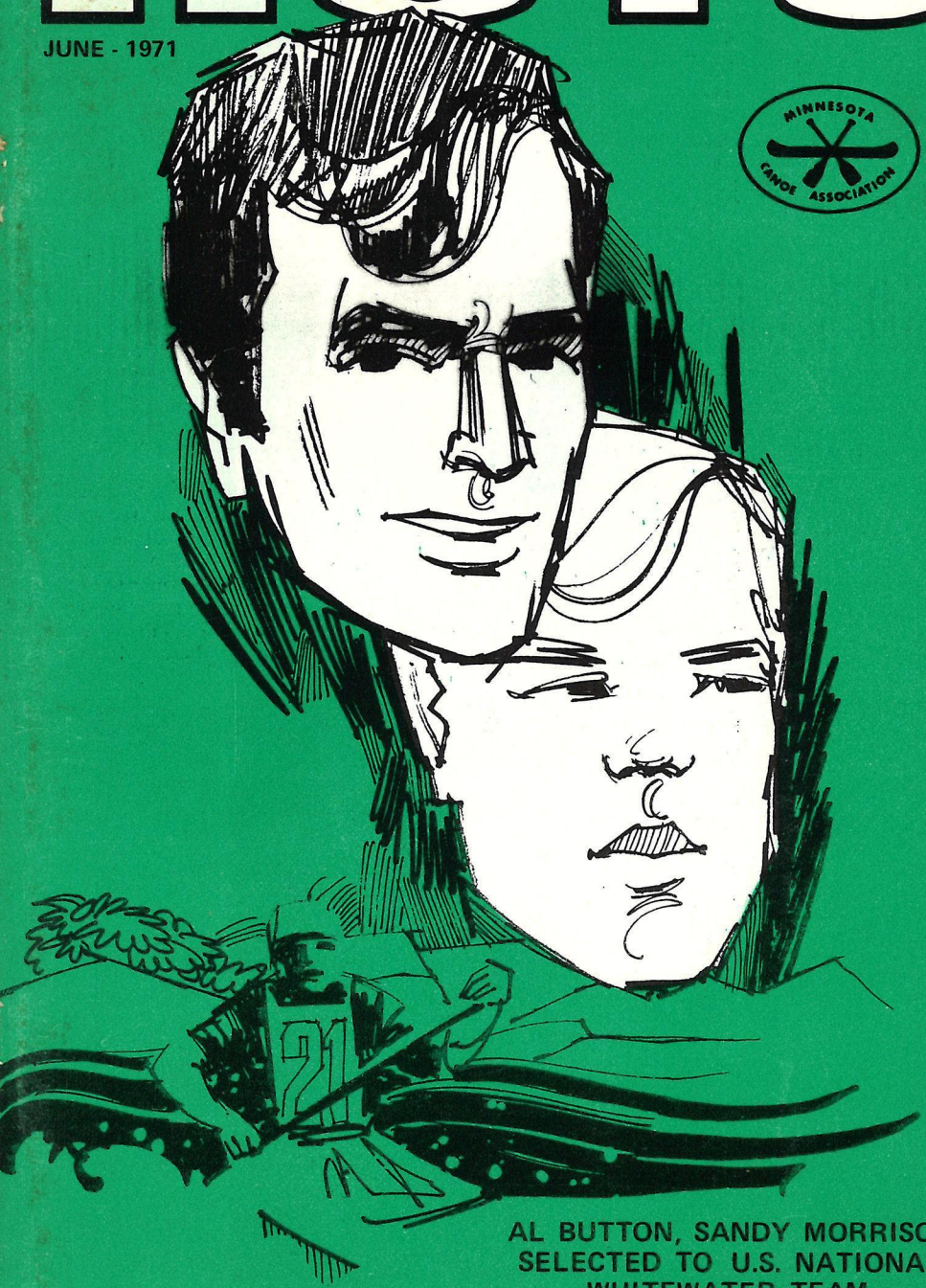
HUT!

JUNE - 1971



AL BUTTON, SANDY MORRISON SELECTED TO U.S. NATIONAL WHITEWATER TEAM

(Story on Page 7)

HUTI
VOL. 5, NO. 7
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Cruising

Mississippi Cruise to Feature Wilderness (?) Camping

The Upper Mississippi Cruise on July 3, 4 and 5 will be an excellent family cruise. We plan to start at St. Cloud and camp just outside of Monticello on the first day. Our wilderness (?) camp site (?) will have hot showers, flush toilets, picnic tables, electrical hook-ups for campers, playground equipment, heated swimming pool and a Voyageur Trading Post with cold beer.

The second day we will continue down the Mississippi to Anoka, stopping along the way for lunch at a wayside park. At Anoka, we will canoe up the historic Rum River, portage around the dam and continue up the Rum to the Anoka County Fairgrounds. Camping facilities will be available at Anoka, but without many of the comforts available at Monticello. Those wishing to return to Monticello for camping may do so.

The third day we will continue down the Mississippi to Minneapolis.

A special shuttle service will be provided if enough interest is shown for the trip. If you have friends that would like to try canoeing, rental canoes will be available. If you are interested in cruising the Mississippi call or write as soon as possible in order to insure a camp site reservation. Bob Haag, 4509 Fillmore N.E., Columbia Heights, Minn. Phone 781-1328.



DEADLINES FOR EACH ISSUE:
News — the 15th day of previous month
Features — the 10th day of previous month

HUTI Magazine is published monthly by the Minnesota Canoe Association, Inc., a nonprofit 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.

CALENDAR OF EVENTS

June

12 (Sa) Anoka Race, Anoka Chamber of Commerce, Anoka, Minnesota
12-13 (SaSu) Bois Brule (Wisconsin) Cruise led by Harry Miller, 429-4147, or Pat Fahey, 331-5284 (see article, May issue cover)
12-13 (SaSu) Pacific Division Whitewater Championships, Kings River, Calif., Charles Martin, 1329 Henry St., Berkeley, Calif.
16 (W) Activity Meeting: Cruiser Training Clinic, Lake of the Isles, 7:30 p.m. Premeeting supper at Lake St. Lincoln Del, 6 p.m., or picnic (see article)
17-23 (Th-W) ICF World Slalom and Wildwater Championships, Merano, Italy (see "Diary of a Whitewater Champion")
18-20 (F-Su) Slalom and Wildwater Race, Arkansas River, Salida, Co., Nov Exp, Fibark, Inc., Box 762, Salida, Co. 81201
19-20 (SaSu) Upper St. Croix Cruise led by John Krack, 566-1984 or 633-6170, ext. 5178 (see article)
20 (Su) Grand Rapids State Champions Canoe Race, Grand Rapids Jaycees, Grand Rapids, Minnesota
26 (Sa) Minnehaha Creek Cruise – CANCELLED
26 (Sa) VFW District Race (see article)
26-27 (SaSu) Wolf River Cruise led by Andy Westerhaus, 890-1161 (see article)
27 (Su) Eau Claire Canoe Race, Mike Durre, Eau Claire, Wisconsin

July

3 (Sa) Marinette Canoe Race, Marinette, Wisconsin
3-5 (Sa-M) Upper Mississippi Cruise led by Bob Haag, 781-1328 (see article)
4 (Su) Crystal Canoe Race, Crystal, Minnesota
11 (Su) Lockwatennial Cruise on Mississippi led by Walt Jones, 488-4570
21 (W) Activities Meeting: Minnesota River Cruise led by Larry Johns, 633-6734 (see article)
23 (F) Midnight Run on Mississippi led by Janet and Janice Robidoux, 784-7086
24 (Sa) Glenwood Waterama Race, Glenwood Chamber of Commerce, Glenwood, Minnesota
25-31 (Su-Sa) Middle Fork of Salmon, Andy Westerhaus
31 (Sa) Upper Flambeau Cruise led by Dewey Johns, 757-2658, and Larry Johnson

(Code – MTWThFSaSu indicates day of week)

PRO RACING SCHEDULE

June

12 Anoka, Anoka Chamber of Commerce (not certain), Anoka, Minnesota
20 Grand Rapids State Champions Canoe Race, Grand Rapids Jaycees, Grand Rapids, Minnesota
26 VFW District
27 Eau Claire Canoe Race, Mike Durre, Eau Claire, Wisconsin

July

3 Marinette Canoe Race, Marinette, Wisconsin
4 Crystal Canoe Race, Crystal, Minnesota
24 Glenwood Waterama Race, Glenwood Chamber of Commerce, Glenwood, Minnesota

August

6 Indian Days Race, Bob Morey, Sauk Rapids, Minnesota
15 Elk River to Champlin Canoe Race, Elk River Jaycees, Elk River, Minnesota

September

3-5 Classique Internationale de Canots, Le Club Nautique de Shawinigan, Shawinigan, Quebec, Canada

How many others in your family canoe? _____

Status (check one): ☐ New membership ☐ Renewal

Type of membership (check one): ☐ Reg ☐ Assoc ☐ Jr ☐ Life

Junior – new $5; renew $3
Associate – $4
Life – $100

BOOKS AVAILABLE THROUGH THE MCA

Each member of the MCA should have a copy of *A Wilderness in Crisis* and the two Nature Study Aids, *Field Guide to Edible and Useful Wild Plants of North America* and *Field Guide to Tracks of North American Wildlife.* In the past, copies could be obtained at MCA activities meetings. Now, for the first time, they may be obtained by mail as well.

The following review of *A Wilderness in Crisis* is reprinted from the November, 1970, issue of HUT!.

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 plus postage. 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.

FIELD GUIDE TO EDIBLE AND USEFUL WILD PLANTS OF NORTH AMERICA by Myron C. Chase and FIELD GUIDE TO TRACKS OF NORTH AMERICAN WILDLIFE by Myron and Charles Chase are being sold as a pair (sorry, no single copy sales) for $3 plus postage. The titles are pretty much self-explanatory: both books are simple, basic, but fairly comprehensive field guides. They're large pocket book size (5 x 8 in.), which makes them portable, as they were intended to be. The illustrations are rough sketches, but unique and interesting. WILD PLANTS includes scale, and TRACKS include "inkprints" of animal tracks. Copies are limited, so order now if you wish to own these two handy pocket guides.

(Make check or money order payable to the Minnesota Canoe Association, Inc. Send payment with the information listed below to MCA Book Dept. A71, Box 14177, University Station, Minneapolis 55414.)

Please send me:

☐ **copies of A WILDERNESS IN CRISIS @ $2.12 each (includes postage) = $ _____**

☐ **copies of the pair, WILD PLANTS and TRACKS @ $3.12 per pair (includes postage) = $ _____**

TOTAL PAYMENT ENCLOSED $ _____

Name _____

Street address _____

City and State _____ **ZIP CODE** _____

(must be included)

June Meeting: Pros Invite Everyone to Take a Crack at Racing

by Jeff Howe

What: Paddling clinic and short race

When: June 16 (Wednesday), 7:30 p.m.

Where: Lake of the Isles, south shore

As an alternative to picnicking, some members still plan to get together for a premeeting supper at the Lake Street Lincoln Del (Lake Street at the Highway 7 wye) at 6 p.m.

What to bring? (1) Canoe, paddles, life-preservers, etc.; (2) light picnic lunch (beverage will be furnished); (3) umbrellas if it is raining.

This meeting will be run by the veteran racers of the MCA. Our purpose is to improve your paddling techniques. We are interested in encouraging some young people to go into racing, but the clinic will offer a lot to those who just like to cruise with the family. Printed handouts on various facets of paddling techniques will be available.

The meeting will be structured as follows: (1) Short demonstration. (2) One-to-one work with expert paddlers. (3) Handicap race which everyone can enter. This is a lot more fun for the participants than the spectators, so we would like everyone to take a crack at it. (Certainly Mom will be thrilled to see her husband and son paddling for the finish line at breakneck speed.)

July Meeting Will Feature Cruise and History

The July activities meeting (July 21), will feature a short cruise and picnic supper and offer an opportunity to enjoy some of Minnesota's best-preserved history.

The cruise will begin at Fort Snelling State Park (entrance at Post Road off 494) and proceed to the landing at historic Fort Snelling. There is a picnic area near the landing and you are invited to examine the restored Fort and nearby Pike Island. Additional information will be published in the July issue of HUT!

Kruger-Waddell Cross-Continent Safari

by Verlen Kruger

The Route

We chose this particular route because it was a part of the old voyageurs' trade highway. The only way traffic could flow into this country 200 years ago was by canoe. Most of the route still remains unchanged today. Most of the traffic has found modern means of transportation, but there are some sections where the canoe is still king, the only ideal vehicle. We will, to some extent, be reliving the history of that era, as we duplicate or better the rugged prodigious feats of those early paddlers who were the power for the transportation system of their day. Many of the old trading posts from which we will pick up supplies are still the only sources of supplies in the far north.

In searching for information for this trip, I have read a stack of books taller than my paddle. We will relate these tidbits as we go along.

I wish to receive the Cross-Continent Canoe Safari newsletter. I am enclosing $5 (check payable to Darwin Gilbert).

Name _____ **Phone** _____

Address _____

City _____ **State** _____ **Zip** _____

Send to Darwin Gil' ert, 6101 Norburn Way, Lansing, Michigan 48900, (517) 882-1094.



Eternal Optimist Abner Jones is MCA's Wit Laureate

by Larry Johns

Ed Chute, former editor of HUT!, once said, "Get to know Abner Jones — your life will be richer for it." If you enjoy canoeing (particularly cruising), camping, hiking, skiing, snowshoeing, sightseeing and other "silent" activities, you have much in common with Abner. If you are a nature-lover, conservationist and have a deep concern for our environment, you share these interests with Abner.

Abner is a former cruising council chairman and is still very active on the council. In addition, he is presently an MCA director. His occupation of steel construction foreman possibly contributes to his appreciation of the solitude and quietness of the wilderness. A lifetime of spending his leisure time in the out-of-doors has caused a deep awareness of the wonders of nature and sharpened his concern for it.

Many people owe their interest in cruising to Abner. His enthusiasm for wilderness rivers is contagious, and his ability to impart his expertise has made competent paddlers of many novices. We accompanied Abner on about 12 cruises last summer. His presence contributed much to our enjoyment of these trips. He has a knack for selecting excellent campsites and quickly sets up an efficient camp. A delightful sense of humor coupled with quick wit and a vast store of anecdotes has livened many lunch stops and campsites.

One of his favorites is about the time he took his son Greg, then 17, and several of his friends on a camping-canoeing trip in the BWCA. The boys were busily engrossed in watching Abner chop wood for the campfire. No one made an effort to help until he remarked, "I can see the headlines in the Ely newspaper: OLD MAN CHOPPING WOOD HAS HEART ATTACK WHILE TEENAGERS WATCH."

On the same trip they encountered a man whose wife had collapsed while paddling, supposedly from an attack of appendicitis. Abner spent half a day paddling hard to get her back to their car so she could be rushed to town. He returned to his group. But, after deciding the woman must be on the brink of death, he became concerned. On reaching Ely after their canoeing trip, he checked at the hospital to see if she had indeed survived. The hospital had no record of such a case. The woman evidently had made a miraculous recovery on reaching the car. Abner still has a nagging suspicion that he was "had."

Eternal optimism is one of Abner's traits. "Rain and threatening skies should be disregarded, as it will no doubt clear up as soon as we get on the water." His predictions are very often correct, but he's not too convincing when he climbs into his canoe wearing raincoat and overshoes.

Many years' experience has made Abner expert in "reading" water. Even without scouting, the best chutes and channels are quickly obvious to him. You won't go far wrong following him through a rapid. In addition to the J-stroke, draw, cross-draw, sweep and pry strokes, Abner often refers to the "panic stroke" — a frantic maneuver one usually tries just before broadsiding a rock. At times the panic stroke involves dropping your paddle overboard and grabbing the gunwales.

Bernice, Abner's wife, doesn't quite share his enthusiasm for canoeing, but accompanies him on many trips nevertheless. When she is not his paddling partner he may be seen patiently imparting his knowledge to a fledgling paddler. As might be expected, son Greg and daughter Linda are quite expert and often accompany him on cruises.

Abner is familiar with most of the prime canoeing streams in Wisconsin and Minnesota. and has spent a great deal of time in the BWCA and Quetico. Rice Creek, only 2 miles from Abner's home, is high on his roster of favorite streams. Rice Creek tumbles over, under and around fallen trees, old bridges, culverts and other obstacles. Abner is on the stream from ice to ice and is familiar with every bend, rock and tree. Ask him about Rice Creek or, better yet, run it with him.

Abner Jones' skill, knowledge, wit, congeniality and dedication to the MCA make him the first person one considers when planning a cruise. The MCA definitely is richer for having such a member.

Test That "Waterproof" Bag If You Value That Camera

by Ham Kurtz

Ever get water in your canoe? Ever swamp? Ever sink? Ever ruiń a camera? A watch? Something valuable?

Interested in a waterproof bag? Some place to put small valuables to protect them from brief (several days perhaps) immersion?

Here are two suggestions which might help you. One is a specific suggestion for a small bag that has proved its value. The other suggestion is a set of ways to check a bag for effectiveness before it is put into use.

First, there are many types of containers that can be used to protect small valuables. Some are commercially available and others are surplus military items. One that I favor is a bag made for gas masks that works beautifully. This surplus item was purchased at Harris Machinery in southeast Minneapolis for a dollar or two. The bag closes easily, is of rubber-lined cloth heavy enough to cushion items inside, and includes straps and metal snaps that make it easy to carry or secure to the canoe. My bag, along with two other bags from the same source, came through without a drop of water when they took a dunking with a smashed canoe in northern Canada. However, these bags were checked before the dunking, which is the second topic.

Here are some ways to test a bag thought to be watertight. First, look the bag over carefully for rips, punctures or worn spots. Look closely at any patches. Next, if the bag is not made of clear materials, open it fully and look inside, maybe even stick your head into it if it is large enough, while facing toward a bright light source. Pinholes or worn spots will be seen easily with this test. Third, close the bag as tightly as it would be in normal use and then attempt to squeeze air out. If the bag tends to collapse, the closure is not secure enough or there are leaks you didn't catch on the visual check. If the bag is holding up through these tests it probably is okay, but there is a final test possible. Ask for a receipt when you buy it so that it can be returned if it fails the last test.

Take it home and test this way: Place the bag in the refrigerator along with a heavy object such as a brick, and then fill a large container such as a bathtub with warm water. Remove the chilled bag and close it with the cold weight and cold air inside. Immerse the bag in the warm water. As the bag is warmed by the water the air inside will heat and expand. This creates pressure in the bag and forces air out through any small leak. Soon after immersion a series of bubbles will show you these leaks. Remember,



Surplus bag with camera inserted part way to demonstrate size.

this same situation works in reverse when you have the bag in the canoe. That is, usually the bag and its contents are at air temperature while water temperature is usually cooler. Thus, when you capsize the bag is chilled, the air inside contracts to form a vacuum, and water is literally drawn into the bag through any leak, no matter how small. Therefore the bag can be filled by a small pinhole leak through this drawing action. If your bag stands up to all of these tests, it should give you good service.

Tape Makes Good Emergency Patch

by Al Buchholz

Several members have asked about 3M tapes for patching canoes or taking along with them. I've been told that at least two types might work although no one has tested them. They are:

Scotch Metal Repair Tape =423 (aluminum foil tape), 2" x 3 yards, about $1.50

Scotch Plastic Tape Waterproof, 1½" x 125", 69¢, clear and colors.

Both should be available in hardware stores.

For sale: 2-17 ft. guide model canoes, one cedar and one redwood strip. Write Timothy T. Straub, 217 Bridge Street, LeSueur, Minnesota, or call (612) 665-6863.

Diary of a Whitewater Champion:

Al Button

Loyalsock Creek, Pennsylvania
April 24-25, 1971

Saturday – After hurrying for 1100 miles and overheating the engine of the old Rambler we arrive too late for a practice run. A quick glance tells me that somebody neglected to turn on the water – this creek is low. The water back home is high and fast this weekend, making the disappointment even sharper.

There is rarely enough depth here to put in a full paddle stroke. A lot of poling and pushing off rocks is required, and in a slalom race that is frustrating. The difficulty is most severe for us large, heavy paddlers whose boats hit more obstacles and are more difficult to maneuver in shallow water. Also, the gate judging is done by inexperienced noncompetitors and is the cause of much complaining by competitors who are given penalties they did not actually incur. It is not easy to tell who really wins a race when extra penalties can add a hundred or more seconds to a run totaling only 700 seconds. The protest meetings after each run are noisy and well attended. Those who have thought ahead and have witnesses for their runs get their penalties reduced to the proper amounts. Some of us, though, have been hurt in our chances to make the U.S. team in the slalom events; Sandy Morrison and I finish about 10th and 11th, respectively.

The day ends, appropriately, with a 15-minute blizzard that leaves more than an inch of snow on everything. The wind blows several tents over. I'm thankful for the safe dry bed in the Rambler.

Sunday – Still cold and windy but more fun. Sandy Morrison and I try our luck in a C-2. Try to imagine navigating 450 pounds of boat and paddlers over and around boulders, shallows and through gates. We are the comedy act that every good race should have, but we enjoy it.

The best part of this race is the fellowship with the competitors who are becoming good friends. They still marvel at our travelling from Minnesota. This makes us celebrities, and everyone seems to know us and talk to us. The race officials are kind in giving us late runs Saturday and early runs Sunday.

Nonetheless, tragedy strikes. The car overheats and delays us getting back to Pittsburg. I miss my plane, and the next one is full. I spend Sunday night at the airport and finally get back to Minnesota Monday noon, hoping my employers will understand.

The rest of my "crew" is luckier. They, Debbie and Lisa Geisler, K-1W paddlers from Green Bay, Wisconsin, have a week off and stay in Pennsylvania until next week's National Championship races. Good whitewater will be guaranteed there because of a large reservoir and dam upstream. So next week the real excitement begins.

National Slalom Championships
Savage River
western Maryland
May 1-2, 1971

Saturday – Now this is real whitewater! The Savage drops 75 feet per mile for 5 miles. When you first look at the river bed you see a trickle of water searching its way through a fantastic jumble of boulders – house size, car size, sofa and chair size, and smaller. The creek bed is maybe 30 to 50 feet wide, and the banks are steep; the whole river is in a mountain canyon. Then they turn on the water from the Army Corps of Engineer's Dam. The "sofas", "chairs", and most of the "cars" disappear in a muddy, boiling flood. After ten minutes the mud is gone, the water is clear but beaten to a white foam around all those rocks, and it's ready for the race.

The slalom course was hung earlier this week. It is strange to see gates four feet above the river bed suddenly be just above water level. The eddies are tiny – no room for error or hesitation here. If one of the 30 gates is missed it is gone forever. This river is moving 10 to 15 miles per hour through the long slalom course.

Sandy Morrison, Randy Spencer and I run as a C-1 team. We take several penalties and do not win, but it is great fun and good practice. I discover that my little C-Snake canoe is too small for this heavy water. It is too much like a submarine with my 195 pounds aboard. So I

quickly outfit the Lettman C-1 (a commercial boat designed in Germany and built in Boston by High Performance Products, Inc.) with toe blocks and knee braces, and reshape the seat. It is a bigger volume boat; hopefully it will spend more time on the surface and be more maneuverable.

Sunday – Cold, wet, windy weather. I feel tired and not much like paddling, but this is the championship. There are over 40 kayaks and 30 one-man canoes entered from all over the eastern United States. Many of their owners are friends by now.

It's time to start. Gate 1 is hung on the brink of a 5-foot dam. There is a small gap in the surface where the water over the top is deep enough to support a boat. I plunge down, to be buried in a pool of foam. The boat bucks like a wild mustang. I regain control just in time to fight through heavy standing waves to gate 2, then spin in the turbulence to reverse through gate 3 across the river. And so it goes – no time to think or hesitate. At gate 24 I turn too slowly (by half a second) into an eddy and crash broadside into a house-sized boulder, tearing a gash in the new boat. It flips over and is pinned. I have a real struggle to get loose from the midget-sized cockpit and emerge to the surface gasping – a DNF (did not finish), and a great disappointment.

I learn that the timers hadn't started my time, so I'm entitled to a rerun in addition to my normal second run. These runs are better, but not good enough to place. In the last run my canoe nearly does a reverse end-over-end at the bottom of the dam, and I have to roll up. Again, halfway down the course the turbulence flips me, but I roll up and go on. This is the ultimate in exciting and tricky U.S. slalom courses. I still have a lot to learn to really master it.

Sandy Morrison of Minneapolis does much better in C-1. He captures a place on the U.S. slalom team bound for Italy in June. Congratulations, Sandy! This is the first time a Midwesterner has made the team.

National Wildwater Championships
Savage River
Maryland
May 8-9, 1971

Saturday – The Savage is really roaring. No need to release water from the dam. After a week of rain 1400 cubic feet per second is pouring through the canyon – 200 cfs higher than last year. The waves are huge. Everyone takes a practice run in the morning. The river has a gloomy, sinister appearance in the rain, and no one is over-anxious to get started. I've been fighting flu all week and still feel a little weak and shaky, so plan to conserve energy. That turns out to be difficult when the boat is constantly bucking like a bronco – up and down five or six feet at a time, being thrown sideways, being spun broadside or nearly tipped over. It is a constant struggle to survive!

In a wildwater race the trick is to stay in the smoothest, fastest channels, avoid all rocks and holes and still take the straightest possible course. Meanwhile, one is supposed to paddle smoothly, strongly and efficiently. This means try not to waste time bracing or ruddering. That is a pretty tall order on this river. After five miles of being tossed around like a rag doll, it is hard to calmly paddle smoothly and rapidly. Still, by the end of the practice run I feel I can fight the Savage on even terms.

After a rest and boat shuttle it's time for the team races. Three boats to a team paddling together try to run the course in the shortest total elapsed time. The idea is to have a fast man first, but he must be able to pick good channels and show the others the best route. He can help his team if a less experienced paddler can follow him. Russ Nichols (of Madison, Wisconsin), Joe Conrad and I have nearly equal ability, speed and experience, so we decide arbitrarily to run in the above order – I'm usually slightly faster and can catch up at the end.

We're off! Russ sets a moderate pace and Joe and I try to maintain a dozen boat lengths' spread between us. It's tough. If Russ picks a bad channel, we gain and are right on top of him. If he picks a good channel, we follow him so he doesn't gain. I am amazed to see how violently their boats are thrown around by the waves.

We all survive, have a good run, and discover when all the times are recorded that we have won. The Midwest has put together a team of three C-1 paddlers who have conquered heavy water with the switching style and emerged victorious. We can't help feeling very happy and proud about that.

Saturday evening – a great buffet banquet and our own private television show – with ourselves as stars, lots of talking about how to get to Europe if we make the team, and then on to the hotel for some much needed rest.

Sunday – About 150 boats are going to try their luck against the Savage in individual events. Ian Richards and I watch the C-2, C-2M and K-1 runs beside one of the roughest rapids. We get some action pictures of boats submerging or flying over the tops of waves.

It's time for the C-1 runs. This time I feel capable of really racing on this river. I'm having a good run for the first half – picking good channels and paddling strongly. After the toughest section Ian Richards shouts that I'm 5 seconds ahead of John Burton who finished

seventh in the world in 1969. Ian finds that I'm 3 seconds slower than John Sweet at that point. I'm starting to feel a little tired now, but am ready to go all out on the "easier" last 2 miles of the river. Nervously I navigate through a narrow inside channel on a curve with an island in it. Previously I had used the wider outside channel, but heard this morning that the inside one was faster. At the foot of the island there is a shallow ledge. I try to cross over to a deep channel, but get caught on the ledge, turned broadside, and roll over the ledge into a foamy hole.

My Eskimo roll works, but when the water clears from my eyes the river seems to be going the wrong way! I've been turned upstream and can see John Sweet, my toughest competitor, bearing down on me. With all the turbulence and rocks it takes about another 30 seconds to get turned downstream again. The feeling of disappointment is intense. That's too much time to lose in a race like this and, with the extra effort burned up in the roll and turn, I'm not strong enough to regain the time. In fact, in trying hard to do so, I paddle too hard at one point and again have to roll. Mistakes tend to snowball in a wildwater race. This one costs another 5 or 10 seconds, and that is about the difference at the end – 50 seconds out of first place after 28 minutes of paddling. The race is very tight; there are three C-1 paddlers in that interval behind winner John Sweet. Russ Nichols is second, John Burton is third, and Joe Conrad is fourth. In all, 10 C-1 paddlers finished this year, compared to five last year. The whole sport is growing this way.

Many people did not finish, however. One of the top C-2 mixed teams put a hole in their boat by crashing into rocks, and sank. A kayak got into trouble and lost a foot and a half of the bow. The top C-2 men's team turned over on the course and wasted more than 5 minutes getting to shore, emptying their boat, collecting paddles and pushing off again. Many other boats, paddles and paddlers were seen floating down the river both days, and Saturday night was a beehive of repair activity. So I feel lucky to have finished with almost no damage to the boat.

The wildwater team is chosen for Europe. In C-1 Russ Nichols and I are chosen along with John Sweet and John Burton. It really is a good feeling to be chosen as a member of probably the best whitewater team the United States has ever sent to Europe.

And so, back home to practice, get back in shape, and make preparations for the whitewater race of a lifetime.

Teenage girl wants paddling partner with canoe; Karen Peters, 735-4252.

Midwest's Nichols-Conrad-Button Win National Team Race

by Ian Richards

The National Wildwater Championships, held on the Savage River, Maryland, May 8-9, provided entertainment of the highest order. I had the good fortune of witnessing the event.

The Midwest's primary entries were all in the C-1 (one-man canoe) class.

In the three-boat team race, held Saturday, the Midwestern team of Russ Nichols (Madison), Joe Conrad (MCA), and Al Button (MCA) won by almost 30 seconds.* All three paddlers used the Midwestern "switching" style, including Russ who beat John Burton who was 7th in the world in 1969.

C-1 Teams

1	Nichols-Conrad-Button (Midwest)	27:42
2	Evans-McEwan-Holcome (mixed)	28:01
3	Penn State	28:11

C-1

1	John Sweet	27:45
2	Russ Nichols	28:05
3	John Burton	28:06
4	Joe Conrad	28:24
5	Al Button	28:35

C-2

1	Brent and Kevin Lewis	27:04
2	Lenkerd and Piccolo	28:27
3	Draper and Shultz	28:32

C-2M

1	Norm and Barb Holcombe	27:24
2	Chladek and Chladek	28:20
3	Dave Kurtz and Louise Wright	28:28

K-1

1	Dick Sunderland	25:52
2	Bill Funk	26:05
3	Steve Ruhle	26:08
4	Dave Nutt	26:20

K-1W

1	Peggy Nutt	27:46
2	Louise Holcome	29:02
3	Cindi Goodwin	29:06

Many of the top contenders had bad luck and either were wiped out or slowed down on

---

**The winning C-1 team time of 27:42 was faster than the winning individual time the next day. But, since the water was higher (faster) on Saturday, the comparison is imperfect.*

this rough course (gradient 100 ft./mile). Minnesota's Al Button tipped over twice and had to Eskimo roll after attempting to take an unwise "shortcut" over a ledge. Kayakist Dave Nutt, former U.S. Champion and 10th in the world in 1969, tried out a new spray skirt; it leaked and put him back in fourth place. Bill Endicott and Brad Hager, the only U.S. C-2 team picked for the World Championships, did not finish; they tipped over just as they were about to pass another canoe. And Tom and Nancy Southworth knocked a hole in the bow of their boat less than a mile above the finish line. They emptied their canoe and tried to finish the race, but found that submarines can't negotiate the Savage River.

The U.S. Wildwater Team was selected on the basis of three races: Mascoma, Stony Creek and this race:

C-1 Team (in the order chosen)
1. Russ Nichols (Wisconsin)
2. Al Button (MCA)
3. John Sweet (Penn State)
4. John Burton (Dartmouth) – 7th in the world in 1969

C-2 Team
Bill Endicott and Brad Hager (DDR)

C-2M Team
1. Tom and Nancy Southworth (Philadelphia Canoe Club)
2. Norm and Barb Holcombe (Washington, D.C.)
3. Cedevick and Cedevick

K-1 Team
1. Dave Nutt (Dartmouth)
2. Dick Sunderland (California)
3. Bill Funk (Washington, D.C.)
4. Hammersbach (from the West)

K-1W Team
1. Peggy Nutt (Dartmouth)
2. Louise Holcombe (Washington, D.C.)
3. Cindi Goodwin (Washington, D.C.)

Button, Morrison, Nichols Make 1971 U.S. Whitewater Teams

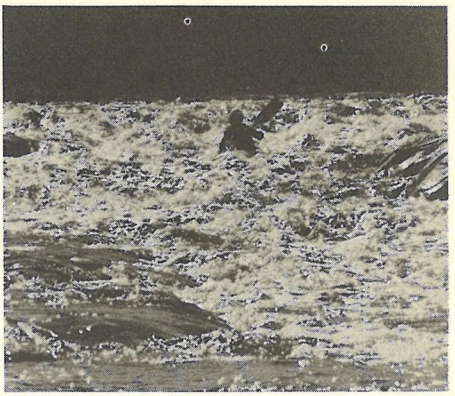
The World Championships will be held June 17-23 at Merano, Italy. On the basis of his win at Mascoma, Sandy Morrison of Blake School, Minneapolis, and now Williams, was picked for the Whitewater Slalom Team (in C-1). So Sandy will represent us in Whitewater Slalom and Al and Russ will represent us in Wildwater.

Olympic Medals Go on Sale

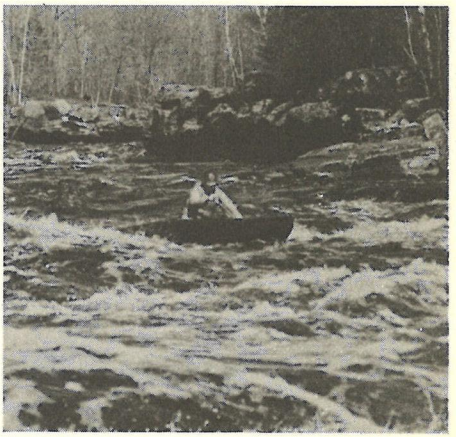
by Kenneth Harbour

Official United States Olympic Team Commemorative Medals are being made available to the public for the first time. The Franklin Mint, world's largest private mint, has been authorized by the U.S. Olympic Committee to create and strike three official medals commemorating United States participation in the three major Olympic events of 1971-72. Each athlete will receive a commemorative medal of the games in which he has participated.

The complete set of three medals is being offered to collectors and others as a means of raising funds to take United States athletes to the Olympics. For further information write to: The Franklin Mint, Franklin Center, Pennsylvania.



The first canyon on the Upper Snake – April, 1971.



Joe Conrad, Kettle River Races C-1 winner, negotiates Hell's Gate.

Photos by Harold Beecroft

CRUISING CAPERS



Canoe and Camp on the Upper St. Croix June 19-20

by John Krack

On the weekend of June 19-20, we'll be canoeing the Upper St. Croix from Gordon Dam to Riverside, Wisconsin. This part of the river runs wild and free (preserved by the 1968 Wild and Scenic Rivers Act), with approximately 40 rapids, mostly low and medium-hazard, in the 23-mile stretch. Fishing is supposed to be good (Wisconsin license required), and wildlife is abundant.

We'll be camping Saturday night along the route, so bring appropriate equipment and food. I plan to drive up Friday night, but early risers are welcome to join us Saturday morning. For further details or notification of any change in plans call me (566-1984 or 633-6170 ext. 5178) or write to: John Krack, P.O. Box 8084, Roseville, Minnesota 55113.

Wolf River Weekend Set for June 26-27

by Andy Westerhaus

Camp Friday and Saturday, June 25-26 on the river near Langlade, Wisconsin, or join us Saturday morning. Raft Saturday (two or three persons per raft, $10 rental per raft). Canoe Sunday. We'll select a run suitable for open canoes.

Size of the group will be constrained by the number of rafts available, so make reservations as soon as possible. Ability to swim, lifejackets, and reservations are required. The raft-canoe combination will tour about 30 miles of the finest wild river in the Midwest. For reservations call Joanne or me, 890-1161.

Outfitter Provides "Natural" Trio Through Grand Canyon

Those persons considering a raft trip through the Colorado River rapids of the Grand Canyon might consider the non-motorized paddling raft trips offered by Gooch-Wendt Expeditions. Their exmphasis is on providing a wilderness experience, flexibility, exploration, and opportunity for a good photographic record of the trip. Prices range from $225 to $485 plus Arizona tax for a 6-14 day trip. Dates for 1971 are June 21-July 4, July 11-24, August 1-14, and August 22-September 4. Write to Gooch-Wendt Expeditions, 1310 - 20th Street, Santa Monica, California 90404, or call (213) 393-3162.

Cruising Schedule

Date	River	Leader
June 12, 13	Bois Brule, Wis.	Harry Miller
June 20	Upper St. Croix	John Krack
June 26-27	Wolf	Andy Westerhaus
July 3, 4, 5	Upper Mississippi	Bob Haag
July 11	Lockwatennial on Mississippi	—
July 23	Midnight Run on Mississippi	Janet & Janice Robidoux
July 25-31	Salmon	Andy Westerhaus
July 31	Upper Flambeau	Dewey Johns Larry Johnson
Oct. 3	St. Croix Color Cruise	Merle Davis

The largest log jam in the United States occurred on the St. Croix River in Minnesota on June, 1886 when more than 150,000,000 board feet of logs were piled in a mass which extended for miles.

A crew of 200 men, 110 horses, 2 steamboats, and a donkey engine required 6 weeks to break it.

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Letters to the Editor

Leirfallom Fears Wilderness Protection Will Fall By Wayside

I was delighted to receive your kind and thoughtful communication regarding my efforts as Conservation Commissioner.

I worked at it very hard, with great pleasure, following the environmental judgments formed in a lifetime of living outdoors.

We are proud of the Voyageur Trails, the BWCA State rules, and a number of other major developments, including a new plan for setting aside and protecting wilderness area in Minnesota. I fear the Wilderness Protection Plan will fall by the wayside because it is a new idea requiring a great deal of "push" if it is to take place.

It was a wonderful four years and happy ones. You friends were most thoughtful in writing me as you did.

I am trying to catch up on skiing, flying, snowmobiling, camping, making outdoor gear, etc., and will be catching up on some canoeing in a few weeks.

Jarle Leirfallom

HUT! Readers Are Far-Flung

Enclosed is a cheque for renewal of my associate membership....I enjoy reading your newsletter, even though I might never see your beautiful canoe country. Here in B.C. we enjoy our lakes and streams and sometimes we take the canoe out in the Pacific along the many beaches here. Could you please send me one of your Club decals which I would like to put on our VW camper? Thank you, and greetings from the family of

Luke Vander Veen
Vancouver, British Columbia

Concern About Different Types of Pollution

As a member of the MCA and one concerned about our wilderness and its survival, I heartily recommend reading the book by Dr. Paul R. Ehrlich entitled *The Population Bomb.* It is a Sierra Club - Ballantine publication and is 95¢ in paperback form. Dr. Ehrlich is a professor at Stanford University specializing in population biology. He has written in excess of seventy papers on this subject. We must all be concerned about the different types of pollution and their causes. Yet, we seem to ignore the basic cause of all pollution – lack of population control. Dr. Ehrlich clearly explains the problem, shows what has been done, what needs to be done, and what we as individuals can do. After reading his book I hope you will be compelled to pass it on to others so they may realize the extent of the problem.

Dan Hartnett, Veterinarian
Excelsior Animal Hospital
Excelsior, Minnesota

Incident on Lac LaCroix

by Ham Kurtz

What a morning! Bright, clear, with only a gentle breeze. Another day when the rain gear wouldn't be needed. The Boundary Waters Canoe Area was proving not only to be an old friend but a good friend.

We were camped on a small island southwest of Coleman Island in Lac LaCroix on one of those campsites that's been developed for the powerboat people who come into that lake. We weren't roughing it, and it was nice for a change to enjoy a big log table, a heavy iron cook grill, and a latrine at the end of a little trail.

We'd eaten breakfast and were taking our time breaking camp to enjoy the site and situation. The fire was still going, and we sipped second cups of coffee as the tent was rolled up and the sleeping bags were scrunched into the Duluth packs. Through the channel south of us came a powerboat moving right along. We'd seen others, so this was not surprising. But this one came toward us. Standing on the rocks, cup of coffee in hand, I saw the boat's insignia, "United States Forest Service", clearly as the engine died and the man asked, "May I see your BWCA permit?"

"Sure," I answered. "Why don't you come ashore and have a cup of coffee with us while you look it over."

"You know," he said, "it's kind of nice to be greeted as a friend when I inspect these permits. So many people seem to respond to my Forest Service uniform as if I were a policeman. Thanks."

And there was a bonus for me. For the man inquired about our route and, when I mentioned how I was not looking forward to the 192-rod portage over a hill from Oyster Creek to Lake Agnes, he said, "Why don't you stay on Oyster Creek? You can make it all the way through to Nina-Moose River with a short 20 or 30-rod portage not shown on most maps. If you can make it to the portage on the creek, you can make it the rest of the way below the portage to the river."

When you meet these custodians of the BWCA, talk with them – because you'll never know when you may prosper from the contact.

MCA Expands Conservation Program

by John Arver

In keeping with our new conservation program we have expanded our contacts to include two other conservation groups. The first is the Northern Environmental Council (NOREC) in Duluth, and the second is the Algonquin Wildlands League in Canada.

The MCA now has organizational status in NOREC and, through this membership, is in direct contact with 23 conservation organizations in northern Wisconsin, Minnesota, the Upper Peninsula of Michigan, and North Dakota. The following are member organizations of NOREC – see how many you can identify:

Brule River Sportsman, Inc. (Wis.)
Citizens Committee for the Voyageurs Park
Citizens Organization for a Sane World (Minn. and Wis.)
Douglas County Fish and Game League (Wis.)
Duluth Bird Club – Audubon Society
Ernie Swift Memorial Conservation Committee
Friends of the Wilderness
Izaak Walton League, Duluth chapter
Lake Owen Property Owners Association
Lake Superior North Shore Association
Milwaukee Committee – NOREC
Minnesota Environmental Citizens Association
North Dakota Natural Science Society
Save Lake Superior Association
Save Our Sylvania Action Committee (Mich. and Wis.)
Students for Environmental Defense (Minn. and Wis.)
Superior Junior Women's Club (Wis.)
The Wilderness Society
Twin Ports Clean Air Society (Wis. and Minn.)
Unitarian Environmental Committee (Minn.)
United Northern Sportsman (Minn.)
Wisconsin Resources Conservation Council
Conservation Committee – AFL-CIO

Through NOREC we hope to obtain advance tips on impending problems before they grow into panic situations and to at least acquaint our membership with the events beforehand.

The second group is the Algonquin Wildlands League, a Canadian organization fighting exactly the same battle against mining and timber interests in Canada that is being conducted in the United States. In the next issue of HUT! we will present more information on the League, its struggle and goals, and why we Americans should support it.

Algonquin Wild Lands to Receive Fund Drive Support

The MCA's Board of Directors has stamped its approval on conducting a fund drive through HUT! for the Algonquin Wild Lands League based in Toronto, Ontario. (See March editorial, "The Good Things in Life Can Be Freed".)

The League was formed in 1968 to alert the public to the threat of destruction of the wilderness environment of Ontario's parks by commercial and other interests. Of these parks probably Quetico Park, the Canadian twin of the Boundary Waters Canoe Area, is best known to members of the MCA. The League brought to public attention major commercial lumber operations through the Quetico, as well as the presence and spread of mining claims, and increased use of motorboats on wilderness lakes there. Because the Quetico borders on the BWCA, thus physically affecting it, and because many of us use the Quetico as "a place apart," we have a vested interest in it.

They have an opportunity to keep what we have already lost. Let's stretch hands across the border to help preserve some of the few remaining swatches of wilderness. We'll keep you up to date on their progress.

Send your check or money order, made payable to Algonquin Wild Lands League Fund, to: The AWLL Fund, Dept. 571, Box 14177, University Station, Minneapolis 55414.

The Simple Tale of Pollution of Lake Superior

by John Arver

With the recent hearings concerning taconite tailings in Lake Superior, the time has come to present an article which appeared in the Sierra Club Newsletter (October, 1969). The article was authored by Chauncey Green, Secretary of the North Star Chapter of the Sierra Club. The

wording has been altered but the facts are essentially the same as those presented by Mr. Green:

Many people wonder why conservationists make "such a big fuss" about Lake Superior. Why wage such a battle for a high degree of purity for Superior compared to the lower lakes of Huron, Erie and Ontario in the Great Lakes flowage to the Atlantic? A few cold, simple figures should make our reasoning clear.

The level of Superior has dropped over 400 feet across a span of geologic time, which simply means its outflow was greater than its inflow. This process may still be going on at a vastly reduced rate. However, to be sure we do not overstate our case, we shall assume them to be equal.

The outflow at Sault Ste. Marie has been measured for many years, and averages 80,000 cubic feet per second. Downstream at Ogdensburg, New York, at the outlet of the Great Lakes, the average annual flow measured over a period of 100 years is 240,000 cubic feet per second. Thus Superior contributes a full one third of all the water going through the remaining Great Lakes.

It's very probable that the lower lakes are so badly polluted that, even if pollution input to them were completely halted (an obvious impossibility), they would probably remain permanently polluted. The vast amount of pollutants would be self-regenerative enough to replace all that lost by drainage unless the replacement water coming through arrived in a substantially pure state. If it comes in polluted, reclaiming the lower lakes would be a virtual impossibility.

The total volume of Lake Superior is approximately 5300 cubic miles. Simple mathematics discloses that, at the outflow of 80,000 cubic feet per second cited earlier, it would take close to 300 years to drain or fill the lake. Naturally each cubic foot of water coming into the lake does not take a ticket and await its numerical turn to go boiling down the "Soo". Therefore, on this basis, hydrologists have estimated that the turnover period for Superior is 500 years.

If we allow Superior's pollution to build up to the self-regeneration level, what chance do we have to clean up the lake? Absolutely none! On the brighter side, if we make the discovery just short of the self-regeneration level that a quarter or half flush will keep it safely from permanent self-regeneration, we simply stand around for 125 or 250 years and wait for this to happen.

If, by diligent effort, Lake Superior is kept clean, there is a good chance that its vast flowage may eventually clean out the lower lakes if their pollution input is very substantially reduced. However, if we lose Superior, we have lost it forever, and, with it, the other lakes as well. In short, we will have irretrievably lost approximately half the fresh water in the world.

Budget Increase Explained by DNR Commissioner

Minnesota Commissioner of Natural Resources Robert Herbst recently explained how his department plans to use the $8 million increase in its budget requested for the 1972-73 fiscal period. (The increase over the present biennium was recommended by Governor Anderson in his budget message to the legislature.) Herbst explained that a good deal of the increase is to provide the funds needed for rising fixed costs in wages and supplies. The balance of the increase would be used to implement and establish specific projects. Two projects deemed of interest to canoeists are:

Implementing the conservation education program. This would integrate environmental education into the state's public school system as ordered by the legislature at the 1969 session. Funds amounting to $1 million would be shared by the Departments of Education and Natural Resources.

Improving maintenance of campgrounds and portages on state-owned lands within the Boundary Waters Canoe Area. Such sites are showing the effects of increased usage in recent years.

Sunrise Park Bill Introduced

A bill that would preserve thousands of acres of wilderness lands owned by Northern States Power by turning it into a state park was introduced recently in the legislature. The proposed Sunrise State Park would include some 15 miles of undeveloped lands along the St. Croix River in Chisago County, the Department of Natural Resources said. NSP has agreed to donate 4,780 acres for the proposed 6,000-acre park to be located in portions of Sunrise and Amador townships near the confluence of the Sunrise and St. Croix Rivers.

State Parks Director U.W. Hella said the parcel is a unique natural area that will not survive population pressures unless some protective action can be taken. The park proposal would include areas for hiking, swimming, camping, boating, picnicking and nature interpretation.

"The cost of land acquisition for the proposed park will be greatly lessened by NSP's generosity," Hella said. He added that the remaining 1,220 acres would have to be obtained over a period of years by the state through negotiated purchase from landowners.

PROFESSIONAL RACING

Efficient Canoeing Course Completed

by Karl N. Ketter

On three Sunday afternoons, MCA's professional racers became teachers as they conducted their Efficient Canoeing Course. The third and final lesson was held on the Mississippi River in north Minneapolis on May 16. A total of 85 people were involved in the lessons, and those polled felt that the course was well worth while. The students ranged from the "first time in a canoe" variety to the Explorer Scouts who are preparing for this summer's races. The course, as planned, held to a minimum of lecture material, as only the most basic items were presented to the group. Each student paddled with an instructor who then adjusted the instructional material to the proficiency level of the individual student. Many of the students were able to try out the professional racing canoes.

The basic information stressed in the course was the theory and practice of an efficient stroke and the hut.

After having conducted the three-lesson course, the pro group came to the following conclusions:

1. Canoeing classes are much in demand by those who are just beginning to discover the canoe.
2. Lessons are sources of publicity, public relations and community service for the MCA.
3. Lessons should be made a regular and continuing part of the MCA, much the same way as canoe building has been in the past.
4. Classes should be kept informal, small, and active. Practice is much more important than lecture.



Gary Neddermeyer explains an efficient paddle stroke to Mrs. Robert Kroft and her daughter.



Steve Peterson (right), one of the MCA's top professional racers, gives instructions during canoeing course.

Photos by Karl Ketter

Boys 14-18 Invited to Paddle in 90-Mile VFW Derby

The Fourth Annual Veterans of Foreign Wars Canoe Derby on the mighty Mississippi River (Little Falls to Anoka) will be held July 9-11. Boys 14 to 18 years old are invited to paddle the 90-mile course. Teams will consist of eight paddlers and one adult leader. Canoes and meals are furnished, but paddlers should bring their own favorite paddle, tent and sleeping gear. Team trophies will be awarded to the first three places, with individual awards to members of the first place team, in addition to a sportsmanship trophy. VFW emblem T shirts will be issued to all paddlers. Substantial meals will be provided Friday evening through Sunday afternoon.

Nearly 500 teenagers have participated in the previous three canoe derbies. Sponsorship ($50 entry fee) may be provided by your local or nearest VFW post. For further information call or write to: George Iserman, 1822 Park Avenue, Minneapolis 55404, (612) 333-0726, or VFW State Headquarters, Veterans' Service Building, St. Paul 55102, (612) 221-2757.

Turn Canoe After It Has Proper Trim

by Karl N. Ketter

Your canoe turns more like a fire engine than a car. If it doesn't, you've been working harder to accomplish less. A car is turned by turning the front wheels. The car then follows the new direction of the wheels. To do this in a canoe would require an extraordinarily good draw to change direction, and a few extra strokes to regain momentum, just like your 200-horsepower car does. (See Figure 1.) This type of turning is almost mandatory when the bow draws less water than the stern.

A more efficient turn can be accomplished once the canoe has proper trim (i.e., running level). In this situation a turn is effected by the sternman, who adds some draw to his regular stroke. The draw need not be at right angles to the canoe. (See Figure 2.) This will slide the rear end of the canoe over and will allow forward progress without losing momentum. Remember, *it's much harder to draw the stern around if your canoe is running stern down.*

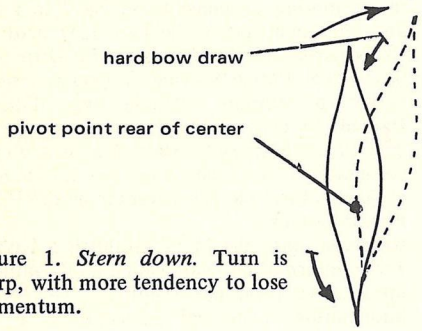


Figure 1. *Stern down.* Turn is sharp, with more tendency to lose momentum.

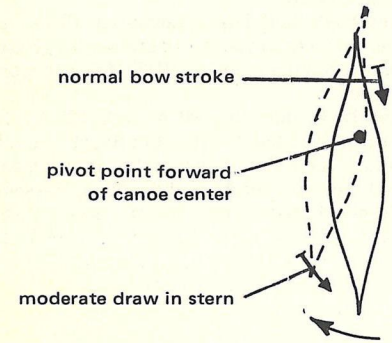


Figure 2. *Canoe level to bow down.* Turn is accomplished as stem swings.

THE ORACLE

Q. How fast do the pros run on portages?

A. At one time one mile of a two-mile portage in the Quebec Classic was timed. There were a couple of teams who did it in under six minutes. Eight minutes would be about tenth to twelfth place. This run is after two hours of paddling. Record is five minutes, 15 seconds.

Q. When two people portage a canoe overhead, which end is harder to carry?

A. The Kellogg brothers, racers from Michigan, have discussed this point at legnth during a number of races. A vote would find the stern harder to carry due to decreased visibility, weight-shifting while going uphill, and weight on both shoulders.

Experienced paddlers will answer readers' questions through this column. Send questions to The Oracle, P.O. Box 14177, University Station, Minneapolis 55414.

District VFW Derby Entry Fee Due June 14

The Third Annual 7th District VFW Canoe Derby on the Mississippi (between St. Cloud and Anoka) will be held June 25-26. Boys 14-17 are invited to paddle. Eight paddlers and one adult make a team. The entry fee of $30 per team must be in before June 14. The Youth Activities Committee will furnish canoes, meals, insurance, trophies and tee shirts. Each team must provide its own transportation, life jackets, paddles, and sleeping accommodations. Make checks payable to Seventh District VFW Canoe Derby and mail to James E. Stoick, Director, VFW Canoe Derby, 4551 Blaisdell, Minneapolis 55409.

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Summary of April Board Meeting

by Jean Thielen

The April 14 meeting was held at the home of Jean-Marie Fisher. As many guests as directors were present. Directors absent were Abner Jones and Curt Mommsen.

Reports

1. Ian Richards gave an incomplete treasurer's report to the Board, to be amended after filing income tax.
2. No Book Chairman has been named yet. "Come Paddle With Us" is at the printer's and should be ready soon.
3. Bill Rathbun reported to the group a Cruising Council plan to form a group which would prepare for members descriptions of rivers, historical background, water levels, experience needed; they will serve the club as a source for general information.
4. Margie Johns reported that Harold Beecroft ran a computer listing of members, to be published in HUT!. Anyone with additions or corrections should have contacted Margie Johns.
5. Fifty of each of the two Wisconsin River Trails booklets has been ordered for the May MCA meeting.
6. Pam Foster reported that arrangements are complete for the April meeting at Blake School. Dean Buchanan will be speaking. A premeeting supper will be held at the Hickory Wheel Barbecue, Highway 100 at Excelsior Boulevard, at 6 p.m.; all are invited to attend. Pam will discuss with Joe Conrad plans for the May meeting. The June meeting will be a Cruisers' Clinic, with Jeff Howe as chairman.
7. John Arver, Conservation Chairman, reported to the board several contacts he has made with various conservation-oriented groups. Specific discussion on the Algonquin Wild Lands League and the Northern Environment Council followed.

Resolved

1. **Resolved:** that the MCA advance money for a whitewater training boat to be built and maintained by the Boy Scout Explorer Post for BSA and MCA use. **Passed.**
   Amendment: The amount of money advanced to the Boy Scout Explorer Post will be paid back within two years. **Passed.**
2. **Resolved:** that $100 be authorized to Glen Bennington for building a 16-foot canoe, the mold fee for the boat to be $15 for regular members and $7.50 for junior members. **Passed.**
3. **Resolved:** that the MCA become an organization member of the Northern Environment Council. **Passed.**
4. **Resolved:** that the Editor of HUT! be authorized to run a fund-raising campaign for the Algonquin Wild Lands League. The purpose of these funds will be to support the League's efforts to protect the Quetico Provincial Park from indiscriminate logging practices, motorized vehicles and other threats to the wilderness character of the park. **Passed.**
5. **Resolved:** that the Minnesota Canoe Association recommend Craig Rupp for superior performance in managing the Boundary Waters Canoe Area as a wilderness with the resources at his command. That the MCA commend Craig Rupp for determining well-thought-out alternatives for future management of the Boundary Waters Canoe Area and for helping to establish and support research programs to enable an intelligent choice to be made between them. That the MCA commend Craig Rupp for maintaining and strengthening the line of communication between the U.S. Forest Service and the general public in Minnesota. That the MCA commend Craig Rupp for his strong support in promoting responsible conservation in and intelligent use of the Boundary Waters Canoe Area. We further urge the Director of the U.S. Forest Service to appoint a successor of similar attitude and ability. **Passed.** (A copy of this statement is to be sent to the Minnesota State Senators, Representatives, Governor Anderson, Secretary of Agriculture and the Director of the U.S. Forest Service.)
6. **Resolved:** that the MCA establish a River Trails Information Team which would gather informative reference supplies, river level information, historical information, etc., and a list of people familiar with definite rivers, and to make this information available to club members. That an appropriation of $50 be given to the Team towards this goal. **Passed.**
7. **Resolved:** that Diane Lovaasen, the Club's membership keypunch operator, be given a year's membership to HUT! for her work. **Passed.**
8. **Resolved:** that the MCA send $20 to the Kruger-Waddell Cross-Continent Canoe Safari, for which they will "let it be known" that they are members of the MCA. **Passed.**
9. **Resolved:** that the Board urge Denny Withers to bring members of his clinic to the Kettle on Sunday, May 2, to support the Kettle River Race. **Passed.**

A study of bears in northeastern Minnesota indicates that 1969 and 1970 were good reproduction years for the animals due to an abundance of food, primarily berries.

Summary of May Board Meeting

by Denise Edwards

The May 12 meeting was held at the home of Pam Foster. Twice as many guests as Board members were present. Absent members were Jean Thielen, Abner Jones, Al Button and Curt Mommsen.

Reports

1. Jeff Howe reported receiving numerous inquiries about river trails, outfitters, water levels and cruises being sponsored. It was suggested that inquiries be redirected to the "Minnesota Canoe Country" brochure. We have received 10 requests for MCA mail-order books. McNair's *Basic Canoeing* and the Appalachian Mountain Club's *A Whitewater Handbook for Canoe and Kayak* contain excellent information and should be added to our book list. Jim Jahnke, who was present, accepted the position of Book Chairman.
2. Jean-Marie Fisher, Editor of HUT!, asked the Board's cooperation in writing articles well in advance of publication dates during the summer. Also, she asked that amateur and pro races be distinguished in articles and schedules.
3. Bob Haug would like to have a complete file on all copies of HUT! including mimeographed copies for placing in the archives. A list of missing copies will be published in HUT! until the file is completed.
4. Larry Johns has received three favorable letters from members who will devote time to obtaining information about rivers. No additional cruises have been added to the cruising list (the Minnehaha Creek and Upper Iowa cruises may be cancelled). A one-day trip across Mille Lacs is tentatively planned for August. The Sunrise cruise was well attended. The *Minneapolis Star* will occasionally print articles on various canoe-related activities.
5. Two sessions of the Efficient Crusing Course sponsored by the pro racers are completed. These clinics have been well attended, with two-thirds interested in family cruising and one-third interested in racing.
6. The pros will show the various paddling techniques used in racing and are planning a race for the June meeting. Everyone is invited to race and should bring canoes. Handouts on canoeing techniques will be available at the meeting. A picnic is planned.
7. The 3M chapter will be in charge of the August meeting. A picnic and paddling will be scheduled on Lake Calhoun and adjacent lakes.
8. Several suggestions were made for possible future activities meetings, such as a joint meeting with the Izaak Walton League at their lodge, a presentation by Jean-Marie Fisher on wilderness cooking, and a divided meeting featuring several river cruises offered simultaneously.
9. The Water Safety Bill was discussed. The MCA would like to have voting on this bill postponed for a year. At the next legislative session, the MCA would propose a bill that would be appropriate for the canoeist – one that "we could live with". All Board members and guests were strongly urged to contact their senators and to inform fellow MCAers about this bill.

Resolutions

1. *Resolved:* That the Publications Board have 2500 copies of the building book reprinted. The specifications are: have it assembled, three-hole punched, single-stapled, and ready by July 1. *Passed.*
2. *Resolved:* That Jerry Kress, Cliff Lee, and future resin salesmen be given complimentary membership (regular member status) while they are resin salesmen. *Passed.*

Buchanan Inspires Canoeists to Visit BWCA

by Al Buchholz

About 150 persons heard Dean Buchanan, information officer at the Superior National Forest, tell about the past history and problems of the Boundary Waters Canoe Area. Along with informational slides, enough scenes of the BWCA were presented to cause most of the audience to start planning a trip there. Mr. Buchanan also explained the new BWCA regulations and answered questions. The new "can ban" regulations pertain to food containers only; no food tins, metal cans, or food bottles are allowed. Metal foil is discouraged because of its resistance to degradation. Mr. Buchanan also reminded visitors to obtain a free travel permit before they enter the BWCA. Permits are available from most outfitters and at any Forest Service Office. He emphasized that these and other regulations are to help maintain the BWCA for the enjoyment of all.

BOOK REVIEW

Part I: Pictographs Represent Work of Many Tribes

Indian Rock Paintings of the Great Lakes by Selwyn Dewdney and Kenneth E. Kidd, 191 pp., University of Toronto Press, 1967.

by Bob O'Hara

Adventure, mystery, haunts of the past — all of these would make a first-rate detective story of the 50s. You may not realize it, but this can also contribute to a canoe voyage of the present. Scattered apparently at random throughout the shield country of the Quetico-Superior region and in many other areas are some scribblings known as pictographs.

The study of these artistic symbols began around 1957. Since them, many sites have been located, photographed and traced. All of this has been assembled into a very interesting volume by Dewdney and Kidd. It is a road map to the known sites of the Great Lakes region which includes our canoe country.

Who, why, where, when and how are all questions that need answering, and most of them are at least attempted in the book. Interesting enough is the fact that some of the sites are very old, going back to fur trade times or earlier — others are almost recent.

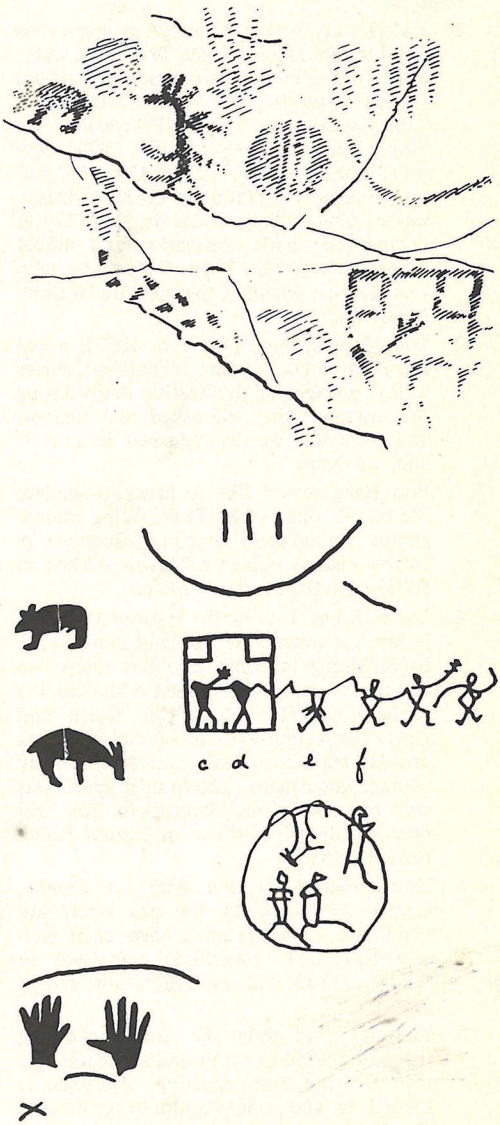
"Why" can be answered in many ways. One of the most obvious explanations is: for religious purposes. Yet a popular theory put forth is that these paintings are the dreams and visions of things to come as seen by the artist. For example, in times of famine a pictograph of the moose might be made to encourage the moose's return.

How are the paintings made? There is still some doubt, but it appears certain that iron oxide, heated and mixed with fish oil, especially sturgeon or whitefish, makes a binding sufficiently strong to adhere to rock. A case in point — one pictograph was painted over and dated 1937; today the paint is weathering away to again allow the original pictograph to be seen — which certainly indicates the original's strong bond and permanent resistant material.

"Where" is the major reason for obtaining this book. The authors list hundreds of sites and include illustrations of parts of the pictographs to be found at each site. This preliminary knowledge is a must for every canoeist before departing on a trip You probably have paddled past pictographs, not knowing where to look. A quick check of this book, with notations on your map, could provide a new element of adventure into the next trip north.

NEXT ISSUE: MAJOR SITES OF THE QUETICO-SUPERIOR REGION

Lower Manitou Narrows



McInnes' drawing, 1890

INSTRUCTIONS FOR MCA MEMBERSHIP APPLICATION

Apply for membership on official MCA forms only (see other side of this card). Fill in all spaces (including Mailing Data) each time you renew. Print in ink, or type.

Make check or money order payable to the Minnesota Canoe Association, Inc. Do not fold card (use large envelope). Send card and payment to the MCA, P.O. Box 14177, University Station, Minneapolis 55414. Your membership card will be proof of payment.

Memberships are not transferable.

Classification of Memberships

Regular Member — Full club benefits. New — annual dues $7 (includes membership kit); renew — annual dues $5 (does not include kit).

Junior Member (not yet age 19) — All benefits except voting rights. New — annual dues $5 (includes membership kit); renew — annual dues $3 (does not include kit).

Associate Member — Receives club magazine. Annual dues $4.

Life Member — Full benefits for life. $100.

Application Form on reverse side

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(Our publications will not reach you without zip code.)

Age _____ Sex _____ No. of years canoeing _____

Occupation _____

Own canoe? _____ Type _____

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(See other side for more complete explanation.)

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RESULTS OF 1971 WOLF RIVER WILDWATER RACE

by Herb Buettner

2-1/2 Mile Race, Saturday, May 15 (water level 7 inches)

Place	Contestant	Min:Sec
Class:	*Wildwater K-1*	
1	Sam Powers	21:45
2	Eric Olson	23:40
3	David Becker	24:25
Class:	*Slalom K-1*	
1	Bob Peterson	24:50
2	Murray Rice	25:09
3	Charlie Steed	25:44
Class:	*K-1W*	
1	Margareta Lambert	27:00
Class:	*C-1*	
1	Joe Conrad	25:55
2	Harold Beecroft	26:05
3	Ian Richards	26:25
Class:	*C-2 (all types)*	
1	Steed - Steed	25:40
2	Ransburg-Olson	26:05
3	Kreuger-Acott	26:35
4	Southard-Gasper	27:10
Class:	*C-2M*	
1	Powers - Anderson	26:08
2	Ransburg-Aecora	26:22
3	Lambert-Steed	27:01
4	Cichanowski - Cichanowski	27:12

10-Mile Midwestern 2-Man Open Canoe Championship, Langlade to Markton, Sunday, May 16 (water level 7 inches)

Place	Contestant	Min:Sec
1	Brazelton-Sievert	89:58
2	Holfgen-Crozier	94:06
3	Steed-Steed	99:45

6-Mile Race, Gardner Scout Camp to WW bridge, Sunday, May 16 (water level 7 inches)

Place	Contestant	Min:Sec
Class:	*Wildwater K-1*	
1	Bruce Campbell	58:25
2	Eric Olson	59:30
3	John Laing	62:25
Class:	*Slalom K-1*	
1	Walt Brummond	59:25
2	Steve Hessl	60:32
3	John Jonker	63:41
4	Greg Kasowski	64:32
Class:	*K-1W*	
1	Judy Westbrook	59:35
2	Judy Anderson	61:18
3	Margareta Lambert	61:54
4	Elaine Kroupa	65:31
Class:	*C-1*	
1	Al Button	57:28
2	Joe Conrad	58:32
3	Russ Nichols	58:52
4	Ian Richards	60:15
Class:	*Wildwater C-2*	
1	Brazelton-Sievert	56:02
2	Nichols-Button	57:54
3	Ransburg-Olson	60:41
4	Powers-Brummond	64:50
Class:	*C-2M*	
1	Powers-Anderson	60:43
2	Young-Uhalde	65:14
3	Anglin-Hamm	68:04



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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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