most wonderful cruise I've every been on. Just fabulous! Pretty girls, colorful leaves, pretty girls, beautiful canoes, nice people, pretty...." It was my buddy Charlie bending my ear about the big Fall Float and Canoe Builder's Contest on the St. Croix River. Charlie told me he asked Curt Mommsen and sons which way was downstream when he put in at Interstate Park. Curt just laughed and said, "Paddle into the wind." Charlie thought that was a funny answer, but kept doing it--and, by golly, he got to O'Brien State Park along with everyone else.

Now that last statement is a little misleading, 'cause Charlie needed a lot of help getting down to O'Brien. Seems that Metallic Monster canoe that he built for the contest floated okay, but somewhere above the lunch stop at Osceola Bridge, he popped a couple of rivets and his canoe went diving for rock sturgeon. Charlie floundered around a while hoping to be rescued by the fellow with the curvy redhead, but, alas, he had to settle for Jeff Howe.

At Osceola, Charlie got dried out and had some of Walt Jones's wife's chicken and chocolate cake. Chuck Mensch furnished him a ride on down to O'Brien where Charlie met as nice a bunch of people as you could imagine. He said the park ranger was glad to see the MCA cruisers and remembered them as a real fine group from years past.

Charlie couldn't stop talking about all the people he'd met there: the Mensch family, Chuck, Dorothy, John, and Dale; the Manions; Tom and Janet Gabor from the 3M Canoe Club with Allen and Andy; two kids named Kim and Sigfried Gesk; a bunch of mathematics professors and about 50 other people that he couldn't recognize but was sure he'd remember at the MCA Banquet on November 6.

He told me that there would have been a lot of pictures of the

cruise, but some guy broke his camera taking a picture of a certain large mustachioed gentleman gobbling down a drumstick at Osceola.

Charlie began to talk to himself about "all those great people--Margie and Larry Johns, Ralph and Shirley Fernandez." I tiptoed away as he began to get set up for sawing some oak strips for his new canoe. "Joe Conrad, the Bob Haugs, Joe Plante, Kim Williams, the Dick Nelsons, Al and Dan Button, Ian Richards, Roger Wedin, Roger Goeppinger, the Paul Drapers, the David Claptons, Dick Youngquist, David and Rich Dethmers, Walter Ohlson, Laurene Simmons, the Tom Quicks, the Andy Westerhauses, Larry and Carl Haugesay, Milton Zion, Warren Stenberg, Gerd Fischer, Steven Sarafolean, Joerg Heinbach...."

Joe Conrad (with apologies to Ham Kurtz)

CHARLIE HAS A PARTY TO NAME HIS CANOE

When Charlie called to say his cast iron canoe was finished, I could tell he was excited. "Yeah," he said, "and I'm having a party for a bunch of the guys Thursday night to name the canoe. Can you come?" I told him I wouldn't miss a gala social event like that for love or money. He seemed delighted and hung up.

Two nights later as I drove up I recognized several of the cars. It looked like mostly Charlie's high school buddies and neighbors would be there. At the front door Charlie's wife, Doris, met me and told me they were all around in the garage. Approaching the rear I could hear the loud shouting and noises of the party. Upon entering Charlie came over. "Let me show you around," he said. "You know most of the guys." It was then that I got a good look at the canoe. I stepped closer. One end rested on a large anvil, the other was propped between two acetylene tanks. The lower end was filled with ice cubes and cans of beer. Seeing my glance Charlie said, "Sure makes a fine cooler. The iron really holds the cold beautifully." The front tractor seat, which Charlie claims are contour seats, held an assortment of little sandwiches. "The wife made those," he said. In front of the seat the canoe was half-filled with potato chips and pretzels. The paddles were leaning against the bow. They were made of inch and a half steel pipe with the blades cut from boiler plate. They looked laminated because Charlie brazed strips of brass lengthwise to the blades. Actually the paddles looked pretty good. But the focus of the eye was the canoe itself! Charlie had taken a grinding wheel to it and then steel wool to make it positively shine. Even in the garage lights it looked like a gleaming metal monster. It glistened, it sparkled, it seemed to almost glow. Charlie was clearly pleased. "Everyone who comes in here gets that look on his face. Like he can't believe it." I knew what he was thinking. This would be his big chance to win the homemade canoe contest at the annual St. Croix Cruise. Who could resist such a pretty beast?

After a couple of beers the party seemed to get louder. Then Charlie nearly deafened everyone by banging on the side of the canoe with a flat iron. "Listen, everyone. Now I want you all to start thinking about names for my canoe. How about it?"

One of Charlie's neighbors, a World War II vintage type, spoke up immediately, "How about the U.S.S. Arizona? I've been calling

this garage Pearl Harbor for about a month now anyway." Though Charlie didn't seem too pleased, several of the fellows laughed. In quick succession came names like Titanic, Lusitania, and Andrea Dorea. At this point the party slowed a bit when one of the paddles fell over on Willy Boynton's foot and he had to leave to be x-rayed.

"Ain't boats named after women?" shouted one of the guys. One of Charlie's old high school buddies blurted, "Why not Dirty Doris after that gal we went to school with?" Charlie quickly vetoed that idea while several friends pulled the guy aside and clued him in. Momentum was growing about this time for "The Edsel" as a name, when Crazy Ed started to reach for a beer in the canoe, lost his balance, and fell in. The slushy splash caught everyone's attention, and we were laughing so hard poor Ed nearly drowned before someone pulled his head up. It was then Archie Swanson saw it. "Hey, Charlie. Look at the inside of your canoe. It's all red where the ice and water is. This thing is rusting." Charlie looked crestfallen, but the rest of us whooped and yelled. Then Big Ole came through with, "Let's call it the Rusty Red Baron!" That was it. Poor Charlie kept suggesting other names, but it was useless. His canoe was named.

Next came Charlie's idea of a launching. It took about fifteen of us to turn the Rusty Red Baron over to dump all the party stuff out. With great ceremony Charlie swung a can of Cold Spring Beer against the bow, and it actually burst open like a champagne bottle! (Only later did I learn Charlie had built a beer can opener into the bow and had practiced a week to open a can with one swing.)

To end the party we planned to load the canoe on Charlie's old Volkswagon bus so that he would be ready to go for the weekend cruise on the St. Croix with the other MCA members. Big Ole operated the chain hoist while several of us balanced and lined up the craft for Charlie to back his bus under it. That was when the proverbial garbage hit the fan. The garage ceiling beam that held the chain hoist, a 2 x 10, started to creak and someone yelled, "Run for your life!" With a crash the canoe came down on the bus and smashed the roof in. Fortunately Charlie wasn't hurt, but the old World War II type started muttering about Pearl Harbor again and staggered off to his home.

Well, that ended it for Charlie, the party, and his means of getting his canoe to the St. Croix. I don't think I've ever seen him so down in the dumps as I did when I left to go home that night. But somehow I knew Charlie would make it to the St. Croix.

Friday I checked with Charlie to see what he had done, and you know, that guy came out ahead on the thing. After he got the canoe off the bus he pounded the roof out. Then he got a brilliant idea. Quickly he painted "LOVE" all over it along with some peace symbols and drove it down by the University with a "For Sale" sign on it. In less than an hour he had it sold, at a good profit, to a hippie, and it was last seen being used as a home by several bearded characters on the West Bank of the University

Charlie has replaced his bus now, and, with the profit money in hand, is looking into a heavy duty trailer for his canoe. He'll have the Rusty Red Baron in the water before freeze up, or die trying.

Ham Kurtz

Conservation Chatter



Legislators Respond to Petition Urging Protection of the BWCA

Members who signed the petition this spring requesting legislators to take immediate action to save the Boundary Waters Canoe Area received responses from all those to whom the petition was sent. The responses, dated June and July, 1970, were sent to Al Buchholz.

Legislators necessarily act more quickly and directly to quantity requests. So please continue to barrage them with urgent pleas to save our environment quickly.

The body of each letter is reproduced below. Also included are excerpts from the summary statement included with the Costley letter and the photocopied newspaper clipping send by LeVander. We hope members will read the letters and be encouraged by such direct responses.

Richard J. Costley, Director of Recreation, on behalf of Secretary of Agriculture Hardin:

> Secretary of Agriculture Hardin has asked me to thank you for your recent letter sending him copies of petitions urging protection of the Boundary Waters Canoe Area from damage from mineral operations.
>
> We welcome this strong expression of support for protection of the Boundary Waters Canoe Area. The problem of private mineral rights is a complex and difficult one. The enclosed summary statement will give you some of the background on this matter.
>
> We shall continue our efforts to find a solution to this problem and protect the primitive values of the area.

Enclosure entitled "Crisis in the Boundary Waters Canoe Area" (excerpts):

> The Boundary Waters Canoe Area (BWCA) is an outstanding land and lake country, consisting of more than one million acres stretching along the northeastern Minnesota-Canadian border for approximately 145 miles. The route of the voyageurs passed through the area--this country of vast forests and countless lakes and streams connected by short portages....
>
> The BWCA came into existence as a planned roadless-type recreation area in 1926. Before that, beginning in 1921, Arthur Carhart, than an employee of the U.S. Forest Service, made intensive studies of the then Superior Primitive Areas, that they be preserved as a recreation resource for all the people. Plans resulting from the studies called for "the enhancement, preservation, and development of the canoeing features of the Forest." The BWCA was thus one of the first large tracts in America to be managed as a primitive-type recreation area.
>
> The Shipstead-Hewton-Nolan Act of 1930 prohibited logging within 400 feet of shorelines, and any alterations of the natural water

level of any lake or stream thus preserving the natural beauty of shorelines.

In 1934 President Roosevelt created a Quetico-Superior Committee. Its purpose was to consult and advise Federal Agencies and the State of Minnesota, and to make timely recommendations....

The Thye - Blatnik Act of 1948 expedited the acquisition of lands within the area. In 1949 President Truman established an airspace reservation, prohibiting commercial or private airplanes from flying lower than 4,000 feet above sea level over the area except in cases of emergency or official public business....

In 1964, Congress passed the Wilderness Act, which established the National Wilderness Preservation System, and the BWCA was included as a unit of that System. That same year, Secretary of Agriculture Orville L. Freeman appointed a special BWCA Review Committee to study and make recommendations on its management and administration. Secretary Freeman issued regulations in December 1965, governing the administration of the BWCA in keeping with its primitive type recreation qualities. The regulations were for the general purpose of maintaining, without unnecessary restrictions on other uses, including that of timber, the primitive character of the area, particularly in the vicinity of lakes, streams, and portages....

The BWCA is now faced with the gravest threat to its continued existence which has long been recognized as a possibility, but only lately has it come out into the open. The threat is mining, an activity that would be most incompatible with this canoe area. This threat comes from all manner of adverse effects from mining upon the primitive environment within this unique area.

The Government does not own all the mineral rights within the BWCA. Of the total 1,029,000 acres involved, the Federal Government owns only 455,000 acres or approximately 44% of the mineral rights. Over 289,000 acres are controlled by private interests, and the remainder by the State and County units of government. When the Federal Government acquired land in the area, only a small part of the mineral rights were sold to the United States with the surface. Most of the Federally owned mineral rights in the BWCA underlie original public domain tracts which were never patented.

Late in 1969, a mineral rights holder announced his intention to start core drilling in the BWCA. He proposed to move drilling equipment into the heart of the area in the early winter of 1970, when the ice was thick enough to support heavy equipment. The Forest Service has announced that it will use every official means at its disposal to protect the BWCA from the adverse effects of core drilling and mining.

In December 1969, the Izaak Walton League of America brought suit to prevent mineral exploration, drilling or mining in the Canoe Area. Besides seeking an injunction to prevent such activities, they also seek to prevent Forest Service officers from acknowledging that the prospectors have a right to conduct mining operations in the BWCA, and to prevent the State of Minnesota from allowing them to carry on mining activities over which they have control.

A hearing was held in Duluth on January 14. Federal Judge Phillip Neville took under advisement the matter of whether the plaintiff has the right, in this case, to sue the Federal Government.

Through its legal counsel the State advised the Court that it was willing to join the Izaak Walton League in legal efforts to prevent mineral explorations.

Because two defendants had not been personally served with a formal notice of the complaint against them, Judge Neville ordered a recess. At the request of the plaintiff, he ordered a continuation of the suit at a later date.

The Forest Service will enforce existing BWCA Regulation to the extent legally possible to: prohibit widening of trails and portages; prohibit construction of new portages, trails and roads on routes disapproved by the Forest Service; prohibit use of motorized equipment; prohibit use of aircraft; prohibit construction of permanent or semi-permanent camps and buildings; and particularly to maintain the primitive character of the area in the vicinity of lakes, streams, and portages.

Eugene J. McCarthy, U.S. Senator from Minnesota:

I appreciate having your letter and the petition signed by others regarding the proposed exploration for minerals in the Boundary Waters Canoe Area.

I have taken up this matter with the Forest Service and have been assured that it will use every possible means to protect the Boundary Waters Canoe Area. As you know, a suit has also been filed against the New York interest to enjoin drilling of other mineral development in the area.

You may be assured of my continued close attention to this matter.

Walter F. Mondale, U.S. Senator from Minnesota:

Thank you so much for your letter. I share your great concern over the threatened disruption of the Boundary Waters Canoe Area, and I believe that we should take every possible step to block this development.

Any movement of heavy equipment followed by exploration and drilling would be completely inconsistent with both the history and the purpose of this wilderness area.

The first step in our efforts had been taken by the Izaak Walton League, whose suit is now pending before the United States District Court in Duluth. In the meantime, I have been in touch with the head of the United States Forest Service in Washington, and I have been assured that they are looking at all possible means to protect the beauty and the wilderness of this area.

I remain hopeful that we can block this threat to our magnificent Boundary Waters Canoe Area, and I assure you that I will remain actively connected with these efforts.

John A. Blatnik, U.S.. Representative from Minnesota, 8th District:

I appreciated receiving your letter on behalf of your fellow co-signers of the petition concerning plans by a mineral rights owner to conduct drilling and exploration operations in the Bound-

ary Waters Canoe Area.

Since the other signatories to your petition did not include their addresses, I would appreciate it if you would make known to them my views on this issue.

The announcement of a mineral rights holder's plans to undertake drilling and exploration in the BWCA came as a shock to conservationists everywhere and launched intensive efforts to preserve America's unique primitive recreation area. The U.S. Forest Service, with my complete support, is enforcing existing BWCA regulations to the fullest extend possible in an effort to forestall this intrusion upon the wilderness.

The Izaak Walton League has filed a lawsuit to block mineral exploration by private interests in the BWCA. At stake in the lawsuit are a number of major legal issues which the federal and state governments and the League wish to settle, and I have agreed to withhold congressional action until this case has been disposed of in the courts. In the event the League is unsuccessful in its lawsuit, I have prepared and will introduce federal legislation to permanently resolve this matter.

Thank you for taking the time to write and share with me your concern over the future of the BWCA.

Donald M. Fraser, U.S. Representative from Minnesota, 5th District:

Thanks for sending me the petitions gathered from the members of the Minnesota Canoe Association, and expressing concern about the potential exploitation of the mineral rights within the Boundary Waters Canoe Area of Minnesota.

You can be sure that I have been in frequent consultation with Congressman Blatnik's office and with the Forest Service to insure that every necessary step is taken to prevent the spoiling of the Boundary Waters Canoe Area.

Harold LeVander, Governor of Minnesota:

Thank you for your recent petition expressing your concern about the possible exploitation of the Boundary Waters Canoe Area. Enclosed herewith is a copy of a newspaper report in which I publicly state my opposition to the mining interests. Although the Boundary Waters Canoe Area is subject to federal regulations, I will use every resource available to me at the state level to preserve the BWCA in its present state.

Enclosed news clipping entitled "LeVander Opposed to Prospecting" from the St. Paul Pioneer Press dated December 29, 1969:

Preservation of Minnesota's wilderness, except in the case of a national emergency, is far more important than exploring for minerals in the state's wild areas, Gov. Harold LeVander said Saturday.

The statement was prompted by the announcement of a New York concern that it planned to move heavy equipment into the Boundary Waters Canoe Area (this winter) to drill and explore for minerals.

George St. Clair, New York businessman, indicated his right to do this was based on the fact that he had approval of private interests who retained mineral rights when they gave up land to

the National Forest Service. St. Clair did minor exploration last summer, without use of heavy equipment.

The Forest Service says that to mine in the Canoe Area would be against the interests of the people and that it will take every possible action to halt exploring.

The state of Minnesota holds some of the mineral rights in the canoe area, a reason for the governor's interest in the case.

"In order to be sure the wilderness characteristics are not impaired," LeVander said, "the state under my administration has maintained the policy of not issuing prospecting permits or mining leases on state owned mineral rights in the Boundary Waters Canoe Area.

"I think it is proper for the forest service to refuse permission for mineral exploration by private owners," he said, so that the issue can be decided in the courts.

The issue to be decided in the courts would be whether exploration for minerals is permissible despite a Forest Service regulation that it can be done only within guidelines that protect the purposes of the Boundary Waters Canoe Area.

"This issue will best be resolved," LeVander said, "if the federal government purchases the mineral rights under Forest Service regulations."

"Mining the minerals would then be prohibited except in the case of a national emergency in which the use of the minerals would have a higher priority than the present use."

The North Star chapter of the Sierra Club, a constant fighter for preserving natural resources, likely will propose federal legislation to protect the Canoe Area.

Richard Thorpe, Eagan Township, president of the Minnesota Sierra Club, said the legislation would compare to that used in creating Redwoods National Park. The Sierra Club would seek legislation that would transfer mineral rights in the Canoe Area to the federal government immediately.

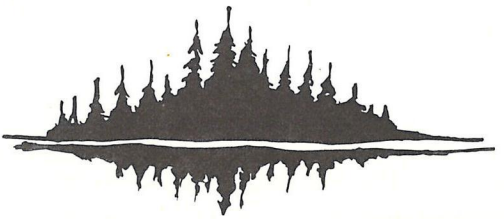
Estimates to date of the value of minerals in the area are as wild as the area itself, ranging from $10 million to $100 million. About one third of the rights are privately owned, in addition to the rights held by the state of Minnesota.

Jarle Leirfallom, Commissioner of Conservation, Minnesota Department of Conservation:

Thanks very much for your letter and petition regarding the Boundary Waters Cance Area.

As you may know, I have been a life-time devotee, supporter, and instigator of the BWCA.

I can assure you that I will be doing everything that properly falls within my official power to protect the area.



WALT'S CORNER



Canoe Rambling

In the northern part of the Superior National Forest, there is an incredibly hard to believe canoe country. That is the way it was described to me 45 years ago. It's an accumulation of land and water at different elevations, creating rivers, waterfalls, and rapids. It's a galaxy of water and rock, and is covered with a dense forest of pines, all 1,034,852 acres of it.

If you think there is a scarcity of roads, you should have tried it 45 years ago. As space does not permit telling of all the roads, I will tell you of one--the one we call the Gunflint Trail.

At that time I had the most common of all cars, the Model T Ford. (At that time who had money?) By taking the body off the Model T, we had a runabout with 28 horsepower possible, 35 to 40 miles per hour at full throttle, 30 by 3 inch tires, 70 pounds of pressure per tire. By bending a few pipes and drilling a few holes in the right places, we could use the canoe as a top. Around my seat I piled packsacks, extra gas, oil, and other gear used for paddling and camping. At that time there was a trail (not much, but a trail). It grew during prohibition when it was used as a trail for running whiskey, so I have been told. It was narrow, hilly, and full of ruts. About all I could do was get as far as Poplar Lake where I started my first canoe trip all by my lonesome, as my buddy took sick and was unable to make it.

At that particular time of my life I was endeavoring to be a land surveyor, so I had become accustomed to measuring everything by walking, say forty steps per one hundred feet, plus visual observation. I figured this whole trip, quite a few miles on water--give or take a few yards on portages, to be 46 miles of paddling and just over five miles of portaging. If you were alone and had to make two trips on each portage, then that would triple the miles on the portages. The route went from Poplar Lake to Winchell, Brule, Temperance, Cherokee, Long Island, Omega, and back to Poplar Lake, an easy, beautiful one-week trip.

If you leave home on a Friday evening and start canoeing Saturday morning from Seagull Lake to Alpin, Red Rock, Saganaga (pronounced sag'-na'gaw), and back to Seagull Lake, you will be back home Sunday. You will have gone 23 miles by water. On this one, your wife could portage that old log you sometimes call your canoe over the only half mile portage.

Another old favorite of mine is from Sawbill to Cherokee, Long Island, Snipe, Copper, Tuscarora, (that tonguetwister) Gabimichigami, Little Saganaga, Polly, Alton Lakes, and back to Sawbill Lake, 62 miles of paddling with two miles of portaging.

Walter B. Jones

The Fishing Trip

Two long-time fishing buddies, one a wealthy businessman and the other a not-so-wealthy teacher, were planning a fishing trip in northern Minnesota. "I'll make you a deal, Fred," said the tycoon. "I have some business to wrap up, so if you will take care of the details of the trip, it will be my treat. Why don't you head up there now, and charge everything to me. I'll be up later, say in a week or so."

As it turned out, the businessman wasn't able to get away until three weeks later and was able to fish for only a couple of days, but at the end of the month he received a staggering bill. Calling his fishing buddy, he shouted into the phone, "For Pete's sake, Fred, what is this huge bill I received with your signature on it?"

There was a slight pause, and the voice on the phone said, "That's for the hotel."

There was a dead silence. Finally the businessman said, "Fred, do me just one little favor. Don't buy me any more hotels!"

Walter B. Jones

Effects of Snowmobile on Environment to be Studied

The Minnesota Conservation Department and Bemidji State College recently signed an agreement to cooperate on a two-year study of the impact of snowmobiling on the ecology of northern Minnesota. The four major objectives of the study are:

*To determine if snowmobile usage affects wildlife population. If so, how much?

*To determine if snowmobile use changes the structure composition and vegetative cover of plant communities.

*To determine the effects of the machine on deer activity in yarding areas.

*To detect other effects of snowmobile use on the quality of the physical environment.

Conservation Commissioner Jarle Leirfallom said that as of July of this year, there were 114,646 snowmobiles registered in the state. "This study is actually being funded by receipts from snowmobile registration," Leirfallom said.

Dr. Wanek said that the use of snowmobiles has the potential of creating new natural environmental problems. "Most wildlife is under stress conditions during the winter, which massive snowmobile invasions may greatly aggravate," Wanek said. He said that the rapid rise in the popularity of the snowmobile "gave us little time to study its effects on Minnesota ecology. It is hoped that this study will help fill this void."

Dr. Wanek added that Bemidji State College is ideally suited for this kind of study because of its proximity to sizable forest areas and the recent acquisition of the old Lydick Lake Job Corps camp (now called Bald Eagle Center). "Bald Eagle Center and Bemidji State's 240-acre forest offer excellent facilities for long-term control of ecological studies," Dr. Wanek said.

MCAers, Meet Your New Officers

The amendment allowing board members to set dues won by a landslide, Bob Haug won the Presidency, pro racing films showed Minnesota pros in top form. The following article focuses on this month's highlight: A New Slate of Officers.

President Bob Haug is as ready as any incoming president has ever been to step into this demanding office. He has experience on the Board of Directors as Vice-President and is active in whitewater, building, cruising and amateur racing. This year his house has been a real MCA headquarters with much of the HUT! work and committee work keeping the place buzzing and keeping Bob in the thick of the action. He says that a most important part of his administration will be to get the MCA organized to handle the increasing activities of such a large and growing organization.

Vice-President Pam Foster is no stranger to the Board, having attended Board meetings all year as regularly as most directors. Her work this past year on the program committee will give the Board valuable expertise in that important area. Pam has already started her vice-presidency, since she volunteered this spring to fill the post when Jeff Howe became Acting President.

Jean Thielen, elected secretary by a landslide, jokingly accused the "opposition" of unfair campaign practices. (She ran unopposed.) Jean, who works as a secretary at the University of Minnesota, is a real professional at this position. Her MCA interests this past year have been in HUT! publication and in whitewater boating.

The treasury is safe for another year; Ian Richards, a shrewd mathematician at the University of Minnesota, has promised to account for all the funds somehow. Ian's re-election as Treasurer gives the board continuity. His enthusiasm and knowledge of active canoe clubs in Germany will give the Board fresh new ideas to chew on. Ian has stimulated building and whitewater sport here by importing two new boat designs from Europe.

Joe Conrad hardly needs an introduction; he has been almost everywhere in the association and knows the history of the club firsthand as well as having worked with cruisers; builders; conservationists; and pro, amateur, and whitewater racers. Joe's three years as a director will assure each interest group a voice in MCA affairs. Joe feels that a must this year is to assure a balanced budget and to balance MCA dreams with realities.

Curt Mommsen was enticed out of semiretirement to serve as a one-year Director. Curt is a true family canoeist with three sons doing well in their first year in whitewater. Curt is also a canoe builder, rebuilder and designer. He says he feels real good about being back in harness again.

Jeff Howe has been a key man in the MCA's total reorganization this past year as Acting President. All of us are fortunate to have the benefit of his experience this year on the Board. One of our top young pro racers, Jeff is relieved to have more time to devote to this demanding sport as well as helping the club to gear up for continued growth in 1970-71.

Let's all wish these people well this year; they are topnotch. More important, let's all get behind them and <u>push</u>. A 1000-plus member club needs 1000 active people to make it really go, in addition to the able leadership of these directors.

Al Button



Left to Right – Abner Jones, Director: Jean-Marie Fisher, HUT! Editor: Joe Conrad, Director: Jean Thielen, Secretary: Al Button, Director: Beth Siemon, Retiring Secretary: Pam Foster, Vice-President: Bob Haug, President: Ian Richards, Treasurer: Jeff Howe, Director: Terry McGaughey, Retiring Director: Curt Mommsen, Director.

Photo by Lucien Brown

"Swing Your Partner, Do-si-do!"

December Activities Meeting to be Christmas Square Dance

Friends and neighbors, we have the good fortune to have a caller for our Christmas square dance to be held on December 12 at 8 p.m. at Shady Velley Riding Stables, Auto Club Road, Bloomington. (Take any major arterial highway to intersection of highways 494 and 100, take 100 south 5 miles, at Y take right fork ((Auto Club Road)) two miles, at second Y, take left fork from which point you can see Shady Valley sign). Admission at the door: $1.25 for adults, 50¢ for teenagers, 25¢ for children 12 years old and younger. At 9 p.m. any dancers or appreciative spectators may take a 45 to 60 minute hayride (sleighride if snow) for 75¢ per head. The 9 p.m. ride is the last one Shady Valley schedules, so plan to be there in plenty of time so your kids won't be disappointed — and dress warmly. We'll have a fire crackling in the fireplace when you return. If you have any questions, call Pam Foster at 861-6613.

We invite you to bring faithful friends and gladsome guests. Our talented caller will be Lowell Hanson of Montevideo. We plan to serve refreshments, some mebbe hot, some mebbe cold, mebbe some for dunkin', too. So put on your glad rags and plan to kick your heels a bit. Y'all come!

FINDING THE RIGHT OUTFIT



ABOUT THE AUTHOR

Terry McGaughey is familiar to many long time MCA members. He first became involved in the old Minnesota Canoe Club long before the club was incorporated. He helped in drafting the Articles of Incorporation and By-Laws. He served on the first Board of Directors, was a Vice President and has been a Board member for the past three years. Besides having been involved in club activities, he has had considerable experience canoeing many of Minnesota and Wisconsin rivers as well as having traveled extensively in the BWCA. In 1967 he and six other MCA members paddled 500 miles from Lake Winnipeg to York Factory on Hudson Bay. Terry and his wife and daughter now reside on Lower Hay Lake on the Whitefish Chain near Pine River, Minnesota.

Renting Equipment First Could Make You Wiser Buyer

(First in a series on canoe camping equipment)

"Camping" means something different to almost everyone. The man and his family who travel and camp with a motor home or trailer will certainly have a different perspective of camping than the mountaineer, backpacker or canoeist. The equipment required for a specialized type of camping is a varied as the types of camping. Since most of our MCA members are primarily interested in canoeing, I am going to confine my writing to equipment pertaining to "canoe camping". Once in a discussion with an old time canoeist about equipment selection he said, "If I want to rough it, I will sew sandpaper to the inside of my pants." He really had a point. Equipment has come a long way in this day of modern technology. On a voyage, the voyageurs of the 1700s and 1800s never knew comforts that we can now enjoy. If a newcomer to canoe camping should venture into a camping store such as Hoigaards, he would be dazzled and confused by the variety of camping equipment available. Even the experienced camper has to struggle with compromises as to the most suitable and efficient equipment for his expedition. Therein lies a perplexing problem: how to decide on the right equipment.

I have learned that rarely will two equally experienced experts on the subject agree on equipment selection. Individual needs and preferences will vary. If you do all your camping in the Canadian Shield country your equipment needs may vary somewhat from a river canoeist who rarely encounters long portages. If you travel via kayak, your needs will be dictated by available storage space. In spite of all these considerations it is possible for you to select the right outfit.

In the coming months I will be dealing with specific pieces of gear: tents, sleeping bags, cooking utensils, clothing, etc. I will endeavor to point out some pros and cons of using this or that piece of gear, but you should be the judge in the final decision of the proper outfit for yourself.

If you are just getting started in canoeing and camping, many how - to - do-it books are on the market to aid in basic knowledge of camp gear and how to use it. Experienced salespeople in camping stores can be quite helpful. A wise move for a newcomer, before investing in expensive camping equipment, is to go to a canoe outfitter and rent an outfit for a trip or two until you get the feel for your own preferences. Experienced MCA canoe campers generally have

a way of getting together and discussing the merits of different types of equipment. Many design and build some of their own gear. You can pick up helpful information by joining in their discussions.

Deciding on your outfit can be a never ending process. As long as you seriously pursue the sport, you will strive to continually improve your comfort and to find just the right outfit.

In the next article of "Finding the Right Outfit" tents will be the main subject. I invite anyone to write me if you have specific questions about equipment or if you wish to share your ideas regarding canoe camping equipment. My address is Route #1, Pine River, Minnesota 56474, phone (218)587-4850.

Terry McGaughey



A WILDERNESS IN CRISIS

A Wilderness in Crisis is an apt name for a spectacular booklet produced by the North Star Chapter of the Sierra Club and the Natural History Society. The purpose? To compile in one readable booklet the problems, the history, the characteristics, and the future of Minnesota's most valuable resource, the Boundary Waters Canoe Area. The booklet? A 32-page gem produced along the lines of The Naturalist, with black and white and color photographs by competent naturalist photographers like Les Blacklock, Arnold Bolz and Ron Winch, illustrations by F. Jacques and Les Kouba. The price? Two dollars at your local newsstand or from the Sierra Club's North Star Chapter, Box 933, Minneapolis 55440. Use of the money? General conservation and especially to help preserve the wilderness character of the BWCA.

Why should YOU buy the booklet? To know more about the BWCA, to see it in outstanding photographs, to be aware of the problem confronting YOUR canoeing area, and, most of all, to show your concern about what can be done to the only wilderness canoeing area in the United States. The photographs are beautiful, the wording is clear and concise, the need of support is great! An excellent job is done in outlining the present problems of mining, logging, and incompatible recreation uses. The booklet closes with four short pages on long-range implications and proposed action.

Let the booklet speak! Buy a copy for yourself, and send one to your congressman. Show your neighbors, and help spread the word. In the closing words of the booklet, "The time for action has come. The Boundary Waters Canoe Area must be given the complete and permanent protection it has needed for so long. Henceforth it must be managed as an ecological whole, dedicated to the maintenance and restoration of its natural ecosystems...." The rest is up to you!

Al Buchholz

Canoeing With Leif Erickson

Space travel has become a reality, and it is highly probable that before many years pass time travel will also become feasible. When this occurs HUT! will be sending reporters back to interview historic characters who contributed to the advancement of canoeing. Imagine for a moment that such an interviewer has been transported to the year 900 A.D. and is standing face to face with Leif Ericson.

Interviewer: What aroused your interest in canoeing, Leif?
Ericson: Vel, ven ay vas kid ve lived on Nort Sea. Ve used to go on picnic to England and take nice Spring cruise to Mediterranean. Ven ve grow up ve got interested in serious canoeing.
Interviewer: I notice that your present canoe has 12 men per side.
Ericson: Ja, ve call dis model a tvelve holer.
Interviewer: There seems to be an unusual paddle arrangement, too.
Ericson: Copple years ago ve started sticking paddle out sidevays and make dem long. Fallers vas complaining about not reaching vater before.
Interviewer: In America, we have a 3 & 27 rule on canoes. What are the restrictions on this boat?
Ericson: Vel,dat English King Alfred ban trying to restrict us to Norvay, but he ent doing so vel.
Interviewer: What is the large tank for in the center of the canoe, Leif?
Ericson: Dat ban Vat 69. Ve pick her up over in Scotland about 3-4 year ago. She hold 1750 gallon.
Interviewer: How long does that last?
Ericson: Vel, vit a tvelve holer ve ban getting about 12 to 14 mile to the gallon vit no vind. Vit a head vind it drop to 4-5 mile per gallon, and in storm consumption is terrific.
Interviewer: We know that you discovered America, Leif. Could you tell us why?
Ericson: Dat is ver dey make Copenhagen snuff. Ef ve ent discover it, ve vood still be chewing Lingenberry bark. Ve have U.S. on top of list of tings to discover. Dat Lingenberry bark vil grow hair on your tongue.
Interviewer: How is the canoeing between here and America, Leif?
Ericson: Canoeing ban gud betveen har und New York, but from New York to Frisco der ban a hal of a portage.
Interviewer: Could you tell us how you go about cooking on board the canoe?
Ericson: Vel, ve used to bring reflector oven and charcoal grill, but ve alvays run out of starter fluid bout 12 day out. Now ve yust brek a copple spare paddle and burn dem.
Interviewer: Isn't that hard on the paddle supple?
Ericson: Ja. Ven ve get to Mannesota ve alvays buy bout 24,000 long paddle from Yene Yenson.
Interviewer: Then you've been to Minnesota--what about the Kensington Rune Stone?
Ericson: Dat vas yust a bill from Yene for last year's paddles.
Interviewer: Twentieth century scholars say that, based on word usage, the Rune Stone could not be authentic.

Ericson: Ja, Yene never could write Norsk very val.
Interviewer: What do you eat on your long cruises, Leif?
Ericson: Vel ve stick perty much to dehydrated grub. The standard stuff like powdered pickled herring, freeze-dried lefsa, and instant lutefisk go gud, but ve stay avay from dat powdered peanut butter. Ve almost have mutiny over soupy peanut butter on last trip.
Interviewer: What supplies do you carry for a trip to the U.S.?
Ericson: Ve carry 100 gal Scotch, 187 pound of snuff, and 6 pound of food per paddler.
Interviewer: Don't you get a lot of complaints on a diet like that?
Ericson: Ja, ve cutting back on grub and adding Scotch for next trip.
Interviewer: Why is Scotch such a large part of your rations, Leif?
Ericson: Yimminy!! Yew ent expict us to paddle across Nort Atlantic ven ve are sober?
Interviewer: Have you ever done any whitewater canoeing?
Ericson: Vel, the Irigoose Indians over in States used to put on gude whitewater race at Niagra Falls. Paddling down ent bad, but coming back up, tree gude paddlers have heart attack. Ve ent go no more.
Interviewer: Did you notice any difference in paddling styles in the states?
Ericson: Ja, dem Irigoose got vat ve call owl style. Every five-six stroke dey holler "HOOT!" and svap.
Interviewer: They swap sides?
Ericson: Dey svap sides, hands, foots, paddles, canoes, vives, anyting. Vy, ay remomber von time...
Interviewer: Er--a--thank you, Leif. We return you now to HUT! Central in the twentieth century.

Glenn Bennington

THE TRADING POST

Do you cut wood strips for canoes? What kind of wood, what lengths, and how much do you charge? Do you have forms and/or strongbacks for sale or loan? How much do you charge? Call Jeff Howe, 331-3154, or Bob Haug, 331-5634.

We have 18-foot strips of Sitka spruce (1/3) and redwood (2/3) which, when used in combination, will be enough to build one canoe. Call Frank and Carol Skeweres, 699-3824.

Are you interested in bowling to fill the winter gap in canoeing? Call Walt Jones, 488-4570.

Wanted--One Volunteer "Keypunch Operator" to be responsible for updating the MCA punched-card membership deck--one or two nights monthly. If interested, please call Beth Siemon, 784-2089.

MCAers Requested to be Big Brothers

Here is a good chance for us to help communicate our love and respect for our natural resources. It's a good way to change "underprivileged" to "privileged", in addition to causing gentle tides of good will and personal satisfaction to rise in our favor. To go even further, I would suggest that we make this sort of effort a periodical one, dedicating it to the much-talked about but less-acted-on "total ecology" movement. — Editor

Jim is a twelve-year-old boy who is wild to learn about canoeing, about camping and fishing and all that goes along with it. He's never really had the chance. Jim is a fatherless boy. He is without male guidance and has some minor problems related to this. His future is in doubt. In most respects, however, Jim is an entirely normal and healthy youngster--he does well in school, has good friends his own age, participates in Scouting and excels in sports. But, because of his parents' divorce and a subsequent move to Minnesota, Jim has really never known what it is like to have a dad. He has never enjoyed the interest and support of one man. He needs the individual attention of a man like many of you in MCA.

Big Brothers, Inc., knows many boys like Jim. Years do not make a man of a boy. To a boy, time is a vacuum which must be filled. Men like you are needed to fill this void with worthwhile pursuits and provide the example that all boys need if they are to mature into constructive men.

The Big Brothers Movement in the United States and Canada has for more than sixty years been guiding youthful lives. It is the only program in which volunteer men (Big Brothers) work with boys (Little Brothers) on an individual and personal basis.

Big Brother work for the man is deeply satisfying and offers an opportunity for direct personal service. The Big Brother has no legal or financial responsibility for his Little Brother and usually combines his meetings with his boy along with other social and recreational activities. The boy comes to us from many sources--the home, school, church, court and other social agencies. Any person in the community may refer the boy for potential service.

The Big Brother comes to us as a man of good character--a man who is willing to invest his time and himself in a boy, to share his interests and experiences with a boy and to enjoy and delight in his boy's interests and achievements. He is a man who is involved and knows about things boys need to learn. He may, in fact, be you.

The work of the Big Brother is supervised by a professional staff of social workers and men with long experience in working with boys. They will assist you in your work with a boy by assigning you to an appropriate Little Brother and later, on a continuing basis, by helping you build and sustain a relationship with him.

We believe you will find this to be one of the most worthwhile and gratifying ventures you have ever undertaken. The week-to-week satisfactions are as great for the man as for the boy. You will be rewarded in the years to come with one of the most valued friendships you have ever made. No boy ever forgets the man who gave him a hand. Have you ever forgotten the man who took you on your first camping trip? Have you forgotten the first really big fish you ever caught and the

man who taught you how it was done. Have you forgotten the man who showed you how to clean it and build a campfire? Do you remember sitting with him there talking about "everything under the sun" as your prize fish became a feast for the two of you?

Somewhere today there is a boy who needs you. Won't you get in touch with us so we can introduce you to him? Your concern for him today can give him the assurance that the future holds promise. Call Big Brothers, Inc., 404 South Eighth Street, Minneapolis, 333-6193, for a great adventure.

Wilma Kassakian, Intake Supervisor

Big Brothers, Inc.

BWCA to Ban Use of Bottles, Cans

(Reprinted by permission from the Minneapolis Tribune, October 10, 1970)

DULUTH, Minn.--Use of bottles and cans will be prohibited in the Boundary Waters Canoe Area (BWCA) of the Superior National Forest starting May 1, 1971.

Craig Rupp, Superior National Forest supervisor, said Friday that adoption and enforcement of the no-can, no-bottle rule is expected to reduce annual refuse deposits by 360,000 pounds and will save approximately $90,000 spent yearly to clean up the litter.

The money saved will be diverted to more productive management programs, Rupp said.

Containers from other items than food and beverages, along with metal foils and other refuse which is not burned, are expected to be carried out of the area by the users.

Under the new rules, persons found with disposable nonburnable containers on national forest land within BWCA will be cited by forest officers. Enforcement will be by spot checks. Violators will be subject to fines under federal regulations, Rupp said.

Rupp said the decision to prohibit unburnable food and beverage containers marked the first time such a decision has been made in the National Wilderness Preservation System.

The 1-million-acre BWCA in northeastern Minnesota is the second largest unit in the wilderness system and with 130,000 visitors annually is the most heavily used unit in the nation.

Rupp noted that nonburnable, disposable food and beverage containers--which constitute the bulk of nonburnage refuse in the BWCA--could be eliminated because good substitutes are readily available. These include such things as dehydrated and freeze-dried foods and powdered beverages.

"There is no doubt that some personal dissatisfaction and inconvenience will result from persons having to leave some specific items behind on the canoe trip," Rupp said.

"There will, however, be some distinct advantages other than overalll reduction of litter," he continued. "Dry food in particular will result in lighter packs. Repacking of more appropriate quantities of reusable or burnable containers also will mean a weight reduction.

"But most important, the life expectancy of the BWCA as we now know it today will be prolonged," he said.

FISHHEAD STEW* (1 hour) 4 servings

I hate to disappoint you, but you don't actually eat the heads. They're just simmered to make a stock (base) for the stew.

1 envelope (1-3/8 oz.) onion soup mix
1/2 c. rice
1 tsp. dill seed, in envelope
1 recipe Loaf Biscuit mix

Heat-seal biscuit mix in pouch. Put rice, envelopes of soup mix and dill seed, and pouch of biscuit mix into plastic bag; tie shut. Keep in mess kit.

At camp

Remains of Portage Smoked Fish (including heads and skins) or uncooked heads, skeletons and skins of freshly caught filleted fish
2 quarts (8 c.) water
Margerine

Put fish parts, dill seed and water in pot; cover and simmer 30 minutes. Strain broth into another pot – make sure no bones go through. Add rice and onion soup to broth. If you did not use smoked fish, add 1/2 tsp. salt and some of the fillets. Cover pot and simmer 20 minutes. Meanwhile, prepare biscuits. Serve stew and biscuits spread with margerine.

LOAF BISCUITS* (70 or 20 minutes) 1 loaf

Baking time is increased if biscuits are steamed. This recipe is an adaptation of baking powder biscuits.

2 c. flour
1/2 tsp. salt
1/4 c. margerine
1 tsp. baking powder
1/4 c. milk powder

Mix flour, salt and margerine well with fingers. Stir in baking powder and milk powder. Heat-seal mix in pouch.

At camp

2/3 c. water
Margerine for greasing pan

Add water to mix. Spoon all of dough into well-greased skillet. Smooth surface of dough with back of greased spoon. Bake by steaming (preferred) or frying. Cool to lukewarm and cut into squares or slice like bread.

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



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 — $4.00 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.

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Address correction requested:

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

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