EMPHASIZING CANOEING IN THE MIDWEST

HUT!

JULY - 1971





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July Meeting Will Feature a Paddle Into the Past

by Larry Johns

The July 21 Activities Meeting will include a short cruise, a picnic supper, and the opportunity to observe and enjoy some of Minnesota's best-preserved history. The cruise will start at the Fort Snelling State Park (entrance near Post Road and 494) – 1221 paddle strokes will bring you to Fort Snelling at the confluence of the Minnesota and Mississippi Rivers. Take the old channel (left) and portage the causeway leading to Dakota Island. Explore historic Pike Island and Fort Snelling and enjoy a picnic supper on Dakota Island.

We will have some shuttle cars available if necessary, but you are urged to make your own shuttling arrangements if possible. The cruise will start between 6 and 7 p.m. (the time is informal). Reservations are not necessary, but if you have any questions call me at 633-6734.

Cruise-Swim-Picnic on City Lakes to Highlight August Meeting

by Pam Foster

A short cruising course has been set for the August Activities Meeting. On August 18, 6:30 p.m., members, guests, and other interested persons will meet on the south shore of Lake of the Isles (site of the June Cruiser Training Clinic). The entourage will paddle across Lake of the Isles, through the channel to Cedar Lake, take a swim, have a picnic supper, and return to Lake of the Isles. The 3M Chapter of the MCA, hosts for this meeting, encourage you to bring your friends, family, canoe, and picnic supper. Direct any questions to Dick Edwards, 770-1916.

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

HUT! 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

July

9-11 (F-Su)	State VFW Race on Mississippi; George Iserman, 333-0726 (see article, June issue)
11 (Su)	Lockwatennial Cruise on Mississippi led by Walt Jones, 488-4570 (see article)
14 (W)	Board meeting at home of Kim Williams, 770-1712; 2726 Shore Dr., N. St. Paul. Take 36 east past Minn. 120 to DeMontriville (first r. turn); take DeM. 2 mi. until it turns sharp left – go straight instead; at Y take left fork, go to top of hill: rough-sawed wood house, log fence, names on tree.
16 (F)	Aquatennial Explorer Race
17-18 (SaSu)	Whitewater Clinic at Taylor's Falls (see article)
17-18 (SaSu)	Princeton-Cambridge Race; 3 classes: boys 13-15, 16-18 and girls
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
25-31 (Su-Sa)	Middle Fork of Salmon, Andy Westerhaus
31 (Sa)	Upper Flambeau Cruise led by Dewey Johns, 757-2658, and Larry Johnson
31-Aug 2 (Sa-M)	5th Annual Ville Marie to North Bay Canoe Race (see article)

August

11 (W)	Board meeting at home of Bob Haug
14 (Sa)	Corn-on-the-Curb Standard Canoe Race (see article)
18 (W)	Activities Meeting: City lakes cruise-swim-picnic hosted by 3M Chapter, Dick Edwards, 770-1916 (see article)
21-22 (SaSu)	National Kayak Slalom Championships, Arkansas River, Buena Vista, Co.; U. Martins, 8711 W. Brittany Dr., Littleton, Co. 80123
28 (S)	State Fair opens. MCA canoe display; canoes and volunteers needed (see article).

(Code – MTWThFSaSu indicates day of week)

PRO RACING SCHEDULE

July

3 Marinette Canoe Race, Marinette, Wisconsin
4 Crystal Canoe Race, Crystal, Minnesota
12 Anoka, Anoka Chamber of Commerce, Anoka, 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

Regular – new $7; renew $5
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.* You would also do well to obtain copies of the three canoe trails books, *Wisconsin's North Central Canoe Trails, Canoeing the Wild Rivers of Northwestern Wisconsin,* and the *Minnesota Voyageur Trails.*

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.

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 postagle. The titles are pretty much self-explanatory: both books are simple, basic, but fairly comprehehensive field guides.

Wisconsin's North Central Canoe Trails is a general summary of the Chippewa, Thornapple, Flambeau, Jump and Yellow Rivers. Each description includes a map showing access points, campgrounds, points of interest, and river conditions such as information on rapids and portages.

Canoeing the Wild Rivers of Northwestern Wisconsin is a guide to the St. Croix and Brule Rivers systems of northwestern Wisconsin. Each has a summary much the same as the above book.

Minnesota Voyageur Trails outlines the major rivers in Minnesota. This book, too, has complete summaries of necessary information.

Make check or money order payable to the Minnesota Canoe Association, Inc. (Price includes postage.) Send payment with the information listed below to MCA Book Dept., 1804 Sargent Av., St. Paul 55105.

Quantity	Title	Price Each	Total Price
_____	**A Wilderness in Crisis**	$2.14	$_____
_____	**Wild Plants and Tracks (2 books)**	3.14	_____
_____	**Wis. N.C. Canoe Trails**	3.14	_____
_____	**Canoeing the Wild Rivers of NW Wis.**	3.14	_____
_____	**Minnesota Voyageur Trails**	2.14	_____
	TOTAL PAYMENT ENCLOSED		$_____

Name _____

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Photo by John Krack



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Officials Explain Statewide Standards and Criteria for Shoreland Development

by John Arver

A "Lakes and New Laws Clinic" was held at Kellogg High School, Maplewood, to explain the new shore lands law pertaining to lake homes and sewage disposal. Subsequent meetings were held May 12 at Valley View School, Edina, and May 13 at Robbinsdale Junior High, Robbinsdale.

The meeting was conducted jointly by the Department of Natural Resources (DNR) and the University Extension Service. Take-home literature on a variety of topics concerning lake shore problems and solutions was available.

Representing DNR was Commissioner Robert Herbst, Eugene Gear and James Menter, Director and Hydrologist, respectively, of the Division of Waters, Soils and Minerals. Representing the Agricultural Extension Service were Director Roland Abraham, Associate Director Hal Routhe, and Associate Professor Roger Machmeier.

The Statewide standards and criteria for shoreland management in Minnesota were officially adopted on June 30, 1970. County ordinances employing these standards and criteria must be adopted by July 1, 1972.

According to the above standards, lakes and streams will be classified as follows:

1. natural environment lakes and streams,
2. recreational development lakes,
3. general development lakes and streams, and
4. critical lakes.

A natural environment lake is one that has very little development now and is one of either two types: One type has existing scenic qualities and has the potential of planned development; the other is the shallow duckmire type of lake not suitable for general use. Recreational development lakes are those that have development now but also have space for further development with good elevation above water for installation of suitable sewage disposal systems.

General development lakes are those heavily developed now or are located in areas under heavy developmental pressure.

Critical lakes are those lakes unclassifiable under the criteria selected due to a number of irregular factors. For the present these lakes will be treated as natural environment lakes.

Approximately an hour was spent on the restrictions and development guidelines for the above types of lake classifications and are too involved for presentation here.

In summary the regulations involve the classification of public waters as indicated earlier plus the following regulations governing:

1. Type and placement of sanitary and water disposal facilities in shoreland areas.
2. Size and length of water frontage of lots suitable for building sites.
3. Placement of structures in relation to shorelines and roads.
4. Alteration and preservation of natural landscape.
5. Subdivision of shoreland areas.
6. Variances from minimum standards and criteria.

If further information is desired, call the Agricultural Extension Division, Informational Bulletins, 373-1615, or the DNR, Division of Waters, Soils and Minerals, 221-2965, and ask for information on standards and criteria for shoreland management.

One-Night Camping Set at 10 Lakes in BWCA

(Reprinted from the Minneapolis Star, June 9, 1971)

DULUTH, Minn. – The U.S. Forest Service has decided to limit campers to one-night stops at 10 heavily used lakes in the Boundary Waters Canoe Area (BWCA) of northern Minnesota. Agency officials said Monday that environmental damages were caused by large numbers of campers in the wilderness area along the Canadian border.

If population pressures keep increasing in the BWCA, officials said it is likely that within 10 years visitors will have to make a reservation in order to camp in the million-acre area.

Joseph Harn, acting supervisor of the Superior National Forest, said he hopes the one-night action will force canoeists into little-used portions of the BWCA. He said this would result in some of the more popular campsites being left vacant on some nights.

The order will apply until September 6 at the following lakes: Falo, Newton, Moose, Newfound, Sucker, One, Two, Three, Four and that portion of Basswood Lake west of United States Point, except Jackson Bay.

This is the first time the forest service has limited camping on the BWCA lakes.

Developer Plans Apartment Complex in Mississippi River

by John Arver

Last month a St. Paul-based realty company announced plans to develop Durnam Island in the Mississippi River into an apartment complex. The 66-acre island is located just north of Interstate 694. It is a completely primitive parcel of ground in a natural state of ecological balance, and is used by many canoeists as an interesting stopping point.

An ad hoc committee from Brooklyn Center, Brooklyn Park, and Fridley was formed to discuss ways and means of preventing development of this island, as well as several others to the north.

The developer plans to raise the island above flood plain by dredging the west channel and partially dredging the east channel. Approximately 12 feet of fill would be required and all the trees would have to be cut.

Mr. Frank Ryder of the Corps of Engineers was present and explained that the Department of Natural Resources has control over stream and lake beds through flood plain control. The primary interest of the Corps is in the navigability of the waterway in accordance with the Organic Act of 1858. The Mississippi is considered a navigable waterway according to the Act, and hence the Corps has an interest.

Officials from three villages and many other interested parties testified in opposition. Roger Shear, a state representative, cautioned against premature panic and hopes to have the island made into a wildlife refuge. He announced, as Vice Chairman of the Natural Resources Committee, he had just received $25,000 from the Minnesota Outdoor Resources Committee for a study of the Mississippi from Hastings to the Crow Wing River.

Officers were elected to form an operating committee, and the meeting was adjourned.

State Lands Donated to Voyageur's National Park

A bill authorizing donation to the federal government State lands needed for the establishment of Voyageur's National Park was signed June 4 by Governor Wendell Anderson. The 220,000-acre site in northern St. Louis and Koochiching counties is Minnesota's first national park and the only one in the nation featuring the unique forest-lake environment found there. The bill appropriates $5,870,000 by authorizing the sale of bonds to raise the money needed to reimburse the school trust funds for the lands being taken.

DNR Commissioner Herbst praised former Governor Elmer L. Anderson for "his ceaseless and untiring efforts in building support for the proposal in Minnesota, and Congressman John Blatnik for his success in winning congressional support in Washington."

Score Tallied on Natural Resource Legislation

Many important items of natural resource legislation won approval during the regular session of the legislature. The following measures listed are only those of special interest to canoeists:

1. Passage of the Voyageur's National Park legislation;
2. Extension of the surcharge on small game licenses for the acquisition of wetlands;
3. Addition to State park boundaries and solid funding for development of existing parks;
4. Water safety act updated;
5. Five new recreational trails established and master planning authorized for development of recreational facilities on 16 designated boating and canoeing rivers;
6. Authority to allow entrance to State parks on one designated day without a motor vehicle entrance permit;
7. Authority to acquire public access sites on small lakes;
8. Endangered species act.

Homemade Canoes and Booth-tenders Needed for State Fair Display

by Mrs. Don Manion

We have been handed an excellent opportunity to promote canoeing. If we can provide 12 to 15 *homemade* canoes and enough volunteers to staff the booth, the opportunity is ours. Any homemade open or closed canoes (fiberglass, woodstrip, etc.) are eligible. They will not be judged for quality; they are merely for display.

Those willing to bring their canoes should call Bob Haug, 331-5634. Those men and women willing to be on hand to answer questions should call me, Mrs. Don Manion, 938-8231. Dates are August 28 - September 6, with hours tentatively set from 9 - 5:30. (The booth will be protected by guards, so it won't be necessary to staff it from the opening to closing hours of the grounds.) Location will be the brand new Home Economics Building, near the 4-H Building on the Snelling side of the fairgrounds.

Diary of a Whitewater Champion:

Al Button

International Course Is a "Boatbreaker"

Excerpts from a memo to the 1971 U.S. Whitewater Team from Coach Jay Evans, May 13.

It is time now to fish or cut bait. As a member of the U.S. Whitewater Team from now until after June 23 you will no longer fit your training in and around other activities, but rather you will consider your training *first*, and then plan for other things if time and energy are available . . . .

Attendance at all practices and team meetings will be mandatory . . . We will use "Vince Lombardi time," i.e., if a meeting is called for 7 p.m., you'd better be there and ready by 6:55! Even the mildest form of boisterous or irregular behavior via alcohol and/or drugs is more than ample grounds for instant dismissal from the team. No U.S. Team member will use tobacco while in uniform or in public. Your relations with the townspeople of Merano will be impeccable, always keeping in mind that as a United States Team member you are an ambassador of goodwill. All local laws and regulations will be cheerfully and scrupulously observed. International rules forbid your conversing with race officials during the World Championships . . . .

Performance Checklist for Wildwater (Excerpts)

Was your goal to win this race? Sleeping arrangements the night before? . . . How could you have gotten off to a faster start? Who was in front of you, who behind you? Just how familiar were you with the river? List all the mistakes you made in regard to direction, course, waves, rocks, etc. Were you forced at any time to brace rather than maintain a steady forward stroke? . . . Did you experience an oxygen deficiency in the early stages of the race? To what extent were you able to get your mind off the physical pain during the race and for how long and what stretches of the race?

And Whitewater Slalom (Excerpts)

Did you have any mental lapses during the race? . . . How sharp were your eddy turns? As you entered the eddy was the tip of your boat at any time more than 12 inches away from the pivot pole? Was it necessary for you to break your stroke rhythm as you went through a gate? . . . How much water (other than sweat) in the bottom of your boat at the finish?

Two, Two, Two Boats in One

Since the U.S. Nationals a hectic three weeks has been filled with boat building (one lightweight championship canoe – assisted by Molly Redmond and Barb Wonson), shopping, two races and many phone calls to arrange the trip to Merano, Italy, for the world championships. Several friends in the MCA get together for a send-off celebration, including teammate Sandy Morrison, just returned from college. Finally the two canoes are ready – one shell taped onto the outside of a finished canoe. Loaded inside the canoes are paddles, wetsuit gear, camping gear, and a whole portable boat building factory – resin, cloth and tools.

I drive to Madison where teammate Russ Nichols has a similar boat setup. Together we continue to New York, where we spend a day with Lufthansa Airlines arranging to get the boats to Europe the cheapest way. We watch fearfully as they are loaded into the giant 747 on a narrow conveyer belt. All goes well, and we arrive safely in Munich, Germany, on Sunday morning. After two days of sightseeing – including the Olympic slalom course at Augsburg for next year – we pack up and drive south through the beautiful Austrian Alps, over Brenner Pass, over snow-topped Passo Givvo, and down a steep, twisting one-and-a-half lane road to the valley of the Passer River and Merano. The trip has featured good food, low cost lodging, and attempts to communicate in German. Even Merano is more German than Italian.

We find a huge old Italian villa, and get a large room with balcony overlooking a flower garden, and breakfast provided, for 1600 lire ($2.65) per day. Unbelievable! It is right near the river and slalom course. We spend the first few days at the fairgrounds outfitting the boats – along with Sam Galpin of High Performance

Plastics, Inc., who brought 50 whitewater boats along for the U.S. team and who is outfitting and seaming them here.

The people are very friendly, especially our landlady. We have lots of fun trying to order a meal or buy something or explain canoe slalom in German. The officials at the post office and bank speak Italian, which is even more difficult for us.

Crowds of vacationing Europeans are on hand watching practice runs on the slalom course, which is right in town. It will be impossible to get close to the course at race time, with all the crowds. The wildwater course is upstream from town and is not very accessible from the roads. It is 4 or 5 miles long, very fast, steep, rocky, and at times narrow. We're thankful for our epoxy boats because this river is a real boatbreaker. You never know when a big wave will have a rock hidden just beneath the surface. Our job in the next two weeks is to find out which waves are "safe" and which ones are "hard". We'll have our exact course memorized by then.

Other members of the team and other teams are starting to arrive, but it will be more than a week yet before things really get busy. We'll have many miles of practice runs in by then, plus running, pushups and situps. We'll intersperse training with sightseeing in and around this beautiful town with its vineyards, castles, mountains and narrow, winding cobbled streets bounded by hotels, many little shops, and beautiful old stone buildings.

Race time is drawing very near (17-23), and preparations are going on fast and furiously. All the teams are here practicing – from 22 countries: U.S., Canada, Australia, Japan, England, Ireland, Netherlands, Sweden, Denmark, France, West Germany, East Germany, Poland, Russia, Austria, Czechoslovakia, Hungary, Yugoslavia, Italy, Belgium, Luxembourg, Switzerland.

Merano is full of big posters announcing the event. The wires are up on the slalom course and gates are hung, but not in place. Bleachers are being built along the slalom course. Slalom teams are making practice runs in town and on their own courses both up and downstream from the real slalom course. Wildwater teams are running the course three to four times each day, with timers checking their progress. Evidence of shipwrecks is becoming more common; one local farmer has a souvenir half kayak from a European paddler. The Polish team's boat trailer has the bow half of a wildwater C-2 on it – the stern half is nowhere to be seen. A C-1 was split in half from the stern to the cockpit. One of our American K-1s was crunched in the bow in a head-on (twice) at Eat-a-Wop Rock – Bill Funk doesn't believe in going *around.* Also, it is split open at the seams. Massive boat repair work is going on today since we had a "day off" with no planned practice sessions or meetings. I've been very lucky. My SST (Slow Super Tank) has held up well and has required only regluing one knee brace so far. The LST (Lightweight Super Tank) is ready for competition. It has been checked out on flat water and on easy rapids. The Lettman Star is too tippy for me to fool with, and has shown signs of breaking up since Russ Nichols started using it in practice after he had damaged *both* of his Bone C-1s. I'm negotiating with the West Germans to possibly buy a Hahn whitewater C-1. They may sell one. It is supposed to be faster than my Bone.

After practicing on the course for a week I know it very well – each wave and rock, each current, chute, hole and eddy. The water level has gone up a couple of feet and then down. I expect it will stay down now unless it rains a lot more in the mountains. It could do that. The water was very big and powerful when it was high. Now it is tricky, but much of the power of it is gone. I have to be precise in choosing routes; each wave is a challenge, requiring a slight spin to right or left for maximum speed or to clear a rock 20 yards downstream.

Our training day starts at 6:50 a.m. – dress, out for a mile run, breakfast, on the river until 11:30, lunch, rest an hour, on the river until 5:30, eat at 7, go to town to get *more* to eat because hotel meals aren't huge – then read or write for a while and collapse until morning.

Today, for my day off, I climbed an Alp named the Mutspitze, altitude 2295 meters (approximately 7200 feet). That is a rather smallish Alp – but nearly as high as most in our neighborhood. They go 25-2600 meters – but this one is nearby and overlooks Merano. I drove up to 800 meters (2500 feet) and climbed the rest. It was very *cold* up there, with a little snow, lots of wind and clouds. It had been warm in the valley to start with (Merano is at altitude 325 meters – 1000 feet).

AS HUT! WAS GOING TO PRESS, WE LEARNED THAT AL BUTTON, RUSS NICHOLS AND JOHN SWEET HAD WON A BRONZE MEDAL IN THE DOWNRIVER C-I TEAM EVENT – CONGRATULATIONS!

Popular Whitewater Clinic to be Repeated

by Denny Withers

Last year's highly successful Whitewater Clinic will be offered again this year on the weekend of July 17-18 at Taylor's Falls. Persons who built kayaks, C-1s and whitewater C-2s during the cold months should take advantage of this full weekend of beginning and intermediate instruction on moving water. More experienced whitewater paddlers will likewise find the instruction beneficial to their enjoyment of the sport.

We'll divide into small teaching groups guided by experienced whitewater paddlers. Several "fun" team races will be run over a practice slalom course. Each participant must provide his own equipment (boat with flotation, spray skirt, paddle, lifejacket, helmet). Everyone is expected to also have plenty of energy!

Preregistration is required by mail or telephone by Thursday, July 15. Write to Denny Withers, 2806 Xerxes Avenue S., Minneapolis 55416, describing your level of paddling experience (rivers paddled, races entered, etc.) and type of boat (Mendesta or Prijon kayak, C-1, etc.). Or call 920-2887 and be prepared to answer some standard questions. The information will enable us to put all persons in a class with peers of comparable ability.

Registration fee is $2 for persons 18 and younger, $3 for persons 19 and older. Card-carrying MCA members can deduct $1 from these fees.

We'll have the clinic organization meeting on Saturday at 9:30 a.m. sharp on the northeast side of the Highway 8 bridge at Taylor's Falls, and begin paddling in classes immediately after.

Avoid 3-Inch Numbers on Your Canoe, Kayak — Write a Simple Letter

First in a series of analyses

by Joe Conrad

Here it is, fellow paddlers, a brand new tax just for you – the canoe tax! Developed and pushed by our own Department of Natural Resources (formerly the Conservation Department) and passed into law by this legislature, the tax will take its bite as of January 1, 1972. The MCA had some influence on the bill as it went through the Senate, but we missed the House voting entirely. Seems as though the water safety people in the DNR didn't want to do any advance consultation with canoe groups, Boy Scouts or sailboat people. It's not hard to see why when you read the list of new rules and regulations that will apply to your favorite pastime.

I've prepared a series of short articles about this new law: who sponsored it, the so-called reasons for its necessity, how the MCA influenced it, and what lessons we must learn from it.

Provisions of the bill:

1. License fee: private owner – $5 for three years (the same as that for any powerboats up to 19 feet long); rental boats – $3 for three years; nonprofit camps – $2 for three years.
2. Fee for duplicate license or sale or transfer – $2.
3. You must file within 30 days if you change address or within 15 days if you sell the boat.
4. Owner is liable for negligent operation of any boat.
5. *Lifejackets* – must have them available at all times, Coast Guard-approved or DNR Commissioner-approved in the case of canoes and kayaks only. Rental businesses must provide the necessary lifejackets for rental boats.
6. Lights – at night you must carry a white light which you can display to avoid collisions.
7. *Sheriff's permits* for races and *exhibitions* are required from the sheriff of the county in which the event originates. The refusal of a permit may be appealed to the DNR Commissioner.
8. Display of license numbers. The form of this is left to the DNR Commissioner.
9. Penalties for violation – as I read the bill, no definite penalties have been prescribed yet. It is simply "unlawful" to violate any of its provisions.

We must direct our attention to item 8, the form of the display of license numbers. **Mr. Severson, the chief DNR spokesman for the bill will be pushing for 3-inch high numbers (like those on motorboats) since he has a law enforcement background and feels that canoes need this in order to be well regulated. The final decision, however, is up to the DNR Commissioner.** ***You*** **must write to Commissioner Robert Herbst, Department of Natural Resources, Centennial Office Building, St. Paul 55101, to register your support for the MCA proposal: a 6-inch reflector sticker with your number and perhaps a loon and a motto such as "Carry Home Your Trash" or "Keep Minnesota Green".**

As the kids say, DO IT!

River Trails Team Requests Help

by W.B. Rathbun

The River Trails Research Team has chosen two rivers for an in-depth pilot study for the remainder of 1971. These are the Rum and Kettle River systems. All navigable tributaries as well as the most upper reaches of each river are to be investigated. The team is headed up by Larry Johns and myself, and has been joined by Joe Conrad, John Krack, Ralph Fernandez, Walter Nelson, Abner Jones, Bob Haag and Jeff Howe. The team is soliciting still more volunteers, and is especially interested in members who have particular knowledge of or will help explore the lesser-known portions of the two river systems, as follows:

Rum River System

Mille Lacs Lake to Princeton
Princeton to Walbo
West Branch of Rum River
Stanchfield Creek
Cedar Creek

Kettle River System

Highway 73 bridge to Highway 41
Grindstone River
Pine River
Willow River
Moose River from Barnum to the Kettle
Split Rock River
Dead Moose River
West Branch of Kettle River
Headwaters of Kettle River
(exploration of the above two sections may require high water)

Written records of exploration are to include (1) establishment and reading of numerous adequate gauges (painted on bridge piers) with correlation of the gauge reading with estimates of difficulty *throughout* the canoeing season; (2) character description of river (type of bottom, width, turns, rock character); (3) obstacles (dams, downed trees, excessive snags, portages, swamps, barbed wire, length of dead water); (4) rapids description at various water levels; (5) description of access points and access roads, camping sites; (6) unusual points of interest; (7) actual water traveling time required with boat type and experience indicated; (8) wildlife, tree cover, flowers, other vegetation types along the route; (9) fishing; (10) photographs; (11) any historical knowledge of the two river routes including use by early explorers and in logging operations, together with local names of river features.

Coordinator for river section choices and report receipts is: William B. Rathbun, 1907 Pleasant St., St. Paul 55113.

MCA Members Asked to Memorize Description of Stolen Canoe

by Dean Oyen

I would like to request the assistance of all the members of the MCA in tracking down my canoe, which was stolen from my backyard in the early morning hours of June 3.

The canoe is distinctive and easily identifiable: It is a 16-foot green fiberglass model built from one of the first MCA molds, with redwood gunwales and a fir and a redwood thwart. The seats are fir and the bow and stern are capped with triangular sections of marine plywood, each end also having a large eyebolt anchored therein.

The flotation in bow and stern pockets are a most extraordinary-looking styrofoam – described by my wife as like "cake frosting". The keel has been damaged several times in the aft section and has been filled in, from the inside, with a slightly lighter green resin than the original color of the craft.

Anyone sighting such a craft should contact (1) the Minneapolis police; (2) Dean Oyen, 335-1476, or Paul Schaefer, 336-4972. Hopefully such a large group of avid canoeists as the MCA can work in unison against those who feel to be above or below building, buying, borrowing or renting to enjoy all the pleasures of the sport.

Kruger-Waddell Cross-Continent Safari

by Bruce Arones

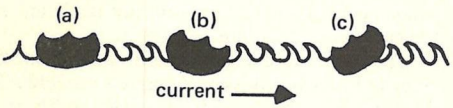
I was canoeing and camping Memorial Day weekend with 12 other fellows in and near the BWCA. On a four-rod portage between Rat Lake and Rose Lake, we met the bronzed and bearded men of the Kruger-Waddell Cross-Continent Safari. As they swiftly crossed the portage, politely refusing all offers of assistance, we managed to ask them a few questions on the run.

They said that they were back on schedule after having lost about 10 days due to ice further east. They had had rough going on Lake Superior. Their schedule had not permitted time for fishing, but when time became less pressing they had all intentions of doing so. They commented that the total weight of the canoe, their gear, and themselves was about 700 pounds. After gleaning this much information from them during our brief encounter, we wished them good luck and watched them paddle across Rat Lake in almost as little time as it took us to cross the four-rod portage.

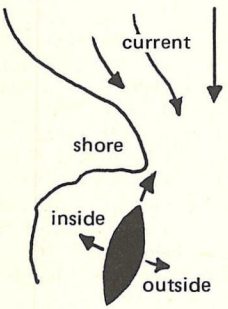
Quiz on River Current

by Ian Richards

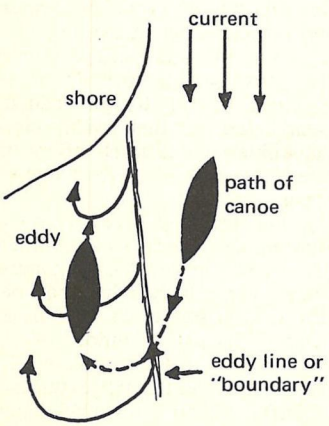
1. When crossing broadside to a current should a canoe be (a) kept flat, (b) leaned downstream, (c) leaned upstream? Answer:



2. You are paddling upstream and must go around an obstruction jutting out from the shore. Should you (a) lean toward the outside of the turn, (b) lean toward the inside of the turn, (c) not lean at all? Answer:



3. When making an *eddy turn* (from fast current initially moving downstream, spinning 180 degrees into the back eddy), should you (a) lean outside, (b) lean inside, (c) not lean at all? Answer:



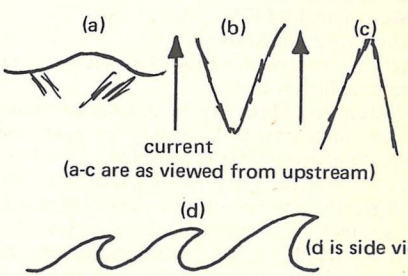
4. When turning 180 degrees out of the back eddy into the fast current, should you (a) lean outside, (b) lean inside, (c) not lean at all? Answer:

5. If for some reason you had to paddle *across* a river just upstream from a 100-foot waterfall (or fallen tree, low bridge in flood season, etc.), would it be safest to point the canoe (a) directly broadside to the current, (b) facing downstream at a 45-degree angle to the current, (c) facing upstream at a 45-degree angle to the current? Answer:

6. If your canoe hits rocks and spins around backward in a rapid, is it safest to (a) turn around again, (b) go through the rapid backward, (c) head for shore? Answer:

7. If your canoe gets stuck on a rock in a rapid, should you (a) lean toward the rock, (b) lean away from the rock, (c) call for a helicopter? Answer:

8. It's difficult to give precise rules for telling where submerged rocks are located. (They often turn up in the darndest places – like right under your canoe!) But, as a rule of thumb, which two of the following are the best indicators of barely hidden rocks: (a) a smooth "pillow-like" wave, (b) a V pointed upstream, (c) a V pointed downstream, (d) choppy waves (haystacks) and rollers? Answer:



9. Which are the best and worst positions for a covered canoe going through a big rolling wave: (a) pointing straight into the wave, (b) sideways and leaning downstream into the wave, (c) sideways and leaning upstream away from the wave? Answer:

10. Is the safest place to run down a chute with big choppy waves below it (a) through the big waves, (b) along the edge of the waves, (c) heading into the back eddies on the sides? Answer:

11. Suppose you swamp in an open aluminum canoe. Should you (a) stay on the down-

stream side of the canoe, (b) stay on the upstream side or end of the canoe, (c) abandon the canoe and strike for shore? Answer:

12. One last question: Is someone who makes up a multiple-choice quiz about a decent sport like canoeing (a) a jackass, (b) ein Esel, (c) un burro? Answer:

Answers are on page 14.

Incident on Oyster Lake

by Ham Kurtz

It was a lazy day in the Boundary Waters Canoe Area – the day you'd set aside between your portages and your travels to fish and do nothing. The weather was obliging, and it was cool and sunny as we drifted toward the end of the lake casting with spoons for that big northern we wanted for dinner. As we approached the weed bed at the end of the lake, we also neared the portage westward to Hustler Lake. After rounding a small bend in the lake we could see things piled where the portage started. Someone was either coming or going over the 240-rod portage.

As we worked our way by, casting all around us, we noticed among the gear a construction worker's hard hat. Then along the trail came a young man toward the gear. We greeted him and asked why the hard hat. The response came cheerfully.

"My buddy and I are trail crew. We have to wear those hats sometimes in our work."

So at last I'd met up with one of those mythical trail crews that had eluded me in the BWCA for years. Shortly, as we talked, his partner came down the trail. Some of our comments and my observations follow.

"Sure, it's a long portage," he said, "but we have to cross it five times. The junk we pick up at campsites we have to carry out. But, even so, it's better here than over on the Pauness Lakes west of here. A lot of trash gets carried over from where the big boats go through Loon Lake along the border."

With these statements he affirmed my opinion that motorized boats add disproportionately to the pollution problems of the BWCA, but regular canoeists are certainly involved, too.

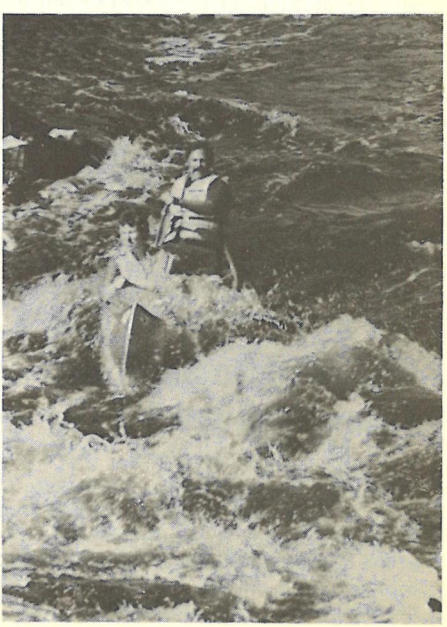
Asked about their schedule, they said the two of them worked as a team for ten days and then had four days off. They were flown in and out by the Forest Service, along with their gear. They had been working on lakes around Oyster and Hustler, maintaining and improving portages and clearing new campsites for the expanding canoeing population. At these sites they were installing the new heavy iron campfire grills and wooden latrines. The materials had been brought into these areas during the winter. One of the guys seemed to take great pride in his ability to guess where to dig in that rocky land to find enough soil for a latrine pit. The other guy chuckled and admitted that the guy had a real talent. I was struck with how pleased they seemed to be able to talk to someone else for a change.

As they picked up their last load of gear and we drifted away to fish, I felt that I had gained more insight into the problems and character of the BWCA. If you ever come across one of these lonely trail crews in the BWCA, stop and talk. It could be mutually rewarding.

The three largest Minnesota bears on file at the Department of Natural Resources are: 585 pounds, 605 pounds (live weights), and 471 pounds (dressed out).

The bear has just been classed as a big game animal in Minnesota, which will prevent "such abuses as the indiscriminate slaughter of bear at village dumps." The only time a bear may be taken out of season is when a person is protecting his property, but the event must be reported to a state conservation officer within 48 hours.

Plans for pro canoes (16 and 18-1/2 ft.) available for $5 from Jeff Howe, MCA, Box 14177, University Station, Minneapolis 55414; 331-3154.



CRUISING CAPERS



Newcomers and Oldcomers Invited to Paddle Through Locks

by Walt Jones

Once more it's the time of the year when we go through the Locks. We will meet at Sibley St. and 10th Av. N.E. and go 1 block south to the river where we will leave our canoes. Then we'll scurry to Hidden Falls: Take the east side of the river, turning off on the first road to the right, and head toward the Ford Bridge. About 3/4 mile past the Ford Plant a bus will be waiting to take us back for $1 (pay as you enter).

Be sure to get to Hidden Falls Park by 12:30 p.m. Bring a picnic lunch if you wish.

Midnight Run On Mississippi Scheduled for July 23

by Janet Robidoux

Join us for a short but exciting trip after dark on the Mississippi on Friday, July 23. Bring lifejackets and flashlights or flares. We will meet at 8 p.m. at the Anoka County Park at 6775 East River Road in Fridley. Then at 8:15 we will drive en masse to the put-in at the Coon Rapids Dam. All shuttling will take place before the trip. We may get a bus, so be prepared to pay a nominal fee for the driver's return to the put-in. Bring mosquito lotion; the wait may be itchy if the mosquito population is high.

The trip down river will take about 1-1/2 hours ending at the 694 bridge at about 11 p.m. Then we will all convene at the Anoka County Park for refreshments. For reservations call Janet or Janice Robidoux, 784-7086.

All-American Shuttling Team Nominated

by Larry Johns

During the recent Flambeau Cruise (see May issue, p. 10) cruise leader Larry Johns took a lot of friendly jabs in the ribs about the rigors of the 65-mile round trip shuttling of cars over corduroy roads through fog-thick dust. He won the permanent title of King Shuttle when his car, one of two vehicles loaded with returning drivers, ran out of gas Somewhere. When pressed to make a statement he responded tersely, "No comment." He recently changed his mind (perhaps he heard that the Robidoux twins intended to send him a sympathy card), and prepared the following proposal for future cruises.

The flurry of excitement caused by the selection of Al Button and Sandy Morrison to the U.S. National Whitewater Team has been matched by an undercurrent of grumbling from a small but vocal group of paddlers who feel they have participated in an event no less challenging than riding a C-1 down an Alpine stream. Having survived and overcome the most formidable obstacles and hazards, they would appreciate the honor due them.

This group feels a new event should be sponsored and promoted by the MCA with the eventual aim of making it an Olympic event.

I would like to nominate Dick VanReyper, Janet Robidoux, John Krack, Win Grunke, Fred Kedney, Molly Redmond and Pat Fahey to the first All-American Shuttling Team. Alternates include Jean-Marie Fisher, Janice Robidoux, Jim Knops, Mary Leonard, Becky Rockwell, Phil Lamb, Sue Hill, David Perry, Joanne VanReyper, John Morganthaler, and Margie Johns.

A course for practicing and improving your shuttling technique has been laid out in north-central Wisconsin somewhere near the Flambeau River. Hazards and adversities to overcome include late risers, no maps, unmarked roads, road conditions ranging from poor to terrible, extreme distance, overheated cars, cars with insufficient gas and lost, confused drivers. The course starts at the Highway W bridge, goes northwest 6 miles to a fire tower (hidden in the trees), south 8 miles, right on a dirt road (impassable at the start but gets gradually worse), proceed southwest 7 miles to the second unmarked road to the west, ask directions at a friendly farm house 3-1/2 miles down the road, make a half-right and continue 3 miles, turn right and go north – taking the roughest road at each intersection. This should lead you to the CC Camp on the Flambeau River, so turn around and go back to the last intersection and turn left – CC Camp is the wrong location. You're looking for Hervas Landing, which is about 3 miles up the road.

Hervas Landing is easily recognized by a faded 3 by 4 inch sign partially hidden by brush.

I would suggest carrying the following gear: block and tackle, four extra tires, emergency flares, a complete tool kit, a full tank of gas with two 5-gallon cans for reserve, first-aid kit, two-way radio, compasses, food for three days, extra water for yourself and your car, camping gear, bug spray, 200 Excedrin tablets and a Bible. Also, be sure to file your trip plan with the State police.

Anyone interested in trying out for the shuttling team should contact someone else – I'm staying away.

Crow Wing Cruise Turned Out to Be a Long-Winded Paddle

by Walter B. Jones

In the May HUT! I wrote that the Crow Wing River was not one of our more popular river routes. True, it is a fairly quiet river. To me it is a beautiful river running through a forest. It is lined with green slopes, tall trees and the water is crystal clear.

I arrived for the cruise Friday evening, and set up camp using my new pup tent, weight 4½ pounds, nylon, with a window on the deep end, designed for backpacking. Shortly after Mr. and Mrs. Jerry Alexander and daughters Sandy and Lori showed up we played cards for an hour

In the morning Mr. and Mrs. George Cochran and family showed up. Then Dick Brown and friend Lloyd. At this point we had four canoes. At 9 a.m. we drove to the point of departure. Arriving there we found Harvey Anderson of Mankato awaiting us with his 12-foot, 30-inch wide canoe. My first reaction was I should ride along with Dick Brown and Lloyd. But I went along with Harvey in his little 12-footer instead.

The sun was bright. On the Shell River, which runs in an easterly direction at this point, we had a strong tailwind. Away we went, each of us thankful for the blessing of such beautiful weather and a bonus of a strong tailwind.

When we turned into the Crow Wing we headed in a southwesterly direction. At this point we did something to displease the wind god. We had wind – headwind, tailwind, sidewind, crosswind, downwind, upwind. The trees along the river were arched almost 90 degrees.

The river never seemed so long, but every trip does come to an end. We were back at the campground with much appreciation for it. We were all pretty bushed.

At this point Dick Brown and Lloyd took off. The Cochrans left, too. That left the Jerry Alexanders, Harvey Anderson, and yours truly. Supper was served, and we held a conference. Should we continue on the morrow, or should we drop the trip. We decided to drop it, based in lack of interest and overexertion.

About 9 p.m. two cars and two canoes showed up. The young lady said she was a member of the MCA (sorry, I forget the name). She and her friends decided to continue Sunday where we left off.

Harvey and I went off to a cookout put on for the people that use the river and saddle trails along the rivers to raise money. We were well fed for $2. We let these people know we were from the MCA. Never let it be said an MCA member failed to pay his share of the freight. So Harvey began to entertain this bunch with stories and his harmonica and accessories. It was so enjoyed by this group that they invited us up for their trail ride on September 18-19, horses to be furnished. Now this promises to be a real treat.

Thus our Crow Wing Cruise came to a pretty successful end.

Comprehensive Guide to Upper Iowa River Available

A comprehensive guide to the Upper Iowa River has recently been published by Luther College chemistry professor George Knudson.

"The 70-page guide is designed primarily for persons who wish to canoe this northeast Iowa river, but is also of general interest with information on the geology, wildlife, Indian lore and history of the unique valley of the Upper Iowa," Knudson said. Detailed maps are included for eight sections of the river which total over 100 miles of its length. Canoeists will find descriptions on access points, camping facilities, canoeing hazards, portages, water levels and other information essential in planning a trip on the river.

The Upper Iowa River is now under consideration for addition to the nine streams in the nation which are part of the federal system of Wild and Scenic Rivers. It was the first river on which the Bureau of Outdoor Recreation (BOR) completed an extensive study, and it is expected that the U.S. Department of Interior will soon act on the BOR's recommendation for inclusion in the system.

The author has specified that all profits from this book, written entirely by himself, will go into a fund for scientific research on various aspects of the river.

Persons interested in buying the book should send $1.25, which includes postage and handling, to Professor George Knudson, Luther College, Decorah, Iowa 52101.

PROFESSIONAL RACING

Pro Race Season Opens With 1971 Jensen Handicap

by Karl N. Ketter

The Jensen Handicap was held on the Mississippi River on May 22 from 83rd Avenue N. to I-694 bridge and then upstream to the starting point. A novice paddler was paired with an experienced canoe racer by lottery. The canoe they paddle (16 ft. pro racing type) is chosen by lottery as well. The "handicap", then, is the lottery combined with upstream racing.

The objectives of the race are to interest canoeists in racing, to give the novice racer a chance to paddle in a racing canoe with an experienced racer, to impress on the racers the need for training, and to teach skills of upstream canoeing.

Here are the results of the 1971 Handicap (the experienced partner is named first). Two teams tied for fifth place.

Place	Contestants	Min:Sec
1	Dan Hassel – Scott Merchant	47
2	Tom Olsen – Ron Burley	48:30
3	Ken Ketter – Henry Cornelius	50
4	Steve Peterson – Rob Smith	51
5	Eugene Jensen – Bill Parish	52
5	Karl Ketter – Craig Nelson	52
6	Glen Bennington – Dan Straut	52:20
7	Irvin Peterson – John Breckenridge	52:30
8	Keith Canny – Al DeBois	
9	Gary Neddermeyer – Mike Digatonio	
10	Robin Baker – Richard Henry	
11	Joe Conrad – John Burke	
12	Jeff Howe – Mike Bohanon	
13	Harold Beecroft – Russ Scott	
14	Gary Jensen – Terry Sather	
15	Lawrence Peterson – Merle Davis	



Scott Merchant and Dan Hassel cross finish line in first place. (Photo by Barb Ketter)

124-Mile Ontario Race to Yield $2600 in Cash Prizes

by Glen DuVuono

The 5th Annual Ville Marie to North Bay Canoe Race will be held July 31 through August 2. The distance from Ville Marie, Quebec, to North Bay, Ontario, is 124 miles. The longest lap of the three-day race is 48 miles long. There are no portages on the first lap, only one on the second, and nine of the final lap between Mattawa and North Bay.

Prizes total $2600 in cash. The first prize is $750, and lesser amounts will be awarded down to the 20th position.

For official entry form and brochure write to Glen DeVuono, Secretary, Ville Marie to North Bay Canoe Race, 195 Main Street W., North Bay, Ontario, Canada; or call Karl Ketter, 869-0021.

LeSueur Corn-on-the-Curb Standard Canoe Race Will Be Held August 14

The LeSeur Corn-on-the-Curb Standard Canoe Race will be held on Saturday, August 14, at 2 p.m. sharp. Admission fee is a $1 Corn-on-the-Curb button per entrant. Prizes and trophies will be awarded. The race starts approximately 5 miles south of LeSueur along U.S. 169.

For more information write Mrs. Tim Straub, 217 Bridge Street, LeSueur, Minnesota 56058.

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Winners of the Jensen Handicap (left to right): Ron Burley, Tom Olsen, Scott Merchant, Henry Cornelius, Dan Hassel, Ken Ketter. (Photo by Jeanne Lalley)

Take Time to Learn Offside Lean

by Karl N. Ketter

Once the turn is accomplished by sliding the stern around rather than drawing the bow directly over (see June issue of HUT!, "Turn Canoe After It Has Proper Trim"), it is possible to control the sliding and the turn by the amount of lean. The keel or stem point of the canoe interferes with the swing of the stern. By leaning the canoe just an inch or two, the water more easily passes under the canoe, and the stern swings easily to change direction of the canoe and complete the turn.

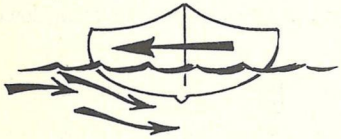


Figure 1. *No lean.* Swing of stern is impeded by water catching the keel and point of canoe.

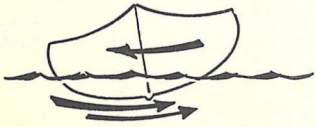


Figure 2. *Offside lean.* An offside lean of an inch or two allows the water to pass keel and stem.

The lean, of course, is in the direction opposite to the turn. A left turn requires that the right gunnel be dipped an inch or two.

This little procedure takes practice. It is well worth all the time it takes to master and perfect the *offside lean.* Its major use is to improve and smooth our sharp turns and to help counteract those stubborn, arm-stretching sidewinds. Many of the races in Michigan require a large amount of turning to navigate the small twisting streams. In this type of race, *some of the better teams can make corners entirely by leaning.* It is possible to make a very tight, smooth corner to the right with the bowman on the left side and sternman on the right – think about it.

THE ORACLE

Q. Do canoe racers slipstream competitors as drivers do in auto races?

A. Yes, very much so. A canoe leaves a nice wake of regular waves. A slistreaming canoe just has to pick a wave and ride on it. Slipstreaming is a very complex activity to master, and there may be repercussions. The degree to which slipstreaming affects the lead canoe has not been established, but following too close often invites a shower from an angry sternman.

Q. Who's the number one canoe racer in the world?

A. Depends on who you ask, but I'm pretty good.

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

Answers to "Quiz on River Current" on Page 8.

1. (b). *Always lean downstream!* The only exception is when turning into a back eddy. (Then lean upstream slightly because the current is moving upstream.) In other words, always lean in the direction in which the current is going. The reason for leaning downstream is that the current moving under the boat wants to twist it upstream.

2. (a). Always lean *outside* when making *gradual* turns! Note that this outside lean is also downstream, since the boat is veering toward the outside and is pointed upstream. The lean lifts the ends of the boat out of the water and allows the current to slip under the boat.

3. (b). Lean *inside* on most *abrupt* turns! This situation (eddy turn) is the only time you lean upstream.

4. (b). Lean inside (downstream, turning out of the eddy), unless you want to do a "half Eskimo-roll".

5. (c). Facing upstream 45 degrees. (You want to paddle against the current, not with it.) And, of course, lean downstream! A canoe held carefully in this position can be "ferried" without losing ground across quite a fast-moving current.

6. It all depends. In the event of being spun around, one should be *able* to do all three, as the situation demands. Trying to turn around 180 degrees in a rapid can be dangerous if there are lots of rocks. This is one reason for learning to go backward.

7. (a). Lean *into* the rock (downstream). Otherwise the upstream gunnel of the canoe may dip under water – if that happens, scratch one canoe!

8. (a) and (b). Smooth pillows and *upstream*-pointing Vs almost always indicate rocks. The "smooth pillow" is the best all-around indicator – learn to look for it hidden inside other waves. (Does an otherwise "choppy" wave have a "goose-bump" somewhere? If so, avoid that spot.) *Downstream*-pointing Vs are usually in deep channels, and rollers and haystacks are caused by the "hydraulic bounce" of water recoiling from an abrupt drop. Incidentally, the regular haystack varieties are much less likely to fill up a canoe than the mean-looking back-curlers (rollers).

9. (a). Straight ahead is best. Otherwise, you know the answer: lean downstream.

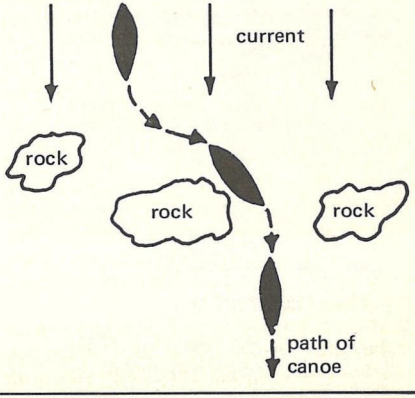
10. (b). The edge of the haystacks is generally safest. Heading at high speed into back eddies (c) is dangerous – the boat is likely to spin around and turn over.

11. It all depends. Never stay downstream of the canoe. You might get pinned against a rock. Generally, (b) – try to hold onto the canoe from the upstream end, but in rare situations (terribly high water) you may want to abandon it and go for shore.

    If you must swim alone down a rapid, go down feet first, on your back, to hit off the rocks with your feet and posterior. The only exception might be through terribly high waves, where you turn your back to the waves in order to breathe more easily.

12. You're right.

As a bonus, here's one more situation which very often occurs. You've gotten off course in a rapid and have to make a sharp "cut" around a large rock. You first lean *outside* (the sternman gradually turning with sweep and/or rudder strokes as the bowman draws. Your canoe just grazes the rock, and now you lean *inside,* making an abrupt pivot about the rock. Notice that in each situation you're leaning downstream.



Pictographs May Not Survive Man Part II:

by Bob O'Hara

A canoe trip north is never complete until I see a pictograph. It may be at a new site or simply one seen many times, but the thrill is always there, and the questions return each time. Will we ever completely decipher the real meaning behind these symbols?



Nipigon River Maymaygwayshi

My first sightings were in 1959. I really did not know much of what was to be expected. I had just graduated from high school and, with three companions, traveled by canoe for 15 days. Our trip included the Basswood River and Lac LaCroix. The area did not have as much traffic as today, and information about pictographs was not common. Trappers, of course, knew most — but then, I did not know any trappers, and they, being a rather solitary bunch, did not get much into publications. Picture Rock on Lac LaCroix is today one of the best known sites in the entire region.

Once I started guiding I began to discover many sites with the aid of materials published. There are some very fine pictographs on the northern arm of Quetico very near or under the water. Darky has the "heartless" moose, located on a large outcrop of rock on the east shore. Kent has some faded ones on the west shore just south of an island. Hegman has a very distinct man and wolf, located on the west side of the north arm. Other lakes include Kent, Crooked, Namakan, Rainy, Burntside, and Kawashiwi River. Most of the pictographs are on a large rock face, generally protected from the prevailing wind and rain. They are often near the water's edge and, on lakes raised by dams, even under water. The pigment is a distinct rusty red. Some have representational figures; others, more abstract symbols. The forms are often stick figures, and many have bows and arrows. The moose and wolf are commonly portrayed.

In the past I have hesitated to talk about these particular sites, preferring to show slides and indicate the general area. The Darky site, with the "heartless" moose, has already been damaged. Someone decided to make a target of it and fired a few rounds, causing some of the rock to be chipped away. Anyone with this confused mentality deserves to be abandoned, with a case of shells, at his home dump where targets are plentiful and not so valuable.

On the Kawashiwi I use the pictograph as a water gauge. If is is at eye level, the water is low. When it is submerged, wow! Some interesting sites make me wonder how the artist ever got the paintings completed. They must have been mountain climbers or else had some really long arms.

It is possible that the rifleman carelessly assumed the priceless pictograph was contemporary grafitti. While this doesn't lessen our anguish, it demonstrates the need for this article. — Editor

Summary of June Board Meeting

by Jean Thielen

The June 9 meeting was held at the home of Curt Mommsen. Absent members were Ian Richards, Abner Jones, Al Button.

Reports

1. Pam Foster reported on the summer programs. The July meeting will be a picnic at Fort Snelling with a short paddle after. The 3M Chapter will host the August meeting. Bob Haug will take care of arranging the September meeting topic. Various ideas for meeting themes were discussed.
2. A Nominating Committee is being formed. Ian Richards will be chairman, and will be assisted by Jeff Howe, Marian Cordiner and Jean Thielen; Jean-Marie Fisher will be an ex officio member.
3. The Publication Board will convene before the next Board meeting.
4. "Canoeing Is Thy Name" is still a thought in Joe's mind, he assured us.
5. The *Building Book* will be published by the first part of July.
6. Margie Johns reported that membership for this month increased by 86 new members, 45 renewals. A total of 1275 copies of HUT! were mailed this month.
7. The Cruising Committee met on June 9. The River Trails Research Team has decided to do a comprehensive study of two Minnesota rivers, the Kettle and the Rum, from source to mouth, including their tributaries.

The Wayward Wind

by Bill Fisher

Author's note: In last year's July HUT! I wrote of my return to Lonely Lake after a two-year absence from it. This June I returned to another favorite lake, another which I had not seen for two years. It is difficult to describe a changing wilderness to someone who has not worked his way into a secluded lake, explored it, developed a primitive campsite, and spent many summers there with no visible sign of human change. Perhaps Sig Olson does it best in his chapter, "Farewell to Saganaga", in The Singing Wilderness.

On a dead-calm morning 14 summers ago I attached a 2-ounce sinker to 300 feet of leadcore line and watched it disappear into the depths directly below my canoe. It must have gone nearly straight down and had not yet reached bottom when the reel was empty. The lake was 3 miles long and a half-mile wide – a cold, soft-water lake, probably formed by glacial erosion of bedrock and dammed by drift.

From Atikokan our group had gone west by train, a local freight run that served this mining and logging frontier. The conductor obligingly dropped us off at a designated point on my map, from which I knew we could work our way into Jackfish. I had come that way the previous summer, only I had paddled the Atikokan River west rather than take the train. I wanted more time this trip to investigate the variety of lakes in the remote northwest corner of the Quetico.

After the train chugged away we walked the portage first with light loads, checking the trail signs we had made a year earlier and clearing one or two deadfalls. Soon we had the canoes on the water, loaded, and crossed to the creek which was our guide to Lerome Lake. It is open only part way, and the portage can easily be missed, as it comes before one's progress on the creek is blocked and many would pass it for simply another game trail. From Lerome we moved up another creek, choked with floating logs from earlier lumbering days, into Bewag. After photographing the great blue heron rookery on one of the smaller islands, we traveled on to Cole, and camped on one of its smooth rock ledges and tried for the lake trout.

Noon the following day found us on the last step into the Quetico, eating lunch and dipping in Blueberry Falls. These are designated only as rapids on most maps, but they tumble down a hillside which gives a splendid view of Cirrus. In berry season there are few more delightful spots.

While exploring from our base camp two days later I first saw the lake I described in my opening paragraph. We had canoes and fishing gear, and as we glided out into the bay, moving easily to revive ourselves after the rough portage, I dipped my hand in the green-gray water and tasted its coolness. That and the rock strata, with the boulders tumbling off into the darker water 50 feet from shore, told me it was one of those special lakes. The shores were high – a magnificent collage of color and shape formed by trees characteristic of the boreal forest. Solitary white pine and big Norway were also here.

We trolled slowly through a narrows and caught two walleyes. Later in deeper water we landed a 3-pound lake trout. There was no evidence of earlier campers on the first potential site we investigated. From this point you could look two miles down the lake, and back in the woods a cedar grove provided flat, well-protected tentsites. This trip we did not camp on the lake, but the following summer I began the annual visits which held some of the charm of a homecoming each time.

Gradually I learned the characteristics of this wilderness lake. The first two points must be the tops of cliffs which descend sharply in the water, as the bottom drops off over a hundred feet in a relatively short stretch. Around the corner in the first bay to the north one could imagine what sights a diver might find below the surface near the first two points. Here the cliff was above the lake surface, rising perhaps 300 feet, and a climb rewarded one with a panorama of the area.

Also in this bay was what at first appearance one would assume to be a meadow, but such spots in this wilderness were usually the result of man's efforts. Closer inspection revealed the remains of an old logging camp, probably from the 1920s. A pile of horseshoes and double-bit axe heads had been left behind, treasures for souvenir hunters who could afford the extra weight in their packs. In the cedar grove near our tentsites we selected a short open stretch, pounded two iron rods into the soft ground, and had some fine horseshoe games when fishing or swimming or nature hikes were not in progress.

The rocky ledge at the campsite made swimming difficult, so we used a fine sand beach about a mile down the lake. We trolled or drifted down, had our dip, broiled the fish we had caught, then paddled leisurely back. Sometimes the wind favored us going, other times returning, so we spread a poncho for a sail and counted the number of vireos or warblers that registered our passing. In the evening a veery and an olive-backed thrush competed, clear melodious notes, one falling, the other rising.

Then one summer there was a blazed line at the end of the creek from Jackfish to Lerome. The next summer, a swath through the wilder-

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ness. The third, a gravel road, moving west, connecting Atikokan to Ft. Francis and International Falls. It is now completely blacktopped, and it touches the north end of Lerome, providing access to this chain of lakes which leads south to the Quetico.

The completion of the road and the accompanying increase in wilderness travel has made necessary more regulation with the attendant details to be resolved.

This June I deposited our group and gear at Lerome and drove on to Nym Lake to pay the fees and leave the car there where we would complete our canoe journey. I arrived at the ranger base at 4:40, 10 minutes after "office hours". I was told I could secure the permits at Dawson Trail Campground, another 20 miles to the east.

I drove the distance and paid the canoe fees and camping fees and guide fees. But to secure the fishing licenses I would need to bring the boys in to have them sign. The 40 miles to Lerome and back could obviously not be done that night.

I returned to Lerome and we camped there that night. The next morning we paid the fees at Nym Lake, and were fortunate to meet a friend who returned us to Lerome and took the car back to Nym. Moving down to Cole, we passed two motorized parties returning from somewhere. The portages had signs proclaiming this a snowmobile trail. They were further marked by cigarette and gum wrappers and aluminum soft drink and beer cans.

At the Cole campsite we cleaned up the bean cans, avoided latrine row, and ignored the huge sheet of plastic someone had helpfully left for the next party. The next day, at the end of the long portage into Cirrus a sign proclaimed this the boundary of the Quetico Park, NO LIVE BAIT FISH ALLOWED. Two overturned boats, a couple of empty gas cans, a trash barrel overflowing.

Three years earlier a guided party with a square stern motor had churned the waters of our secluded lake and questioned us about the fishing, obviously pleased at finding others in the lake. This year there was a large campsite on the portage, indicating fishermen camped here rather than carry into the lake. Aluminum foil seemed a main item of the last party to use the site. At the far end on the shore of the lake were the signs of eager fishermen – plastic lure boxes, discarded bait boxes, some rotting carcasses.

The rocky campsite on the first point had served as lunch site and probably shelter from rain. There were several charred logs, two Scotch bottles and numerous other cans and bottles. The wood I had left stacked was gone with no sign of replacement. The tentsites back in the cedar grove were clean, indicating the previous guests had little interest in exploring the point further than the campfire area.

We spend a day and a half on the lake, drifting and fishing and climbing the cliff and swimming at the sand beach and exploring a possible new campsite. The second afternoon two small motorboats whined down the lake. The occupants fished a couple of points, and portaged out again at dinner time. We had the thrush and the veery to ourselves in the evening.

Postscript: From an article, "Canada Discovers Quetico", February, 1956, *American Forests,* by Donald O'Hearn: "the people of the province . . realized that they had a wilderness area nearby, and that in it they had something very special. The result has been that forever and a day, for posterity as far as we can see, there should be a preserve of virgin country, large enough to give peace to millions, which will remain as a fortress of the past and a refuge against the stresses of whatever future our civilizations may have in store."

THE TRADING POST

Wanted: Used aluminum canoe; 770-1712.

Molds available: Along with whitewater boats, Bob Haug has mold for 17-ft. guide and 18-1/2 ft. cruiser open canoes; 331-5634.

Epoxy resin available to MCA members in 3-qt. ($9) and 1-1/2 gal. ($15) quantities. Call resin depot salesmen, Cliff Lee (784-8202) and Jerry Kress (919-6949).

Wanted: Wooden canvas canoe in "irrepairable" shape, 16 to 17 ft. guide model – may be considered worthless by owner. Charlie Maurer, 374-5534.

Plans for the pro canoes (16 and 18-1/2 ft.) available for $5 from Jeff Howe, MCA, Box 14177, University Station, Minneapolis 55414; 331-3154.

Intriguing idea for outdoor equipment and clothes made to fit your individual needs: sleeping bags, tents, down-filled jackets, etc., all made by hand at about 20% savings off retail price of ready-to-wear. Call Jill Nichols, 933-3261.

For Rent: Prijon-style kayak mold; Minnesota Rovers Outing Club, 645-2338 or 645-6923.

WANTED: ADVERTISEMENTS for this column (individual items related to canoeing). Free to members.

MINNESOTA CANOE ASSOCIATION, INC.

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