



Wilderness News



FROM THE QUETICO-SUPERIOR FOUNDATION • SPRING 1966

THE NEW BWCA

Day of Decision

"No decision I have made as Secretary has been more carefully reviewed than this one — and none has been more difficult."

Thus, with an obvious sigh of relief, Agriculture's Orville L. Freeman finally announced on December 16 the official rules and regulations for the Boundary Waters Canoe Area (BWCA). For almost a year his tentative proposals for tightening the control of this controversial area had not only been reviewed, but often reviled. Now — to some extent — they have been revised.

Most drastic change is a reduction of the routes available to boats with motors and an increase of those open to snowmobiles. Actually all BWCA mechanized transportation in both summer and winter is now confined to 19 identical routes, plus two additional snowmobile trails. (See map and list inside.)

As for timber, Freeman reaffirmed his original decision to add about 250,000

RARE FLAVOR

Each region of our nation has some rare geographical quality which flavors the culture of those who briefly live upon that spot of the earth's crust . . . I have known the great north country all my life, and I am deeply conscious of its importance to Minnesota and the United States.

— ORVILLE L. FREEMAN

acres to the no-cut zones so that eventually this acreage will total 634,000 (Wilderness News, Winter 1965). He again insisted that these restrictions would result in no hardship on timber people, pointing out that "since only about a third of the allowable cut is currently being used, the pulpwood industry could double its present size and still not fully utilize present supplies."

Simple Fact. What made Freeman's decision so difficult was not only the age-old



H. T. MCKNIGHT

MOTORBOATING ON BASSWOOD*
The routes were drastically reduced

conflict between industry and recreation, but, as he put it, "the simple fact that the area is unique." He noted that "nowhere else within the 50 states do people have a similar opportunity for water-based outdoor recreation in a primitive setting of lakes and streams of unparalleled beauty."

Besides limiting the operation of motorboats, snowmobiles and chainsaws, the new BWCA regulation (with a few legalistic exceptions) also:

- ▶ Prohibits mechanical portages.
- ▶ Prohibits the storage of boats "when not used on a current visit."
- ▶ Prohibits the use of houseboats or any other watercraft as "floating living quarters."
- ▶ Prohibits the landing of aircraft.
- ▶ Limits the construction of camps, roads, docks and dams.
- ▶ Authorizes protective measures for the control of fire, insects, disease and camping.

Many of these prohibitions and limitations came straight from the Selke committee which Freeman appointed in 1964 to study the whole BWCA management problem. However there were some variations. George A. Selke, former Minnesota Conservation Commissioner, who now lives in Portland, Ore., said that the restrictions on motorboats and snowmobiles were more liberal than those suggested by his committee. The timber industry, he thought, was "very well treated."

Although the new rules are now officially in effect, Freeman appeared to leave the door open — or at least ajar — for modifications by suggesting the formation of still another committee. This group, to be known as the Multiple-use Advisory Committee, would "reflect local and regional views of the various interests involved." Details were not spelled out.

*Participants of the Quetico-Superior Joint Advisory Committee meeting held at the Wilderness Research Center last summer.

Wilderness News

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Let Controversy End

Last January [1965] Agriculture Secretary Freeman revised rather drastically the regulations governing the Boundary Waters Canoe Area of northeastern Minnesota. The zone where timber cutting is prohibited was enlarged. New restrictions were set on boat motors, mechanical portages and snowmobiles.

The protests were immediate and they continued through the year. Timber interests led a campaign for continued multiple use, and said the cutting ban would seriously affect the expansion of the pulpwood industry.

After reviewing the situation, the secretary has issued new orders. They confirm the tentative directives in most respects, but extend the territory in which snowmobiles may operate and restrict boat motors on some additional lakes.

The new orders appear reasonable. Now let the Forest Service move ahead on plans to protect the primitive character of America's finest canoe region.

—From an editorial in the
Minneapolis Sunday Tribune

Election Return

Walter E. Pratt, Deephaven, was elected to the board of the Quetico-Superior Foundation at the annual meeting February 8. He is with the brokerage house of Piper, Jaffray & Hopwood and has been active in the affairs of the Encampment Forest Association and the Animal Humane Society of Hennepin County. He has also made many trips through the Boundary Waters Canoe Area — by paddle.

SUPERIOR FOREST

Changing of the Guard

"There is no doubt that managing the Superior National Forest is one of the toughest Forest Service assignments in this or any other region. As one of the largest national forests in the country, it has many complex problems, including administration of the heavily used Boundary Waters Canoe Area."

So saying, regional forester George S. James, Milwaukee, announced in January the transfer of Superior supervisor Lawrence P. Neff to Washington and his replacement from Michigan of John O. Wernham. "Larry Neff's promotion," said James, "is recognition of the excellent job he has done on the Superior."

On His Own. As recreation director at the Service's headquarters he must now keep his eye not merely on Superior's 3 million acres but on over 150 other national forests that cover a tenth of the U.S. land area. In a letter to Q-S Foundation



NEFF



WERNHAM

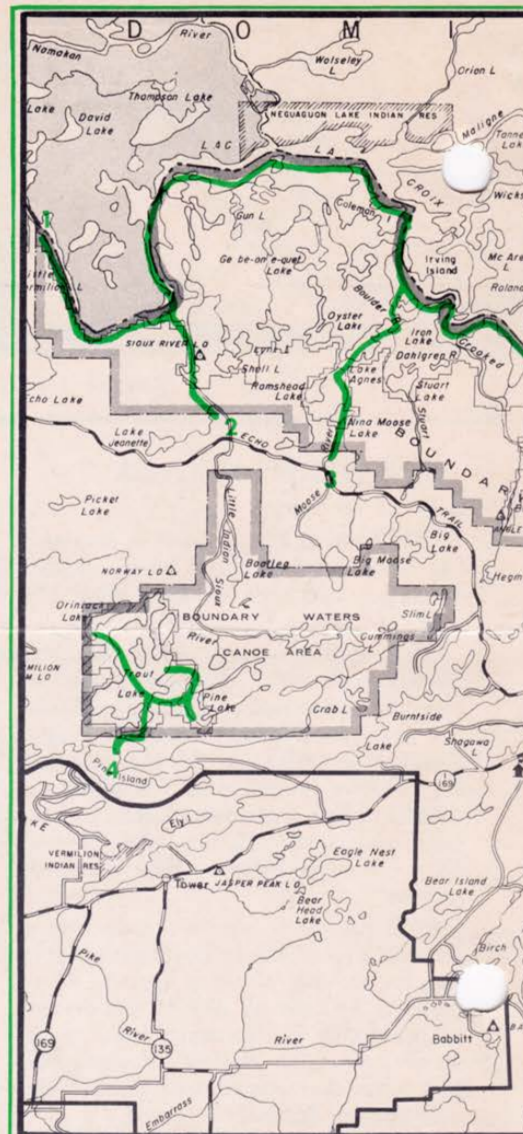
Superior supervisors

president McKnight, Neff wrote: "I am going to miss Minnesota and the Superior National Forest, but I am sure to get back up there occasionally. If it doesn't work out to do so officially, I will be coming on my own."

Though Neff's successor has spent much of his career in the forests of Michigan, Wernham is no stranger to the Superior where he served as assistant supervisor from 1953 to 1956. "He was the logical choice. He knows the Superior. It will be in good hands."

Since 1958 Wernham has been managing the 1.7 million acres of Ottawa Forest (near Ironwood). He has also seen action in the Wenatchee, Shawnee and Lower Michigan national forests. Like Neff, he belongs to the Society of American Foresters. Wernham attended the University of Illinois and holds a degree in forestry from the University of Michigan. He arrived in Minnesota just in time to start enforcing the new BWCA regulations.

As the change in Superior's top command was being made, veteran forester Wesley White retired. His boots have now been filled by Dean Buchanan as coordinator of the Boundary Waters Canoe Area. For his story see "Outdoor Man," back page.



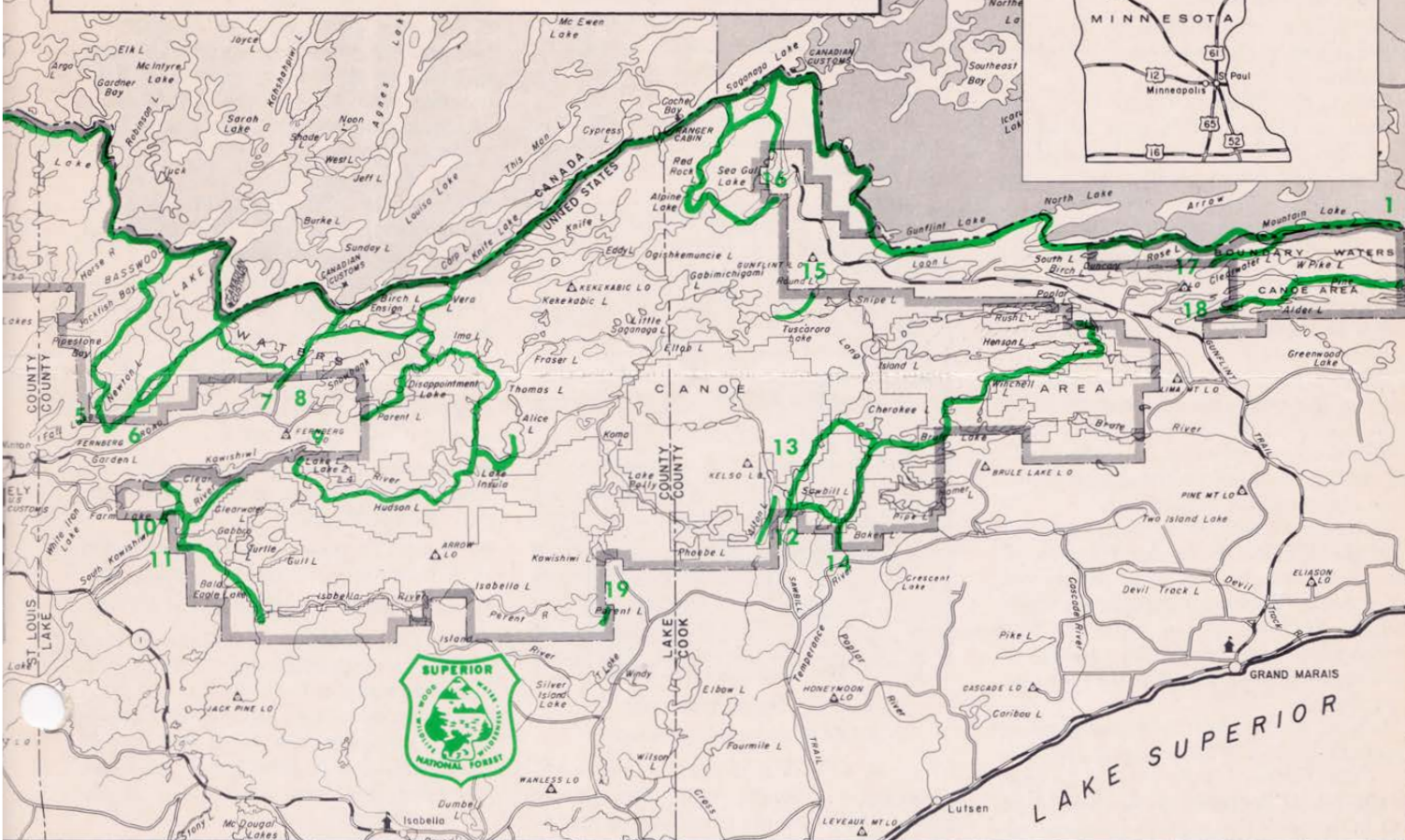
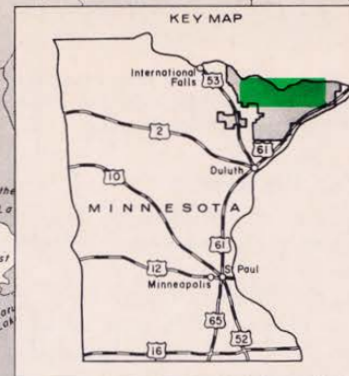
YOU CAN'T TELL THE ROUTES without the rules. So here in genuine legal language are key excerpts from the new regulations that now govern the use of motorboats and snowmobiles in the Boundary Waters Canoe Area.

MOTORBOATS. "No motor or other mechanical device capable of propelling a watercraft through water shall be transported by any means across National Forest land except over routes designated by the Chief, Forest Service."

SNOWMOBILES. "The Chief, Forest Service, may permit the use of motor-driven ice and snow craft on routes over which motors may be transported . . . and over the Crane Lake-Little Vermillion Lake winter portage; and over the Saganaga Lake winter portage in Sections 18-19, T66N, R4W . . . Use of ice and snow craft is authorized only during the period November 1 to April 15, and when the ground is covered with snow."

MOTORBOAT & SNOWMOBILE ROUTES

BOUNDARY WATERS CANOE AREA



THE ROUTES. Authorized routes (shown in green on the map) for transporting boat motors and operating snowmobiles:

1. International Boundary Route, including the portages commonly used in traversing the International Boundary as provided for in the Webster-Ashburton Treaty.
2. Sioux River Route to Loon Lake by way of Little Indian Sioux River, and the Pauness Lakes.
3. Moose River Route to Lac La Croix by way of Moose River, Nina Moose Lake, Agnes Lake, and the Boulder River.
4. Trout Lake Route by way of Trout Lake and Oriniack Lake, including the Pine Lake Loop.
5. Pipestone Bay Route to Basswood Lake by way of Newton Lake.
6. Four Mile Portage Route to Basswood Lake, including Mud Lake and Ella Hall Lake.
7. The Wind Lake Route to Basswood Lake by way of Wind Lake and Wind Bay.
8. Design Lake Route to Thomas Lake by way of Newfound Lake, Ensign Lake, Ashi-

- gan Lake, Gibson Lake, Cattyman Lake, Jordan Lake, Ima Lake and Hatchet Lake, including branch routes by way of Vera Lake to Knife Lake and from Snowbank Lake to Cattyman Lake by way of Parent Lake and Disappointment Lake.
9. Insula Lake Route to Thomas Lake by way of Lakes One, Two, Three, and Four, Hudson Lake, Lake Insula, and Kiana Lake, including the route to Alice Lake from Lake Insula by way of the Kawishiwi River.
10. South Kawishiwi River Route from Birch Lake to the North Kawishiwi River, with connecting link by way of Clear Lake.
11. Bald Eagle Route from South Kawishiwi River by way of Gabbro Lake to Bald Eagle Lake.
12. Smoke Lake Route from Sawbill Lake by way of Smoke Lake, Flame Lake, Burnt Lake, Kelly Lake, Peterson Lake, and Baker Lake.
13. Cherokee Route from Sawbill Lake to Brule Lake by way of Ada Creek, Ada Lake, Cherokee Lake, North Temperance Lake and South Temperance Lake.

14. Brule Lake Route from Peterson Lake to Poplar Lake by way of Kelly Lake, Jack Lake, Weird Lake, South Temperance Lake, Brule Lake, the Cone Lakes, Cliff Lake, Wanihigan Lake, Winchell Lake, Gaskin Lake, Horseshoe Lake, Caribou Lake, and Lizz Lake.
15. Tuscarora Lake Route from Round Lake to Tuscarora Lake by way of Missing Link Lake, or direct.
16. Red Rock Lake Route from Sea Gull Lake to Saganaga Lake by way of Alpine Lake and Red Rock Lake.
17. Clearwater Lake-Mountain Lake Route.
18. East Bearskin-Pine Lake Route by way of Alder Lake and Canoe Lake.
19. Hog Creek Route to Perent Lake.

OFFICIAL MAPS showing new BWCA routes and no-cut zones carry the complete text of the Regulation and Administrative Guides. They may be obtained from the U.S. Forest Service, Box 338, Duluth, Minn. 55801.

OUTDOOR MAN

This report on BWCA's new coordinator is condensed from an article by Jim Kimball in the Minneapolis Sunday Tribune.

Ranger to the Rescue

The enigma of a wilderness: How can it be enjoyed by thousands and yet remain a wilderness?

This is the problem facing Dean Buchanan, a 33-year-old forester in whose hands lies the fate of one of this nation's greatest wilderness recreation areas — the Boundary Waters Canoe Area.

Despite his youth, Buchanan is no novice in the Superior National Forest. He has been a ranger at Tofte, Ely and Cook. He is enthusiastic about his new position and seems to recognize the far-reaching responsibilities of it.

Informing and educating the public are some of the best tools of forest management according to Buchanan, who said, "Without cooperation from an understanding public it will not be possible to implement the necessary regulations."

To do his job well, Buchanan is going to need the respect, if not the affection, of the timber industry, the local people and felt about it, Buchanan thought a minute and said, "They say you must have a tough hide to administer the BWCA. I think you must maintain your sensitivity to each person's feelings."

"Amen" to that, but Buchanan is going to need more too. If he is resourceful, has the vision to see and the courage to plan for the future demands on the BWCA he will be running the nation's greatest wilderness recreation area.

The recent rules laid down for the BWCA by Freeman didn't completely satisfy any faction in the dispute, so they are probably a good compromise. Now a new BWCA administrator has been appointed who looks good. Isn't this the time to sheath the swords, reach out the hands and see what Buchanan and Forest Supervisor Wernham can accomplish?



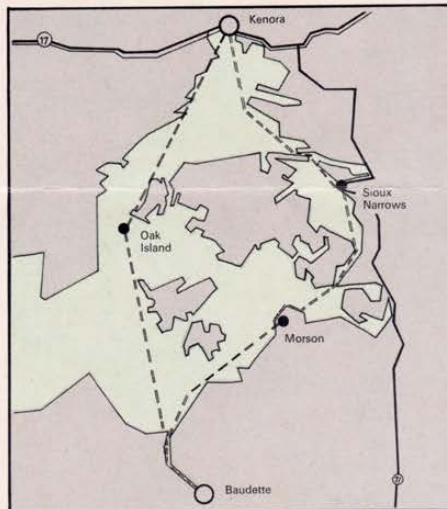
BWCA's BUCHANAN
Is a tough hide enough?

SAILING

International Regatta

Last summer Q-S Foundation secretary Clyde Ryberg and his family hauled a 28-foot E boat from Minneapolis to Baudette and sailed away to the north. Purpose of the jaunt, suggested by Henry McKnight, was to take soundings for a full-blown regatta in the area. Result: plans are now set for the first International Sailing Race, to be held August 14-21 on Lake of the Woods.

The week-long prize event, billed as a family vacation, will cover a 175-mile loop from Baudette, near the mouth of Rainy



LAKE OF THE WOODS LOOP
14,632 islands along the way

River, to Canada's Kenora — and back again by a different route. The course passes 14,632 islands (presumably counted by Ryberg) with 65,000 miles of wooded shoreline. Entry forms may be obtained from the Chamber of Commerce, Baudette, Minn.

CANADA

Joint Problems

In Washington's vast Agriculture building last January, Canadian and U.S. members of the Quetico-Superior Joint Advisory Committee wrestled for two days with international border matters.

Despite Secretary Freeman's new regulations (see front page), management of the Boundary Waters Canoe Area still poses plenty of knotty problems which the committee tried to unknot. For one thing, these waters are actually under the jurisdiction of Minnesota — not the Forest Service. (That's why the rules refer to the transport of motors over National Forest land.) The Wilderness Act of 1964 further complicates the situation by singling out certain areas for special treatment.

Is Pollution Protected? Perhaps the toughest problem revolves around the boundary itself — especially where international waters flow through Quetico-

Superior country. Since 1842 the Webster-Ashburton Treaty between the U.S. and Great Britain has guaranteed to both Americans and Canadians free and unrestricted use of these waterways. Do the terms of this 19th Century pact rule out management controls for 20th Century phenomena like pollution, sanitation, motorboats, houseboats, snowmobiles and mechanized portages? The committee is taking steps to submit this rather large question to the highly respected International Joint Commission which makes recommendations to the two governments on such matters.

The committee also:

- ▶ Considered the establishment of an international order "to award public endeavour" in Quetico-Superior.
- ▶ Reviewed the status of the proposed Voyageurs National Park (story below.)
- ▶ Heard that Minnesota's Grand Portage area may be developed as an Indian park.
- ▶ Noted that the U.S. has allocated \$75,000 for research to determine the "impact of users" upon BWCA.
- ▶ Sampled a series of 16 new Canadian movies on wilderness survival. (One sample: "Edible Plants".)
- ▶ Toured Colonial National Park System at Williamsburg, Yorktown, Jamestown.
- ▶ Agreed to meet again in July at Toronto.

The Joint Advisory Committee operates under the dual leadership of Charles S. Kelly, chairman of the President's Quetico-Superior Committee and A. Kelso Roberts, Ottawa's minister for lands and forests. The meeting was attended by park and forest officials from both sides of the "water curtain."

NATIONAL PARK

Endorsement

All signs indicate that Minnesota's Kabetogama peninsula on Rainy Lake will become a national park as proposed two years ago, according to Judge Edwin P. Chapman, who heads an association to promote the idea (Wilderness News, Summer 1965). Most encouraging sign: endorsement of the Voyageurs Park by the influential Advisory Board on National Parks, Historic Sites, Buildings and Monuments. Its ten members include Minnesota author Sigurd Olson.

Chapman also cites the growing list of organizations that have come out in favor of the park. Even the timber people, traditional opponents, now seem to agree that Kabetogama would be an appropriate site for a national "Loggers" park. "As long as the public is not barred," ruled the judge, "it would be of no great consequence what name the park bore."

Whether the name is Voyageurs or Loggers, Interior Secretary Stewart L. Udall must still approve a final Park Service report before the proposal can be introduced in Congress. The report appears to be somewhat overdue.