

Y4  
.En 2  
95-148

95148  
En 2  
95-148

**BOUNDARY WATERS CANOE AREA WILDERNESS  
AND MINING PROTECTION AREA**

GOVERNMENT  
DOCUMENTS  
Storage  
DEC 19 1972

FARRELL LIBRARY  
KANSAS STATE UNIVERSITY

**HEARING**  
BEFORE THE  
**SUBCOMMITTEE ON PARKS AND RECREATION**  
OF THE  
**COMMITTEE ON**  
**ENERGY AND NATURAL RESOURCES**  
**UNITED STATES SENATE**  
NINETY-FIFTH CONGRESS

SECOND SESSION

ON

**S. 3242**

A BILL TO DESIGNATE THE BOUNDARY WATERS CANOE AREA WILDERNESS, TO ESTABLISH THE BOUNDARY WATERS CANOE AREA MINING PROTECTION AREA, AND FOR OTHER PURPOSES

**H.R. 12250**

AN ACT TO DESIGNATE THE BOUNDARY WATERS CANOE AREA WILDERNESS, TO ESTABLISH THE BOUNDARY WATERS CANOE AREA MINING PROTECTION AREA, AND FOR OTHER PURPOSES

AUGUST 17, 1978

Publication No. 95-148



Printed for the use of the  
Committee on Energy and Natural Resources

U.S. GOVERNMENT PRINTING OFFICE  
WASHINGTON : 1978

KSU LIBRARIES  
A11900 455839

COMMITTEE ON ENERGY AND NATURAL RESOURCES

HENRY M. JACKSON, Washington, *Chairman*

FRANK CHURCH, Idaho  
J. BENNETT JOHNSTON, Louisiana  
JAMES ABOUREZK, South Dakota  
FLOYD K. HASKELL, Colorado  
DALE BUMPERS, Arkansas  
WENDELL H. FORD, Kentucky  
JOHN A. DURKIN, New Hampshire  
HOWARD M. METZENBAUM, Ohio  
SPARK M. MATSUNAGA, Hawaii  
WENDELL R. ANDERSON, Minnesota  
JOHN MELCHER, Montana

CLIFFORD P. HANSEN, Wyoming  
MARK O. HATFIELD, Oregon  
JAMES A. McCLURE, Idaho  
DEWEY F. BARTLETT, Oklahoma  
LOWELL P. WEICKER, Jr., Connecticut  
PETE V. DOMENICI, New Mexico  
PAUL LAXALT, Nevada

GRENVILLE GARSIDE, *Staff Director and Counsel*

DANIEL A. DREYFUS, *Deputy Staff Director for Legislation*

D. MICHAEL HARVEY, *Chief Counsel*

W. O. CRAFT, Jr., *Minority Counsel*

---

SUBCOMMITTEE ON PARKS AND RECREATION

JAMES ABOUREZK, South Dakota, *Chairman*

HOWARD M. METZENBAUM, Ohio,  
*Vice Chairman*  
FRANK CHURCH, Idaho  
J. BENNETT JOHNSTON, Louisiana  
DALE BUMPERS, Arkansas  
SPARK M. MATSUNAGA, Hawaii  
WENDELL R. ANDERSON, Minnesota

CLIFFORD P. HANSEN, Wyoming  
MARK O. HATFIELD, Oregon  
JAMES A. McCLURE, Idaho  
LOWELL P. WEICKER, Jr., Connecticut

THOMAS B. WILLIAMS, *Professional Staff Member*

LAURA L. BEATY, *Professional Staff Member*

# CONTENTS

---

	Page
S. 3242.....	3
H.R. 12250.....	28
Department of Agriculture report .....	56

## STATEMENTS

Anderson, Hon. Wendell R., a U.S. Senator from the State of Minnesota....	1
Cutler, M. Rupert, Assistant Secretary for Conservation, Research, and Education, Department of Agriculture, accompanied by Max Peterson, Deputy Chief, Forest Service, and Robert Rehfeld, Forest Supervisor, Superior National Forest.....	62

## ADDITIONAL MATERIAL

Humphrey, Muriel, letter to Senator Abourezk, dated August 11, 1978.....	62
--	----

## APPENDIX

Additional statements and communications submitted for the record.....	67
--	----



## BOUNDARY WATERS CANOE AREA WILDERNESS AND MINING PROTECTION AREA

THURSDAY, AUGUST 17, 1978

U.S. SENATE,  
SUBCOMMITTEE ON PARKS AND RECREATION,  
OF THE COMMITTEE ON ENERGY AND NATURAL RESOURCES,  
*Washington, D.C.*

The subcommittee met, pursuant to notice, at 8 a.m., in room 3110, Dirksen Office Building, Hon. Wendell R. Anderson, presiding.

Present: Senator Anderson.

Also present: Thomas B. Williams and Laura L. Beaty, professional staff members.

### OPENING STATEMENT OF HON. WENDELL R. ANDERSON, A U.S. SENATOR FROM THE STATE OF MINNESOTA

Senator ANDERSON. You are going to see something that hasn't happened before. The subcommittee is going to start exactly on time.

The hearing this morning is for the purpose of receiving testimony from the U.S. Department of Agriculture regarding the future management of the Boundary Waters Canoe Area. Presently pending before the subcommittee are two bills, H.R. 12250 as passed by the House of Representatives and S. 3242, a bill introduced by Senator Humphrey and me.

The record should reflect that while this is the first formal hearing in the Senate on the BWCA, it is not the first time the subcommittee has considered this issue. On July 16 and 17, the Parks and Recreation Subcommittee conducted a field investigation of the BWCA. The chairman of the Parks and Recreation Subcommittee, Senator Abourezk, Senator Metzenbaum, Senator Humphrey, Senator Bumpers, and I participated in the field investigation. We were joined by Tom Williams, professional staff member for the majority, Parks and Recreation Subcommittee and Tom Imeson, professional staff member for the minority.

The subcommittee began its investigation with a flyover of the north section of the BWCA including the area adjacent to Lac La Croix. Once on the ground, a 2-hour briefing was conducted with presentations made by Joseph Higgins, recreational specialist for the Superior National Forest, Lee Hoatling, representing the Boundary Waters Conservation Alliance, and Miron Heinselmann and Richard Flint, representing the Friends of the Boundary Waters Wilderness.

The subcommittee next met with Ely Mayor Jack Granek, State Senator Douglas Johnson, State Representative Dave Battaglia, and

St. Louis County Commissioner Al Hall. In order that the committee would have the opportunity to meet with local residents to discuss the future of this area, an open house, attended by over 1,000 people, was held at the Ely Community Center.

The second day of the subcommittee's investigation focused on an onsite tour within the wilderness boundaries. Joining the Senators for the onsite tour were Peter Sorsenson, Special Assistant to the Assistant Secretary of Agriculture, Rupert Cutler, and Joseph Alexander, commissioner of the Minnesota Department of Natural Resources. The subcommittee was briefed throughout the day by Don Beland, Lee Hoatling, and Joe Skala, representing the Boundary Waters Conservation Alliance and Miron Heinselman, Charles Dayton, and Janet Green representing the Friends of the Boundary Waters Wilderness.

During the afternoon segment of the tour, the subcommittee traveled to the eastern portion of the wilderness area and met in a public meeting with several hundred residents of the Grand Marais-Gunflint area. The subcommittee investigation concluded with a 1-hour briefing conducted by the Friends of the Boundary Waters Wilderness.

Throughout the 2 days, committee staff collected written statements from many Minnesotans. I ask that these statements be made a part of the hearing record so that members of the committee unable to travel to the area may have the benefit of this information.

At the tour's conclusion, the chairman of the subcommittee, Senator Abourezk, asked representatives of the two citizen groups to meet and mediate their differences. After a marathon 3-day session, this goal was achieved and a plan for the future recreational use of the area was developed. It is my intention to present this plan to the committee when this legislation is considered in markup.

And particularly, I would like to thank Tom Williams for the role he played, not only in northern Minnesota, but during the negotiating session.

At this point, I would request that S. 3242 and H.R. 12250, be made a part of the record.

[The bills follow:]

95TH CONGRESS  
2D SESSION

# S. 3242

---

## IN THE SENATE OF THE UNITED STATES

JUNE 23 (legislative day, MAY 17), 1978

Mr. ROBERT C. BYRD (for Mr. ANDERSON) (for himself and Mrs. HUMPHREY) introduced the following bill; which was read twice and referred to the Committee on Energy and Natural Resources

---

## A BILL

To designate the Boundary Waters Canoe Area Wilderness, to establish the Boundary Waters Canoe Area Mining Protection Area, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*

### FINDINGS

3  
4        SECTION 1. The Congress finds that it is necessary to  
5        provide for the orderly management of the lakes, waterways,  
6        and associated forested areas known (before the date of  
7        enactment of this Act) as the Boundary Waters Canoe Area,  
8        so as to provide for the public use and enjoyment of that  
9        area, primarily as wilderness and to assure protection of

II

1 the area's primitive character as a natural forest-lakeland  
2 wilderness ecosystem of major esthetic, cultural, scientific,  
3 and educational value to the Nation.

4 PURPOSES

5 SEC. 2. It is the purpose of this Act to provide for such  
6 measures respecting the area designated by this Act as the  
7 Boundary Waters Canoe Area Wilderness as will—

8 (1) maintain the high water quality in the area,

9 (2) provide for the protection and management  
10 of the fish and wildlife of the wilderness and enhance  
11 the recreational enjoyment of such resources, including  
12 fishing and hunting;

13 (3) protect and enhance the natural values and  
14 environmental quality of the lakes, streams, shorelines,  
15 and associated forest areas of the wilderness;

16 (4) enhance the enjoyment of the area by all  
17 Americans, including senior citizens and the handi-  
18 capped;

19 (5) prevent the exploitation of mineral resources  
20 throughout the area;

21 (6) prevent further road and commercial develop-  
22 ment and restore the natural conditions to existing  
23 temporary roads in the wilderness; and

24 (7) provide for the orderly and equitable transition  
25 from motorized recreational uses to nonmotorized rec-

1 reational uses on those lakes, streams, and portages  
2 in the wilderness not designated in this Act for the  
3 continued motorized use.

4 BOUNDARY WATERS CANOE AREA WILDERNESS

5 DESIGNATION AND MAP

6 SEC. 3. The areas generally depicted as wilderness on  
7 the map entitled "Boundary Waters Canoe Area Wilder-  
8 ness and Boundary Waters Canoe Area National Recreation  
9 Area" dated June 1978, comprising approximately one  
10 million and seventy-seven thousand acres, are hereby desig-  
11 nated as the Boundary Waters Canoe Area Wilderness (here-  
12 inafter referred to as the "wilderness"). Such designation  
13 shall supersede the designation of the Boundary Waters  
14 Canoe Area under section 3 (a) of the Wilderness Act (78  
15 Stat. 890) and such map shall supersede the map on file  
16 pursuant to such section. The map of the wilderness shall  
17 be on file and available for public inspection in the offices  
18 of the Supervisor of the Superior National Forest and of the  
19 Chief, United States Forest Service. The Secretary of Agri-  
20 culture (hereinafter referred to as the Secretary) shall, as  
21 soon as practicable but in no event later than one year after  
22 the date of enactment of this Act, publish a detailed legal  
23 description and map showing the boundaries of the wilder-  
24 ness in the Federal Register. Such map and description shall  
25 be filed with the Committee on Interior and Insular Affairs

1 of the House of Representatives and the Committee on  
2 Energy and Natural Resources of the United States Senate.  
3 Such map and description shall have the same force and  
4 effect as if included in this Act. Correction of clerical and  
5 typographical errors in such legal description and map may  
6 be made.

#### 7 ADMINISTRATION

8 SEC. 4. (a) The Secretary shall administer the wilder-  
9 ness under the provisions of this Act, the Act of January 3,  
10 1975 (88 Stat. 2096; 16 U.S.C. 1132 note), the Wilder-  
11 ness Act of 1964 (78 Stat. 890; 16 U.S.C. 1131-1136),  
12 and in accordance with other laws, rules, and regulations  
13 generally applicable to areas designated as wilderness.

14 (b) Paragraph (5) of section 4(d) of the Wilderness  
15 Act of 1964 is hereby repealed and paragraphs (6), (7),  
16 and (8) of such section 4(d) are hereby redesignated as  
17 paragraphs (5), (6), and (7).

18 (c) The use of motorboats shall be permitted by the  
19 Secretary in the areas within the Boundary Waters Canoe  
20 Area designated for such use on the map entitled "Motor  
21 Recreation Zones—Boundary Waters Canoe Area" dated  
22 June, 1978. The use of motorboats under this subsection  
23 shall be subject to such reasonable rules and regulations as  
24 the Secretary deems necessary to carry out the purposes of  
25 this Act.

1 (d) In administering the areas in which the use of  
2 motorboats is permitted under subsection (a), the Secretary  
3 shall not impose any horsepower limitation on outboard  
4 motors which are ten horsepower or less except that in the  
5 case of the following lakes the Secretary shall impose no  
6 horsepower limitation on outboard motors which are twenty-  
7 five horsepower or less:

- 8 Trout
- 9 Lac La Croix
- 10 Fall
- 11 Newton
- 12 Brasswood
- 13 Moose
- 14 Newfound
- 15 Birch
- 16 Sucker
- 17 Snowbank
- 18 Saganaga
- 19 Seagull
- 20 Brule
- 21 East Bearskin
- 22 Clearwater
- 23 Pine

24 (e) Nothing in this section shall be construed to provide  
25 that mechanical portages necessary to service motor routes

1 permitted in the Boundary Waters Canoe Area shall not be  
2 permitted to remain in operation.

3 (f) In establishing limitation on outboard motors used  
4 on canoe towboats and utility boats, the Secretary shall  
5 consider—

6 (1) the size of any lake on which any such boat pri-  
7 marily will be used, and

8 (2) the size of any motor necessary to provide towing or  
9 utility service.

10 (g) No provision of this Act shall be deemed to limit,  
11 prohibit, or in any way affect any motorized use on the  
12 following lakes adjacent to the wilderness designated by this  
13 Act:

14 Vermilion, Saint Louis County;

15 Crane, Saint Louis County;

16 Sand Point, Saint Louis County;

17 Big, Saint Louis County;

18 Burntside, Saint Louis County;

19 Farm, Lake County (except South Farm) ;

20 Ball Club, Cook County;

21 West Bearskin, Cook County;

22 North, Cook County;

23 Gunfint, Cook County;

24 Birch, Cook County;

25 Poplar, Cook County;

1 Flour, Cook County; and

2 McFarland, Cook County.

3 (h) On the following routes snowmobiles not exceeding  
4 forty inches in width may be used:

5 Moose Lake to Saganaga;

6 Vermilion Lake to Trout Lake;

7 Poplar Lake to Brule Lake;

8 Snowbank Lake;

9 Fall Lake to Newton and Basswood Lake;

10 Crane Lake to Little Vermilion Lake in Canada;

11 Clearwater to Mountain Lake; and

12 Gunflint Lake to Saganaga.

13 RESORTS

14 SEC. 5. (a) The owner of a resort or a commercial  
15 recreational enterprise in operation during 1975, 1976,  
16 or 1977 and located on land riparian to any of the lakes  
17 listed below may require purchase of that resort or com-  
18 mercial recreational enterprise, including land and buildings  
19 appurtenant thereto, by written notice to the Secretary prior  
20 to September 30, 1988. The value of such resort or commer-  
21 cial recreational enterprise for purposes of such sale shall be  
22 based upon its fair market value as of July 1, 1978, plus an  
23 adjustment to increase said value at a rate equivalent to the  
24 change in the Consumer Price Index from said date until the  
25 date of the written notice, or as of the date of said written

1 notice, whichever is greater, without regard to restrictions  
2 imposed by this Act:

- 3           Fall, Lake County;
- 4           Moose, Lake County;
- 5           Snowbank, Lake County;
- 6           Lake One, Lake County;
- 7           Sawbill, Cook County;
- 8           Brule, Cook County;
- 9           East Bearskin, Cook County;
- 10          Clearwater, Cook County;
- 11          Saganaga, Cook County;
- 12          Sea Gull, Cook County;
- 13          McFarland, Cook County;
- 14          North Fowl, Cook County; and
- 15          South Fowl, Cook County.

16          An owner requiring purchase of a resort under this pro-  
17 vision may elect to retain one or more appropriate buildings  
18 and lands not exceeding three acres, for personal use as a  
19 residence: *Provided*, That the purchase price to the Govern-  
20 ment for a resort shall be reduced by the fair market value  
21 of such buildings and lands, with the same valuation pro-  
22 cedures outlined above.

23          With respect to any privately owned lands and interests  
24 in lands riparian to the lakes listed above, said lands shall  
25 not be sold without first being offered for sale to the Secretary

1 who shall be given a period of one hundred days after the  
2 date of each such offer within which to purchase such lands.  
3 No such lands shall be sold at a price below the price at  
4 which they have been offered for sale to the Secretary, and  
5 if such lands are reoffered for sale they shall first be reoffered  
6 to the Secretary: *Provided*, That, this right of first refusal  
7 shall not apply to a change in ownership of a property within  
8 an immediate family.

9 (b) There are authorized to be appropriated such sums  
10 as may be necessary for the acquisition of lands and interests  
11 therein as provided by this section.

#### 12 TIMBER SALE CONTRACTS

13 SEC. 6. (a) The Secretary is directed to terminate, as of  
14 the date of enactment of this Act, all timber harvesting in  
15 the BWCA whether under contracts in effect on the date of  
16 the enactment of this Act or otherwise. Immediately follow-  
17 ing the date of the enactment of this Act the Secretary shall  
18 act expeditiously to remove from the BWCA all structures,  
19 bridges, culverts, debris, and other human impacts associated  
20 with logging and take such similar ameliorative measures as  
21 he may deem necessary in order to facilitate the reforestation  
22 of cutover areas, the obliteration of roads, and other disturbed  
23 areas.

24 (b) (1) The Secretary and the Secretary of the In-  
25 terior are directed to replace the softwood timber withdrawn

1 from production under subsection (a) with softwood timber  
2 sale contracts on other Federal lands in Minnesota which are  
3 available for timber harvesting, at competitive prices, and  
4 comparable in species, species mix, volume, accessibility and  
5 economic operability. The substitute timber shall be located  
6 within the eighteen Minnesota counties of Aitkin, Becker,  
7 Beltrami, Carlton, Cass, Clearwater, Cook, Crow Wing,  
8 Hubbard, Itasca, Koochiching, Lake, Lake of the Woods,  
9 Mahnomen, Pine, Roseau, Saint Louis, and Wadena. For  
10 purposes of this Act, the annual allowable softwood yield of  
11 lands withdrawn from timber production under subsection  
12 (a) shall be deemed to be forty-seven thousand cords, not  
13 to include more than five thousand five hundred cords  
14 balsam fir.

15 (2) The United States shall pay just compensation for  
16 any timber contracts terminated under subsection (a), con-  
17 sistent with amendment V of the Constitution of the United  
18 States. Losses due to costs incurred in directly fulfilling the  
19 terms of such contracts shall be paid by the United States.  
20 Any action for the recovery from the United States of costs  
21 as provided above shall be brought in a court of competent  
22 jurisdiction. Any such judgments shall be paid from the  
23 claims and judgments fund (31 U.S.C. 724a) no later than  
24 one year after the filing of such judgments.

25 (c) (1) The Secretary and the Secretary of the Interior,

1 in consultation and cooperation with the State of Minnesota,  
 2 are authorized and directed to implement a program of in-  
 3 tensive forest management within the Superior National  
 4 Forest and on other Federal lands available for timber pro-  
 5 duction within the eighteen counties referred to in subsec-  
 6 tion (b) (1) for the purpose of replacing softwood timber  
 7 withdrawn from production under subsection (a), consist-  
 8 ent with the existing applicable laws and regulations.

9 (2) The forty-seven thousand cords amount referred to  
 10 in paragraph (b) (1) may be reduced in any year by an  
 11 amount equal to the number of cords of softwood timber  
 12 which is—

13 (A) available in such year at competitive prices, in  
 14 comparable species, species mix, volume, accessibility,  
 15 and economic operability from lands owned by the State  
 16 of Minnesota, and

17 (B) in excess of the 1976 annual timber produc-  
 18 tion from lands owned by the State of Minnesota.

19 (d) In administering the Superior National Forest, the  
 20 Secretary is authorized and directed to engage in planting;  
 21 direct seeding, natural regeneration, release, site conversion;  
 22 and site preparation.

23 (e) The Secretary is authorized to employ twenty  
 24 additional employees (including not less than one hard-  
 25 wood utilization and marketing expert) at levels on the

1 General Schedule not in excess of level 16 and not below  
2 level 5 for purposes of administration of the Superior Na-  
3 tional Forest.

4 (f) (1) There is authorized to be appropriated \$12,-  
5 000,000 for each of the ten fiscal years beginning after the  
6 date of the enactment of this Act for the purpose of fulfilling  
7 the requirements of subsection (c) as it relates to lands in the  
8 Superior National Forest in Minnesota. Of such amount, not  
9 less than \$2,000,000 shall be used for road development  
10 for each such fiscal year, not less than \$1,000,000 shall be  
11 used for timber stand improvement (including release, thin-  
12 ning, and pruning) for each such fiscal year, and not less  
13 than \$1,000,000 shall be used for reforestation for each such  
14 fiscal year. Any of the amounts specified in this paragraph  
15 not appropriated in any fiscal year shall remain available  
16 for appropriation in subsequent fiscal years.

17 (2) In addition to amounts authorized under para-  
18 graph (1), there is authorized to be appropriated \$5,000,000  
19 for each of the 10 fiscal years beginning after the date of the  
20 enactment of this Act to be used for grants to the State of  
21 Minnesota for the development of the commercial softwood  
22 timber base on State lands in Cook, Lake, Koochiching,  
23 Saint Louis, and Carlton Counties in the State of Minnesota.  
24 Not more than 80 per centum of the cost of such develop-  
25 ment shall be paid from amounts made available under this

1 subsection. The State of Minnesota is authorized to use any  
 2 portion of the amounts available from the United States un-  
 3 der this subsection for assistance to such counties to assist  
 4 such counties in the development of commercial softwood  
 5 timber production on lands owned by such counties.

6 BOUNDARY WATERS CANOE AREA MINING PROTECTION  
 7 AREA ESTABLISHMENT

8 SEC. 7. In order to protect existing natural values and  
 9 high standards of environmental quality from the adverse im-  
 10 pacts associated with mineral development, there is hereby  
 11 established the Boundary Waters Canoe Area Mining Pro-  
 12 tection Area (hereinafter in this Act referred to as the "min-  
 13 ing protection area"), comprising approximately two hun-  
 14 dred and twenty-two thousand acres.

15 LAWS APPLICABLE TO CERTAIN LANDS AND WATERS IN  
 16 THE SUPERIOR NATIONAL FOREST

17 SEC. 8. (a) The provisions of the Acts listed in para-  
 18 graph (b) of this section shall continue to apply to lands  
 19 and waters specified in such Acts notwithstanding the in-  
 20 clusion of any such lands and waters in the wilderness or  
 21 mining protection area designated under this Act. For lands  
 22 and waters to which such Acts listed in paragraph (b)  
 23 apply which are also within the wilderness or mining pro-  
 24 tection area designated under this Act, any withdrawal, pro-  
 25 hibition, or restriction contained in such Acts listed in para-

1 graph (b) shall be in addition to any withdrawal, prohi-  
2 bition, or restriction otherwise applicable to such wilder-  
3 ness or mining protection area under any other law.

4 (b) The Acts referred to in paragraph (a) are as  
5 follows:

6 (1) The Act of July 10, 1930 (46 Stat. 1020;  
7 16 U.S.C. 577a, 577b), herein referred to as the  
8 "Shipstead-Nolan Act".

9 (2) The Act of June 22, 1948 (62 Stat 568, as  
10 amended, 16 U.S.C. 577c-577h), herein referred to as  
11 the "Thye-Blatnik Act."

12 (c) The provisions of the Shipstead-Nolan Act are  
13 hereby extended and made applicable to all lands and waters  
14 not otherwise subject to such Act which are within the  
15 wilderness designated under this Act.

16 (d) (1) The authorities contained in the Thye-Blatnik  
17 Act are hereby extended and made applicable to all lands  
18 and waters not otherwise subject to such Act which are  
19 within the wilderness designated under this Act.

20 (2) In applying the second proviso of section 5 of such  
21 Thye-Blatnik Act to the areas to which such Act is ex-  
22 tended and made applicable under this subsection, the phrase  
23 "fiscal year 1979" shall be substituted for the phrase, "the  
24 first full fiscal year after the approval of this Act" in such  
25 proviso.

1           (3) There are authorized to be appropriated such sums  
 2 as may be necessary to carry out the provisions of the Thye-  
 3 Blatnik Act with respect to the lands and waters within the  
 4 wilderness designated under this Act. Such sums may be  
 5 used for the payment of court judgments in condemnation  
 6 actions brought under the terms of the Thye-Blatnik Act  
 7 without regard to the date such condemnation actions were  
 8 initially instituted. Funds appropriated from the Land and  
 9 Water Conservation Fund may be used for the acquisition  
 10 of any lands and waters, or interests therein within such  
 11 wilderness.

12                           EXISTING AIRSPACE RESERVATION

13           SEC. 9. The provisions of Executive Order 10092 as  
 14 made applicable to the Boundary Waters Canoe Area estab-  
 15 lished by the Wilderness Act of 1964 shall be deemed incor-  
 16 porated into this Act.

17                   MINING AND MINERAL LEASING IN THE WILDERNESS

18                                   AND MINING PROTECTION AREA

19           SEC. 10. (a) In addition to any other applicable pro-  
 20 hibition or withdrawal from entry or appropriation under  
 21 any provision of the Wilderness Act or under any other  
 22 provision of law, no permit, lease, or other authorization  
 23 may be issued by any agency or authority of the United  
 24 States for—

25                   (1) exploration for, or mining of, minerals owned

1 by the United States within the Boundary Waters  
2 Canoe Area Wilderness and Boundary Waters Canoe  
3 Area Mining Protection Area or

4 (2) exploration for, or mining of minerals within  
5 such areas if such activities may affect navigable waters  
6 in any way, or

7 (3) the use of property owned by the United  
8 States in relation to any mining or exploration for  
9 minerals in such areas which may materially impair  
10 the wilderness qualities of the wilderness area on which  
11 may materially impair the natural values and environ-  
12 mental quality of the mining protection area.

13 The prohibitions contained in this subsection and any with-  
14 drawal from entry or appropriation for mining or explora-  
15 tion for minerals applicable to the Boundary Waters Canoe  
16 Area Wilderness and Boundary Waters Canoe Area Min-  
17 ing Protection Area shall not apply to the extent specifically  
18 provided in legislation enacted by the United States after the  
19 date of enactment of this Act pursuant to a national emer-  
20 gency declared by the President.

21 (b) (1) Consistent with the prohibitions and other re-  
22 quirements in subsection (a) of this section, no permit,  
23 lease, or other authorization shall be issued unless and until—

24 (A) the Secretary shall have approved a plan that  
25 details how mining will be conducted consistent with

1 this Act and with other Federal, State, and local re-  
2 quirements, and that details how the area will be re-  
3 stored to its original condition or to a substantially  
4 equivalent condition, including the estimated cost thereof;

5 (B) the applicant has posted a bond for performance  
6 payable to the United States in an amount determined  
7 by the Secretary to be sufficient to assure completion  
8 of the reclamation plan if the work had to be per-  
9 formed by the United States;

10 (C) the applicant shall have obtained all permits,  
11 licenses, certifications and approvals required by Fed-  
12 eral, State or local law:

13 (D) the Secretary has determined that no perma-  
14 nent facility will be constructed nor alteration will occur  
15 that could render the area incapable of reverting to its  
16 original condition or to a substantially equivalent  
17 condition.

18 (2) The provisions of paragraphs (2) and (3) of sec-  
19 tion 4 (d) of the Wilderness Act (78 Stat. 890; 16 U.S.C.  
20 1133 (d) (2) and 16 U.S.C. 1133 (d) (3) ) shall not apply  
21 to the areas designated herein as the Boundary Waters  
22 Canoe Area Wilderness and the Boundary Waters Canoe  
23 Area Mining Protection Area.

24 (c) The Secretary is authorized to acquire any minerals  
25 or mineral rights within the wilderness and mining protec-

1 tion area alleged to be owned by persons other than the Fed-  
2 eral or State governments in the following manner—

3 (1) The Secretary first may seek to acquire these  
4 minerals or mineral rights by donation. In seeking a  
5 donation, the Secretary shall inform the person alleging  
6 the ownership interest of the procedures and limitations  
7 to be followed in acquisition by purchase as set forth in  
8 paragraph (2) below.

9 (2) If the person alleging the ownership interest  
10 does not donate his minerals or mineral rights to either  
11 the Federal or State Governments, the Secretary shall  
12 acquire the rights by purchase, within the limits of funds  
13 appropriated for property acquisition in the Superior  
14 National Forest, and in an amount appropriately dis-  
15 counted for the following factors if existent in relation to  
16 the particular mineral interest:

17 (A) The original patenting from the Federal  
18 public domain was fraudulent. The patenting of lands  
19 in the Boundary Waters Canoe Area Wilderness and  
20 Boundary Waters Canoe Area Mining Protection  
21 Area is prima facie fraudulent if (1) the Act under  
22 which the patent was issued was one of the Acts  
23 intended to put settlers on the land, such as, but  
24 without limitation, the Cash Purchase Act of 1820  
25 (chapter LI, Act of April 24, 1820, 3 U.S. Stat.

1           566, 567, as amended) ; the Preemption Act of  
2           1830 (chapter CCVIII, Act of May 29, 1830, 4  
3           U.S. Stat. 420, 421, as amended) ; the Homestead  
4           Act of 1862 (chapter LXXV, Act of May 20,  
5           1862, 12 U.S. Stat. 392-394, as amended) ; and the  
6           Timber and Stone Act (chapter 150, Act of June 3,  
7           1878, 20 U.S. Stat. 88, 89, as amended, particularly  
8           by chapter 375, Act of August 4, 1892, 27 U.S.  
9           Stat. 348) ; and (2) the land was patented after  
10          1875 and before the establishment of the Superior  
11          National Forest by proclamation on February 13,  
12          1909. The Secretary also shall consider any other  
13          evidence of fraud when determining the value of the  
14          minerals such as (1) the transfer by the entryman  
15          or patentee of whole or partial interests in the prop-  
16          erty during the patenting process or soon thereafter,  
17          (2) the appearance in the chain of title of persons  
18          known to have participated in land speculation as  
19          land brokers, entrymen, or in other capacities.

20                (B) The date of separation of the mineral or  
21          mineral rights from the surface interest, if the sep-  
22          aration occurred after 1927, the year when the  
23          courts have determined that the roadless policy was  
24          established by the Secretary for the area.

25                (C) Any other factor, such as restrictions on

1 mining within the area imposed by State or local  
2 government, or by operation of treaty.

3 (d) In the event any legal action or proceeding is  
4 instituted by or against the United States in relation to  
5 minerals or mineral rights where the patenting is prima facie  
6 fraudulent as described in subsection (c) of this section, the  
7 Attorney General of the United States shall assert the pub-  
8 lic's equitable right to constructive or public trusts, or to  
9 recover or offset damages including but not limited to those  
10 based on the value of land fraudulently acquired plus interest  
11 at six per cent per annum.

12 (e) Notwithstanding any requirements of this section,  
13 the Secretary shall have authority to acquire within the  
14 wilderness or mining protection area designated by this Act,  
15 existing mineral interests by donation, purchase, exchange,  
16 or through exercise of the power of eminent domain.

17 (f) There is authorized to be appropriated to the Secre-  
18 tary such sums as may be required to carry out the purposes  
19 of this section, to be available until expended.

20 SEC. 11. If any provision of this Act is declared to be  
21 invalid, such declaration shall not affect the validity of any  
22 other provision thereof.

23 EXISTING STRUCTURES

24 SEC. 12. Nothing in this Act or the Wilderness Act shall  
25 be construed to prohibit the maintenance of the Prairie Port-

1 age Dam (on the international boundary chain between  
2 Birch and Basswood Lakes), and the Secretary is author-  
3 ized to perform such maintenance work as may be required  
4 to keep that dam functional at its present height and width.

5 JURISDICTION OVER FISH AND WILDLIFE

6 SEC. 13. Nothing in this Act shall be construed as  
7 affecting the jurisdiction or responsibilities of the State  
8 with respect to fish and wildlife in the BWCA.

9 JURISDICTION OVER WATERS

10 SEC. 14. The Secretary is authorized to promulgate  
11 and enforce regulations that limit or prohibit the use of  
12 motorized equipment on or relating to waters located within  
13 the wilderness: *Provided*, That nothing in this Act shall be  
14 construed as affecting the jurisdiction or responsibilities  
15 of the State with respect to such waters except to the extent  
16 that the exercise of such jurisdiction is less stringent than  
17 the Secretary's regulations promulgated pursuant to this  
18 section: *Provided further*, That any regulations adopted  
19 pursuant to this Act shall be complementary to, and not  
20 in derogation of regulations issued by the United States  
21 Coast Guard.

22 The Secretary is authorized to enter into cooperative  
23 agreements with the State of Minnesota with respect to  
24 enforcement of Federal and State regulations affecting the  
25 wilderness and the mining protection area.

## COOPERATION WITH STATE

1

2       SEC. 15. (a) Nothing in this title shall deprive the  
3 State of Minnesota or any political subdivision thereof its  
4 right to exercise civil and criminal jurisdiction within the  
5 wilderness and environmental health standards on non-  
6 Federal areas within the wilderness, or of its right to tax  
7 persons, corporations, franchises, or other non-Federal prop-  
8 erty, including mineral or other interests, in or on lands or  
9 waters within the wilderness.

10       (b) The Secretary shall also consult with the State  
11 of Minnesota in an effort to enhance the multiple-use bene-  
12 fits to be derived from both State and National forest lands.

13

## TREATIES

14       SEC. 16. Nothing in this Act shall affect the provisions  
15 of any treaty now applicable to lands and waters which are  
16 included in the wilderness and in the mining protection  
17 area. The Secretary is authorized to limit, restrict, or close  
18 any of the routes or lakes within the wilderness for reasons  
19 of public safety.

20

## EXPANSION OF RECREATION PROGRAMS

21       SEC. 17. (a) The Secretary is authorized and directed  
22 to expedite and intensify the program of dispersed outdoor  
23 recreation development on the Superior National Forest  
24 outside the Boundary Waters Canoe Area Wilderness, as  
25 designated by this Act. The Secretary shall consider in such

1 new program developments the need for the following: Ad-  
2 ditional snowmobile trails, particularly those now planned  
3 or under construction; remote campsites on lightly developed  
4 lakes; and lake access sites and parking facilities to provide  
5 motorized recreation experiences similar to those previously  
6 available in the Boundary Waters Canoe Area.

7 (b) The Secretary, consistent with the Wilderness Act  
8 of 1964 and with this Act, is authorized to construct a  
9 system of new hiking and backpacking trails within the  
10 Boundary Waters Canoe Area Wilderness as designated by  
11 this Act, and on appropriate adjacent lands outside the wil-  
12 derness. In constructing such a trail system, consideration  
13 should be given to locating portions of the system near ex-  
14 isting resorts on the perimeter of the wilderness to provide  
15 additional outdoor recreation opportunities for resort guests.

16 (c) The Secretary is authorized and directed to develop  
17 an educational program for the recreational users of the wil-  
18 derness which will assist them to understand the purpose,  
19 value, and appropriate use of wilderness lands and the func-  
20 tioning of natural ecosystems in wilderness.

21 (d) The Secretary, consistent with the purposes of this  
22 Act, is authorized and directed to develop a program pro-  
23 viding opportunities for a wide range of outdoor experiences  
24 for disabled persons.

25 (e) There are authorized to be appropriated such sums



1 the House of Representatives and the Committee on Energy  
2 and Natural Resources of the Senate, a comprehensive man-  
3 agement plan setting forth the specific management proce-  
4 dures to implement the objectives of this Act. An interim  
5 report setting forth public involvement procedures, manage-  
6 ment alternatives, and a timetable for the remaining study  
7 actions, shall be submitted within one year from the date of  
8 enactment of this Act. The construction, maintenance, repair,  
9 or replacement of any water level control structures within  
10 the wilderness is hereby prohibited, except as provided in  
11 section 13 of this Act. The Secretary is authorized to take  
12 such measures as may be necessary for the orderly removal  
13 of water control structures located within the wilderness.

14

## LIMITATION OF AUTHORIZATIONS

15 SEC. 21. All authorizations for funds to be appropriated  
16 under the terms of this Act shall not be effective until  
17 October 1, 1978. Notwithstanding any other provision of this  
18 Act, authority to enter into agreements or to make payments  
19 under this Act shall be effective only to the extent or in such  
20 amounts as are provided in advance in appropriation Acts.

95<sup>TH</sup> CONGRESS  
2<sup>D</sup> SESSION

# H. R. 12250

---

IN THE SENATE OF THE UNITED STATES

JUNE 7 (legislative day, MAY 17), 1978

Read twice and referred to the Committee on Energy and Natural Resources

---

## AN ACT

To designate the Boundary Waters Canoe Area Wilderness, to establish the Boundary Waters Canoe Area Mining Protection Area, and for other purposes.

1        *Be it enacted by the Senate and House of Representa-*  
2        *tives of the United States of America in Congress assembled,*

### FINDINGS

3  
4        SECTION 1. The Congress finds that it is necessary and  
5        desirable to provide for the protection, enhancement, and  
6        preservation of the natural values of the lakes, waterways,  
7        and associated forested areas known (before the date of  
8        enactment of this Act) as the Boundary Waters Canoe Area,  
9        and for the orderly management of public use and enjoyment  
10       of that area, primarily as wilderness, and of certain contiguous  
11       lands and waters, while at the same time protecting the  
12       special qualities of the area as a natural forest-lakeland

1 wilderness ecosystem of major esthetic, cultural, scientific,  
2 and educational value to the Nation.

3 PURPOSES

4 SEC. 2. It is the purpose of this Act to provide for  
5 such measures respecting the areas designated by this Act  
6 as the Boundary Waters Canoe Area Wilderness and Bound-  
7 ary Waters Canoe Area Mining Protection Area as will—

8 (1) provide for the protection and management of  
9 the fish and wildlife of the wilderness so as to enhance  
10 public enjoyment and appreciation of the unique biotic  
11 resources of the region,

12 (2) protect and enhance the natural values and  
13 environmental quality of the lakes, streams, shorelines,  
14 and associated forest areas of the wilderness,

15 (3) maintain high water quality in such areas,

16 (4) minimize to the maximum extent possible, the  
17 environmental impacts associated with mineral develop-  
18 ment affecting such areas,

19 (5) prevent further road and commercial develop-  
20 ment and restore natural conditions to existing tempo-  
21 rary roads in the wilderness, and

22 (6) provide for the orderly and equitable transition  
23 from motorized recreational uses to nonmotorized recre-  
24 ational uses on those lakes, streams, and portages in the

1 wilderness where such mechanized uses are to be  
2 phased out under the provisions of this Act.

3 BOUNDARY WATERS CANOE AREA WILDERNESS  
4 DESIGNATION AND MAP

5 SEC. 3. The areas generally depicted as wilderness on  
6 the map entitled "Boundary Waters Canoe Area Wilderness  
7 and Boundary Waters Canoe Area Mining Protection Area"  
8 dated June 1978, comprising approximately one million  
9 and seventy-seven thousand acres, are hereby designated as  
10 the Boundary Waters Canoe Area Wilderness (hereinafter  
11 referred to as the "wilderness"). Such designation shall  
12 supersede the designation of the Boundary Waters Canoe  
13 Area under section 3 (a) of the Wilderness Act (78 Stat.  
14 890) and such map shall supersede the map on file pur-  
15 suant to such section. The map of the wilderness shall be on  
16 file and available for public inspection in the offices of  
17 the Supervisor of the Superior National Forest and of the  
18 Chief, United States Forest Service. The Secretary shall,  
19 as soon as practicable but in no event later than one year  
20 after the date of enactment of this Act, publish a detailed  
21 legal description and map showing the boundaries of the  
22 wilderness in the Federal Register. Such map and descrip-  
23 tion shall be filed with the Committee on Interior and Insu-  
24 lar Affairs of the House of Representatives and the Com-

1 mittee on Energy and Natural Resources of the United  
2 States Senate. Such map and description shall have the same  
3 force and effect as if included in this Act. Correction of  
4 clerical and typographical errors in such legal description  
5 and map may be made.

#### 6 ADMINISTRATION

7 SEC. 4. (a) The Secretary shall administer the wilder-  
8 ness under the provisions of this Act, the Act of January 3,  
9 1975 (88 Stat. 2096; 16 U.S.C. 1132 note), the Wilder-  
10 ness Act of 1964 (78 Stat. 890; 16 U.S.C. 1131-1136),  
11 and in accordance with other laws, rules, and regulations  
12 generally applicable to areas designated as wilderness.

13 (b) Paragraph (5) of section 4(d) of the Wilderness  
14 Act of 1964 is hereby repealed and paragraphs (6), (7),  
15 and (8) of such section 4(d) are hereby redesignated as  
16 paragraphs (5), (6), and (7).

17 (c) For the purposes of this Act, a snowmobile is de-  
18 fined as any motorized vehicle which is designed to operate  
19 on snow or ice. The use of snowmobiles in the wilderness  
20 designated by this Act is not permitted except that snow-  
21 mobiles not exceeding forty inches in width may be used on  
22 the overland portages, as generally depicted on the map  
23 referenced in section 3 of this Act, from Crane Lake to Little  
24 Vermillion Lake in Canada, and from Sea Gull River along  
25 the eastern portion of Saganaga Lake to Canada.

1 (d) Effective on January 1, 1979, the use of motor-  
2 boats is prohibited within the wilderness designated by this  
3 Act, and on all lakes partly within the wilderness, except  
4 for the following:

5 (1) On the following lakes which are partly within  
6 the wilderness, motorboats with motors of no greater than  
7 twenty-five horsepower shall be permitted:

8 Fall, Lake County,  
9 Moose, Lake County,  
10 Snowbank, Lake County,  
11 East Bearskin, Cook County,  
12 South Farm, Lake County,  
13 Magnetic, Cook County.

14 (2) On the following lakes and river which are partly in  
15 the wilderness, motorboats with motors no greater than ten  
16 horsepower shall be permitted:

17 Brule, Cook County,  
18 Clearwater, Cook County,  
19 North Fowl, Cook County,  
20 South Fowl, Cook County,  
21 Island River east of Lake Isabella, Lake County.

22 (3) On the following lakes, motorboats with motors  
23 not exceeding horsepower limits as specified, shall be per-  
24 mitted within certain geographic limits, marked by the  
25 Secretary, and generally described as follows:

1           Sea Gull, Cook County, that portion generally east  
2           of Threemile Island, ten horsepower.

3           Saganaga, Cook County, that portion constituting  
4           a direct route from the terminus of the Gunflint Trail  
5           along the eastern shore of the lake to the Canadian  
6           customs station, twenty-five horsepower.

7 Notwithstanding the provisions of the preceding clauses,  
8 motorboats with motors not exceeding horsepower limits as  
9 specified, within certain geographic limits marked by the  
10 Secretary and generally described below, shall be permitted  
11 until the dates specified:

12           Sea Gull, Cook County, that portion generally west  
13           of Threemile Island, ten horsepower, until January 1,  
14           1984.

15           Saganaga, Cook County, that portion generally west  
16           of the direct route to the Canadian customs station,  
17           east of American Point, and north of the narrows lead-  
18           ing to Red Rock Lake, twenty-five horsepower, until  
19           January 1, 2010.

20           (4) On the following lakes, motorboats with motors  
21 of no greater than ten horsepower shall be permitted until  
22 January 1, 2000:

23           Newton, Lake County,

24           Basswood, Lake County (Pipestone Bay and Jack-  
25           fish Bay only).

1 Notwithstanding the provisions of the preceding clauses,  
2 motorboat use on the following lakes shall be prohibited  
3 during the period July 1 through August 31 of each year:

4         Newton, Lake County,

5         Basswood, Lake County.

6         (5) On Trout Lake, Saint Louis County, motorboats  
7 with motors of no greater than ten horsepower shall be per-  
8 mitted until January 1, 2010. Notwithstanding the preceding  
9 sentence, motorboat use shall be prohibited on Trout Lake,  
10 Saint Louis County, during the period July 1 through  
11 August 31 of each year.

12         (e) The Secretary is directed to develop and imple-  
13 ment, as soon as practicable, entry point quotas for day-use  
14 of motorboats to mitigate the impact of motor use within  
15 the wilderness portions of the lakes listed in subsection  
16 (d), the quota levels to be based on such criteria as the  
17 size and configuration of each lake, and the amount of use  
18 on that lake: *Provided*, That the quota established for any  
19 one year shall not exceed the average actual annual motor-  
20 boat use of the three preceding calendar years: *Provided*  
21 *further*, That no persons traveling by motorboat may camp  
22 overnight within the wilderness portions of these lakes. In  
23 addition, the Secretary shall consider, and may implement if  
24 feasible, further restrictions on motorboats based on, but  
25 not limited to, such factors as noise emission levels, ratio of

1 motor horsepower to watercraft weight, and ratio of horse-  
2 power to watercraft length.

3 (f) The motorized uses authorized by this section shall  
4 be confined to those types of snowmobiles and motorboats  
5 which have been in regular use in the Boundary Waters  
6 Canoe Area prior to the date of enactment of this Act. The  
7 Secretary may set forth additional standards and criteria  
8 to further define the type of motorized craft which may be  
9 permitted. Except for motorboats and snowmobiles as author-  
10 ized and defined herein, no other motorized use shall be  
11 permitted within the wilderness. Nothing in this Act shall  
12 prohibit the use of aircraft, motorboats, or snowmobiles,  
13 in emergencies, or for the administration of the wilderness  
14 area by Federal, State, and local governmental officials or  
15 their deputies, only where the Secretary finds that such  
16 use is essential. The Secretary shall issue regulations under  
17 which reasonable access to the international boundary shall  
18 be provided to United States representatives of the Inter-  
19 national Boundary Commission in the performance of their  
20 official duties. Management by that Commission of a sixty-  
21 foot-wide strip parallel to the international boundary on  
22 land areas shall be authorized to the extent such work is  
23 compatible with the purposes of this Act and with the legally  
24 prescribed duties of the International Boundary Commission.

## RESORTS

1  
 2 SEC. 5. (a) The owner of a resort in commercial opera-  
 3 tion during 1975, 1976, or 1977 and located on land  
 4 riparian to any of the lakes listed below may require pur-  
 5 chase of that resort, including land and buildings appurtenant  
 6 thereto, by written notice to the Secretary prior to Sep-  
 7 tember 30, 1983. The value of such resort for purposes of  
 8 such sale shall be based upon its fair market value as of  
 9 July 1, 1978, or as of the date of said written notice, which-  
 10 ever is greater, without regard to restrictions imposed by this  
 11 Act:

12 Fall, Lake County, Moose, Lake County, Snow-  
 13 bank, Lake County, Lake One, Lake County, Sawbill,  
 14 Cook County, Brule, Cook County, East Bearskin, Cook  
 15 County, Clearwater, Cook County, Saganaga, Cook  
 16 County, Sea Gull, Cook County, McFarland, Cook  
 17 County, North Fowl, Cook County, South Fowl, Cook  
 18 County.

19 An owner requiring purchase of a resort under this pro-  
 20 vision may elect to retain one or more appropriate buildings  
 21 and lands not exceeding three acres, for personal use as a  
 22 residence: *Provided*, That the purchase price to the Gov-  
 23 ernment for a resort shall be reduced by the fair market  
 24 value of such buildings and lands, with the same valuation  
 25 procedures outlined above.

1 With respect to any privately owned lands and inter-  
2 ests in lands riparian to the lakes listed above, said lands  
3 shall not be sold without first being offered for sale to the  
4 Secretary who shall be given a period of one hundred days  
5 after the date of each such offer within which to purchase  
6 such lands. No such lands shall be sold at a price below the  
7 price at which they have been offered for sale to the Secre-  
8 tary, and if such lands are reoffered for sale they shall first  
9 be reoffered to the Secretary: *Provided*, That, this right of  
10 first refusal shall not apply to a change in ownership of a  
11 property within an immediate family.

12 (b) There are authorized to be appropriated such sums  
13 as may be necessary for the acquisition of lands and inter-  
14 ests therein as provided by this section.

#### 15 TIMBER SALE CONTRACTS

16 SEC. 6. (a) The Secretary is directed to terminate  
17 within a period of one year after the date of passage of this  
18 Act, all timber sale contracts in the Boundary Waters Canoe  
19 Area Wilderness. There shall be no further logging of the  
20 virgin forest areas formerly enjoined from logging by the  
21 United States district court on said contract areas during the  
22 termination period.

23 The purpose of said termination period is only to permit  
24 completion of the harvesting of timber within existing areas  
25 under contract that are not within the areas as described

1 above, permit the orderly removal of structures, bridges,  
2 culverts, debris, and other human impacts, by or under the  
3 direction of the Secretary, and to facilitate the reforestation  
4 of cutover areas, the obliteration of roads and other disturbed  
5 areas, and similar ameliorative measures as deemed necessary  
6 and appropriate by the Secretary.

7 (b) (1) In the event that termination of timber sale  
8 contracts in subsection (a) reduced the total national forest  
9 volume which a purchaser has under contract on the Su-  
10 perior National Forest to less than two years cut based on  
11 the average volume of Superior National Forest timber  
12 harvested by the purchaser in the last three years, the Sec-  
13 retary may, with the consent of the purchaser, substitute, to  
14 the extent practicable, timber on other national forest lands  
15 approximately equal in species and volume to the timber sale  
16 contract affected. In offering substitute timber, the Secre-  
17 tary shall negotiate the substitution at a price that is mu-  
18 tually equitable considering such factors as species, volume,  
19 logging accessibility, and other terms of the agreement.

20 (2) The United States will pay just compensation for  
21 any timber contracts terminated or modified by this Act,  
22 consistent with amendment V to the Constitution of the  
23 United States. Losses due to costs incurred in directly ful-  
24 filling the terms of such contracts shall be paid by the  
25 United States. Any action for the recovery from the United

1 States of costs as provided above shall be brought in a court  
2 of competent jurisdiction. Any such judgments shall be paid  
3 from the claims and judgments fund (31 U.S.C. 724a).

4 (c) Within the limits of applicable laws and prudent  
5 forest management:

6 (1) the Secretary shall, in furtherance of the pur-  
7 poses of subsection (a) of this section and of section 4  
8 of the National Forest Management Act of 1976 (90  
9 Stat. 2949), expedite the intensification of resource  
10 management including emphasis on softwood timber  
11 production and hardwood utilization on the national  
12 forest lands in Minnesota outside the wilderness to offset,  
13 to the extent feasible, the reduction in the programed  
14 allowable timber harvest resulting from reclassification  
15 of the Boundary Waters Canoe Area, and

16 (2) the Secretary, in consultation with the State of  
17 Minnesota, is authorized and directed to implement a pro-  
18 gram of intensive forest management within the Superior  
19 National Forest, consistent with the existing laws and  
20 regulations applicable to the National Forest System.  
21 Such program will be designed to enhance the ability of  
22 said national forest to produce a continuous supply of  
23 forest goods and services. There are authorized to be  
24 appropriated such sums as may be necessary for the  
25 purposes of this subsection.

1 (d) In addition to such sums as may otherwise be ap-  
2 propriated for the Superior National Forest, there are au-  
3 thorized to be appropriated, from within existing authorities  
4 established by law, \$8,000,000 for each fiscal year 1979  
5 through 1983, inclusive, for the purposes of subsections  
6 (b) (1) and (c) of this section: *Provided*, That any of  
7 the foregoing amounts not appropriated in a given fiscal  
8 year shall remain available for appropriation in subsequent  
9 fiscal years.

10 (e) In addition to those personnel who would other-  
11 wise be available, the Secretary is authorized to appoint  
12 and fix the compensation (not exceeding that of grade 15  
13 on the General Schedule for Federal employees) of additional  
14 full-time personnel for the Superior National Forest to carry  
15 out the purposes of this Act.

16 (f) In addition to amounts authorized under subsection  
17 (d), there is authorized to be appropriated \$3,000,000 for  
18 each of the five fiscal years beginning after the date of the  
19 enactment of this Act to be used for grants to the State of  
20 Minnesota for the development of the commercial softwood  
21 timber base on State lands in Cook, Lake, Koochiching,  
22 Saint Louis, and Carlton Counties in the State of Minnesota.  
23 Not more than 80 per centum of the cost of such develop-  
24 ment shall be paid from amounts made available under  
25 this subsection. The State of Minnesota is authorized to use

1 any portion of the amounts available from the United States  
2 under this subsection for assistance to such counties to  
3 assist such counties in the development of commercial soft-  
4 wood timber production on lands owned by such counties.

5 BOUNDARY WATERS CANOE AREA MINING PROTECTION  
6 AREA ESTABLISHMENT

7 SEC. 7. In order to protect existing natural values and  
8 high standards of environmental quality from the adverse  
9 impacts associated with mineral development, there is hereby  
10 established the Boundary Waters Canoe Area Mining Pro-  
11 tection Area (hereinafter in this Act referred to as the  
12 "mining protection area"), comprising approximately two  
13 hundred and twenty-two thousand acres.

14 MAP AND BOUNDARIES

15 SEC. 8. The mining protection area shall comprise the  
16 area generally depicted as a mining protection area on the  
17 map entitled "Boundary Waters Canoe Area Wilderness and  
18 Boundary Waters Canoe Area Mining Protection Area"  
19 dated June 1978, which shall be on file and available for  
20 public inspection in the offices of the Supervisor of the  
21 Superior National Forest and of the Chief, United States  
22 Forest Service. As soon as practicable after this Act takes  
23 effect, the Secretary shall file a map and a legal description of  
24 the recreation area with the Committee on Interior and  
25 Insular Affairs of the House of Representatives and the

1 Committee on Energy and Natural Resources of the United  
2 States Senate. Such map and description shall have the  
3 same force and effect as if included in this Act. Correction  
4 of clerical and typographical errors in such description may  
5 be made.

6 LAWS APPLICABLE TO CERTAIN LANDS AND WATERS IN  
7 THE SUPERIOR NATIONAL FOREST

8 SEC. 9. (a) The provisions of the Acts listed in para-  
9 graph (b) of this section shall continue to apply to lands  
10 and waters specified in such Acts notwithstanding the inclu-  
11 sion of any such lands and waters in the wilderness or min-  
12 ing protection area designated under this Act. For lands  
13 and waters to which such Acts listed in paragraph (b)  
14 apply which are also within the wilderness or mining pro-  
15 tection area designated under this Act, any withdrawal,  
16 prohibition, or restriction contained in such Acts listed in  
17 paragraph (b) shall be in addition to any withdrawal, pro-  
18 hibition, or restriction otherwise applicable to such wil-  
19 derness or mining protection area under any other law.

20 (b) The Acts referred to in paragraph (a) are as  
21 follows:

22 (1) The Act of July 10, 1930 (46 Stat. 1020;  
23 16 U.S.C. 577a, 577b), herein referred to as the  
24 "Shipstead-Nolan Act".

25 (2) The Act of June 22, 1948 (62 Stat. 568, as

1       amended, 16 U.S.C. 577c-577h), herein referred to as  
2       the "Thye-Blatnik Act".

3       (c) The provisions of the Shipstead-Nolan Act are  
4       hereby extended and made applicable to all lands and waters  
5       not otherwise subject to such Act which are within the  
6       wilderness designated under this Act.

7       (d) (1) The authorities contained in the Thye-Blatnik  
8       Act are hereby extended and made applicable to all lands  
9       and waters not otherwise subject to such Act which are  
10      within the wilderness designated under this Act.

11      (2) In applying the second proviso of section 5 of such  
12      Thye-Blatnik Act to the areas to which such Act is extended  
13      and made applicable under this subsection, the phrase "fiscal  
14      year 1979" shall be substituted for the phrase "the first full  
15      fiscal year after the approval of this Act" in such proviso.

16      (3) There are authorized to be appropriated such sums  
17      as may be necessary to carry out the provisions of the Thye-  
18      Blatnik Act with respect to the lands and waters within  
19      the wilderness designated under this Act. Such sums may  
20      be used for the payment of court judgments in condemnation  
21      actions brought under the terms of the Thye-Blatnik Act  
22      without regard to the date such condemnation actions were  
23      initially instituted. Funds appropriated from the Land and  
24      Water Conservation Fund may be used for the acquisition

1 of any lands and waters, or interests therein within such  
2 wilderness.

3                   EXISTING AIRSPACE RESERVATION

4       SEC. 10. The provisions of Executive Order 10092 as  
5 made applicable to the Boundary Waters Canoe Area estab-  
6 lished by the Wilderness Act of 1964 shall be deemed  
7 incorporated into this Act.

8 MINING AND MINERAL LEASING IN THE WILDERNESS AND  
9                   MINING PROTECTION AREA

10       SEC. 11. (a) In addition to any other applicable pro-  
11 hibition or withdrawal from entry or appropriation under  
12 any provision of the Wilderness Act or under any other  
13 provision of law, no permit, lease, or other authorization may  
14 be issued by any agency or authority of the United States  
15 for—

16           (1) exploration for, or mining of, minerals owned  
17 by the United States within the Boundary Waters  
18 Canoe Area Wilderness and Boundary Waters Canoe  
19 Area Mining Protection Area; or

20           (2) exploration for, or mining of minerals within  
21 such areas if such activities may affect navigable waters  
22 in any way, or

23           (3) the use of property owned by the United States  
24 in relation to any mining of or exploration for minerals  
25 in such areas which may materially impair the wilder-

1       ness qualities of the wilderness area or which may  
2       materially impair the natural values and environmental  
3       quality of the mining protection area.

4       The prohibitions contained in this subsection and any with-  
5       drawal from entry or appropriation for mining of or explora-  
6       tion for minerals applicable to the Boundary Waters Canoe  
7       Area Wilderness and Boundary Waters Canoe Area Mining  
8       Protection Area shall not apply to the extent specifically  
9       provided in legislation enacted by the United States after the  
10      date of enactment of this Act pursuant to a national emer-  
11      gency declared by the President.

12       (b) (1) Consistent with the prohibitions and other  
13      requirements in subsection (a) of this section, no permit,  
14      lease, or other authorization shall be issued unless and  
15      until—

16           (i) the Secretary shall have approved a plan that  
17      details how mining will be conducted consistent with this  
18      Act and with other Federal, State, and local require-  
19      ments, and that details how the area will be restored to  
20      its original condition or to a substantially equivalent con-  
21      dition, including the estimated cost thereof;

22           (ii) the applicant has posted a bond for performance  
23      payable to the United States in an amount determined  
24      by the Secretary to be sufficient to assure completion of

1 the reclamation plan if the work had to be performed by  
2 the United States;

3 (iii) the applicant shall have obtained all permits,  
4 licenses, certifications, and approvals required by Fed-  
5 eral, State, or local law; and

6 (iv) the Secretary has determined that no perma-  
7 nent facility will be constructed nor alteration will occur  
8 that could render the area incapable of reverting to its  
9 original condition or to a substantially equivalent  
10 condition.

11 (2) The provisions of paragraphs (2) and (3) of  
12 section 4(d) of the Wilderness Act (78 Stat. 890; 16  
13 U.S.C. 1133(d) (2) and 16 U.S.C. 1133(d) (3)) shall  
14 not apply to the areas designated herein as the Boundary  
15 Waters Canoe Area Wilderness and the Boundary Waters  
16 Canoe Area Mining Protection Area.

17 (c) The Secretary is authorized to acquire any min-  
18 erals or mineral rights within the wilderness and mining  
19 protection area alleged to be owned by persons other than  
20 the Federal or State governments in the following manner:

21 (1) The Secretary first may seek to acquire these  
22 minerals or mineral rights by donation. In seeking a  
23 donation, the Secretary shall inform the person alleging  
24 the ownership interest of the procedures and limitations

1 to be followed in acquisition by purchase as set forth  
2 in paragraph (2) below.

3 (2) If the person alleging the ownership interest  
4 does not donate his minerals or mineral rights to either  
5 the Federal or State Governments, the Secretary shall  
6 acquire the rights by purchase, within the limits of funds  
7 appropriated for property acquisition in the Superior  
8 National Forest, and in an amount appropriately dis-  
9 counted for the following factors if existent in relation  
10 to the particular mineral interest:

11 (A) The original patenting from the Federal  
12 public domain was fraudulent. The patenting of  
13 lands in the Boundary Waters Canoe Area Wilder-  
14 ness and Boundary Waters Canoe Area Mining Pro-  
15 tection Area is prima facie fraudulent if (1) the  
16 Act under which the patent was issued was one of  
17 the Acts intended to put settlers on the land, such as,  
18 but without limitation, the Cash Purchase Act of  
19 1820 (chapter LI, Act of April 24, 1820, 3 U.S.  
20 Stat. 566, 567, as amended); the Preemption Act of  
21 1830 (chapter CCVIII, Act of May 29, 1830, 4  
22 U.S. Stat. 420, 421, as amended); the Homestead  
23 Act of 1862 (chapter LXXV, Act of May 20, 1862,  
24 12 U.S. Stat. 392-394, as amended); and the  
25 Timber and Stone Act (chapter 150, Act of June 3,

1           1878, 20 U.S. Stat. 88, 89, as amended, particularly  
2           by chapter 375, Act of August 4, 1892, 27 U.S.  
3           Stat. 348); and (2) the land was patented after  
4           1875 and before the establishment of the Superior  
5           National Forest by proclamation on February 13,  
6           1909. The Secretary also shall consider any other  
7           evidence of fraud when determining the value of  
8           the minerals such as (1) the transfer by the entry-  
9           man or patentee of whole or partial interests in  
10          the property during the patenting process or soon  
11          thereafter, (2) the appearance in the chain of title  
12          of persons known to have participated in land spec-  
13          ulation as land brokers, entrymen, or in other  
14          capacities.

15           (B) The date of separation of the mineral or  
16          mineral rights from the surface interest, if the sep-  
17          aration occurred after 1927, the year when the  
18          courts have determined that the roadless policy was  
19          established by the Secretary for the area.

20           (C) Any other factor, such as restrictions on  
21          mining within the area imposed by State or local  
22          government, or by operation of treaty.

23           (d) In the event any legal action or proceeding is in-  
24          stituted by or against the United States in relation to minerals or  
25          mineral rights where the patenting is prima facie fraudulent

1 as described in subsection (c) of this section, the Attorney  
2 General of the United States shall assert the public's equi-  
3 table right to constructive or public trusts, or to recover or  
4 offset damages including but not limited to those based on  
5 the value of land fraudulently acquired plus interest at 6 per  
6 centum per annum.

7 (e) Notwithstanding any requirement of this section,  
8 the Secretary shall have authority to acquire within the  
9 wilderness or mining protection area designated by this Act,  
10 existing mineral interests by donation, purchase, exchange,  
11 or through exercise of the power of eminent domain.

12 (f) There is authorized to be appropriated to the Sec-  
13 retary such sums as may be required to carry out the pur-  
14 poses of this section, to be available until expended.

15 SEC. 12. If any provision of this Act is declared to be  
16 invalid, such declaration shall not affect the validity of any  
17 other provision hereof.

18 EXISTING STRUCTURES

19 SEC. 13. Nothing in this Act or the Wilderness Act shall  
20 be construed to prohibit the maintenance of the Prairie  
21 Portage Dam (on the international boundary chain between  
22 Birch and Basswood Lakes), and the Secretary is authorized  
23 to perform such maintenance work as may be required to  
24 keep that dam functional at its present height and width.

## 1 JURISDICTION OVER FISH AND WILDLIFE

2 SEC. 14. Nothing in this Act shall be construed as affect-  
3 ing the jurisdiction or responsibilities of the State with re-  
4 spect to fish and wildlife in the wilderness and the mining  
5 protection area.

## 6 JURISDICTION OTHER WATERS

7 SEC. 15. The Secretary is authorized to promulgate and  
8 enforce regulations that limit or prohibit the use of motor-  
9 ized equipment on or relating to waters located within the  
10 wilderness: *Provided*, That nothing in this Act shall be  
11 construed as affecting the jurisdiction or responsibilities of  
12 the State with respect to such waters except to the extent  
13 that the exercise of such jurisdiction is less stringent than  
14 the Secretary's regulations promulgated pursuant to this  
15 section: *Provided further*, That any regulations adopted  
16 pursuant to this Act shall be complementary to, and not  
17 in derogation of regulations issued by the United States Coast  
18 Guard.

19 The Secretary is authorized to enter into cooperative  
20 agreements with the State of Minnesota with respect to en-  
21 forcement of Federal and State regulations affecting the wil-  
22 derness and the mining protection area.

## 23 COOPERATION WITH STATE

24 SEC. 16. (a) The Secretary shall cooperate with the  
25 State of Minnesota and any political subdivision thereof in

1 the administration of the mining protection area and in the  
2 administration and protection of lands within or adjacent  
3 to the mining protection area owned or controlled by the  
4 State or any political subdivision thereof. Nothing in this  
5 title shall deprive the State of Minnesota or any political  
6 subdivision thereof of its right to exercise civil and criminal  
7 jurisdiction within the wilderness and the mining protection  
8 area and impose land use controls and environmental health  
9 standards on non-Federal areas within the wilderness and  
10 the mining protection area, or of its right to tax persons,  
11 corporations, franchises, or other non-Federal property, in-  
12 cluding mineral or other interests, in or on lands or waters  
13 within the wilderness and the mining protection area.

14 (b) The Secretary shall also consult with the State of  
15 Minnesota in an effort to enhance the multiple-use benefits  
16 to be derived from both State and national forest lands.

17 TREATIES

18 SEC. 17. Nothing in this Act shall affect the provisions  
19 of any treaty now applicable to lands and waters which are  
20 included in the mining protection area and the wilderness.  
21 On international boundary lakes on which motorized use is  
22 permitted by section 4 of this Act, any motorized use per-  
23 mitted by this section may be allowed only in those areas  
24 and during such times as may be consistent with regulations  
25 and management practices controlling such use on the ad-

1 jacent land and waters in Canada. The Secretary is au-  
2 thorized to limit, restrict, or close any of the routes or lakes  
3 within the wilderness for reasons of public safety, wildlife  
4 management purposes, or to prevent or alleviate resource  
5 damage.

6 EXPANSION OF RECREATION PROGRAMS

7 SEC. 18. (a) The Secretary is authorized and directed  
8 to expedite and intensify the program of dispersed outdoor  
9 recreation development on the Superior National Forest  
10 outside the Boundary Waters Canoe Area Wilderness, as  
11 designated by this Act. The Secretary shall consider in such  
12 new program developments the need for the following:  
13 additional snowmobile trails, particularly those now planned  
14 or under construction; remote campsites on lightly developed  
15 lakes; and lake access sites and parking facilities to provide  
16 motorized recreation experiences similar to those previously  
17 available in the Boundary Waters Canoe Area.

18 (b) The Secretary, consistent with the Wilderness Act  
19 of 1964 and with this Act, is authorized to construct a sys-  
20 tem of new hiking and backpacking trails within the  
21 Boundary Waters Canoe Area Wilderness as designated by  
22 this Act, and on appropriate adjacent lands outside the  
23 wilderness. In constructing such a trail system, consideration  
24 should be given to locating portions of the system near  
25 existing resorts on the perimeter of the wilderness to provide

1 additional outdoor recreation opportunities for resort guests.

2 (c) The Secretary is authorized and directed to develop  
3 an educational program for the recreational users of the  
4 wilderness which will assist them to understand the purpose,  
5 value, and appropriate use of wilderness lands and the  
6 functioning of natural ecosystems in wilderness.

7 (d) The Secretary, consistent with the purposes of this  
8 Act, is authorized and directed to develop a program pro-  
9 viding opportunities for a wide range of outdoor experiences  
10 for disabled persons.

11 (e) There are authorized to be appropriated such sums  
12 as may be necessary for the Secretary to carry out the pur-  
13 poses of this section.

14 SEC. 19. (a) The Secretary, in cooperation with other  
15 appropriate executive agencies, is authorized and directed to  
16 develop a cooperative program of technical and financial  
17 assistance to resorts in commercial operation in 1975, 1976,  
18 and 1977, and outfitters in commercial operation in 1977  
19 which are located within the mining protection area or  
20 which are located on land adjacent to any of the lakes  
21 listed in section 5 of this Act. There are authorized to be ap-  
22 propriated such sums as may be necessary for the purposes  
23 of this subsection.

24 (b) There are authorized to be appropriated to the  
25 Secretary funds to be made available as grants to the Agri-

1 cultural Extension Service, University of Minnesota, to pro-  
2 vide over a three-year period educational and technical  
3 assistance to businesses and communities adjacent to the  
4 Boundary Waters Canoe Area Wilderness in order to im-  
5 prove economic opportunities for tourism and recreation-  
6 related businesses in a manner which is complementary to  
7 the management of the wilderness.

8 MANAGEMENT STUDY

9 SEC. 20. The Secretary, acting through the Chief,  
10 United States Forest Service, shall, not later than October 1,  
11 1981, submit to the Committee on Interior and Insular  
12 Affairs of the House of Representatives and the Committee  
13 on Energy and Natural Resources of the Senate, a com-  
14 prehensive management plan setting forth the specific  
15 management procedures to implement the objectives of this  
16 Act. An interim report setting forth public involvement pro-  
17 cedures, management alternatives, and a timetable for the  
18 remaining study actions, shall be submitted within one year  
19 from the date of enactment of this Act. The construction,  
20 maintenance, repair, or replacement of any water level con-  
21 trol structures within the wilderness is hereby prohibited,  
22 except as provided in section 13 of this Act. The Secretary  
23 is authorized to take such measures as may be necessary  
24 for the orderly removal of water control structures located  
25 within the wilderness.





DEPARTMENT OF AGRICULTURE  
OFFICE OF THE SECRETARY  
WASHINGTON, D. C. 20250

SEP 20 1978

Honorable Henry M. Jackson  
Chairman, Committee on Energy  
and Natural Resources  
United States Senate  
Washington, D. C. 20510

Dear Mr. Chairman:

As you requested, here is our report on H.R. 12250, an Act "To designate the Boundary Waters Canoe Area Wilderness, to establish the Boundary Waters Canoe Area Mining Protection Area, and for other purposes" and on the companion bill S. 3242.

We recommend the enactment of either H.R. 12250 or S. 3242 with appropriate amendments to make the bills compatible. We support the compromise amendment to section 4 of S. 3242 discussed at the hearing on August 17, 1978. We have suggested a number of technical and clarifying amendments to S. 3242 in our supplemental statement.

These bills would designate an enlarged Boundary Waters Canoe Area (BWCA) Wilderness in which timber and minerals extraction would be prohibited and the use of motorboats and snowmobiles would be limited. A contiguous Mining Protection Area would be established to insure protection from any adverse impacts of mining. Development of softwood timber supplies and recreation facilities on forest lands outside the BWCA would be expedited. And, assistance to private resort owners would be authorized to mitigate their losses and encourage adjustment of their operations to accommodate non-motorized recreational uses of the wilderness.

The Administration supports the efforts of the Congress to protect the wilderness values of the BWCA and to provide management directions for its wise use for the benefit of all Americans now and for generations to come. We understand the difficulties involved in achieving that goal and are ready to help in any way possible to resolve questions on the proposed legislation.

On September 13, 1977, the Department of Agriculture presented detailed testimony, including draft legislation, to the House Committee on Interior and Insular Affairs. The basic thrust of that testimony was that logging and the extensive surface disturbance associated with extraction of minerals are inconsistent with the preservation of a wilderness and that the use of motorized transportation within the wilderness should clearly be restricted. We also offered the House committee a number of management and technical

Honorable Henry M. Jackson

recommendations which would enable the Department to carry out its responsibilities effectively and economically. The House adopted a number of the Department's recommendations and incorporated them into H.R. 12250 as enacted.

Shortly after the House enactment, S. 3242 was introduced and various members of your Committee, along with Senators Anderson and Humphrey, visited the Boundary Waters Canoe Area. They held extensive discussions with interested citizens in an effort to reach an agreement within the Congress and among the concerned public on legislation which could be enacted this year. As we expressed in testimony before the Subcommittee on Parks and Recreation on August 17, 1978, we strongly support the efforts to complete the legislation and agree that enactment of legislation by the 95th Congress is a high priority.

We are aware that draft legislation is being considered by members of the Congress to combine certain provisions of S. 3242 and H.R. 12250 and to reflect some of the citizens' concerns expressed during the recent congressional visit. Although portions of that draft legislation differ in some respects from the Administration's original recommendations to the House we are hopeful that a workable compromise can be achieved. Specifically, we believe the proposed compromise section 4 to S. 3242 represents a workable approach on the motorboat and snowmobile issues. It was reached in good faith after long and arduous effort, and it addresses many concerns which were legitimately raised through the legislative process.

We support congressional efforts to insure immediate termination of timber harvest in the BWCA, the intensification of forest management on National Forest lands and State lands, and just compensation for timber contracts terminated by the Act. In a supplementary statement already given to the Committee and enclosed herein, we have suggested a few technical amendments to increase the long-term supply of timber elsewhere in Minnesota to offset reductions in timber supply resulting from this legislation.

We fully support the protection of wilderness values from the surface disturbances commonly associated with mining and minerals exploration. We have already provided several technical amendments to the Committee staff to improve the administration of these provisions.

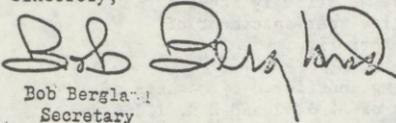
We also recommend a few boundary modifications and perfecting amendments which we believe will preserve the integrity of the BWCA wilderness, improve the manageability of the boundary, and enhance the administration of the act. These also are in the enclosed supplemental statement.

Honorable Henry M. Jackson

We are very pleased with the achievement of the Committee in reaching a compromise agreement on the future use of the unique resources in the Boundary Waters Canoe Area. Maintaining ecological balance, environmental quality, and social harmony in the BWCA is not easy to achieve, but we believe the compromise legislation now being developed is a very significant step in that direction.

The Office of Management and Budget advises that there is no objection to the presentation of this report from the standpoint of the Administration's program.

Sincerely,

A handwritten signature in dark ink, appearing to read "Bob Bergland". The signature is written in a cursive, flowing style with some loops and flourishes.

Bob Bergland  
Secretary

Enclosure

DEPARTMENT OF AGRICULTURE  
SUPPLEMENTAL STATEMENT  
S. 3242

I. Recommended Technical Amendments:

1. Timber - The Senate (S. 3242) language specifies that substitute timber be comparable in species, species mix, volume, accessibility, and economic operability.

The special authority and direction in subsection 6(d) of S. 3242 to the Secretary of Agriculture for tree planting, seeding and release is unnecessary because such authority and direction already exist in section 4 of the National Forest Management Act of 1976 (90 Stat. 2949). This is acknowledged in section 6(c) of H.R. 12250. Also, the appropriation authorization in section 6(f)(1) of S. 3242 is unnecessary because the Department's present appropriation authority for the above activities is essentially open-ended.

For all these reasons, the Administration recommends enactment of the House language found in section 6(b)(c) and (e) of H.R. 12250 in lieu of section 6(b)(1), (c), (d), (e), and (f)(1) of S. 3242.

II. Recommended Boundary Adjustments:

1. Moose Portage River Addition, T65N, R14W, Sec. 11 - This addition would put the parking lot on National Forest lands into the wilderness. Recommend exclusion of parking lot and peripheral service zone from the wilderness.
2. North Fowl Lake, T65N, R3E, Sec. 35 - Recommend inclusion of private land in E 1/2 Sec. 35 in the wilderness so that boundary follows lake shoreline.
3. Forest Center, T62N, R8W, Sec. 3 - Recommend boundary be moved from the west side of the road to the west side of the railroad grade because the road is being relocated and reconstructed on the railroad grade.
4. Moose Lake, T64N, R9W, Sec. 29 & 30 - The proposed boundary along Moose Lake is not logical, it takes all the shoreline except for a point of private land. We recommend the boundary include all of the shoreline including the point or exclude all of the shoreline of Moose Lake in Sec. 29 & 30.
5. Threemile Island, T65N, R4W, Sec. 6, Lot 4, 9.75 acres - The northern tip of the island is excluded from the wilderness only because the section line runs through it. Recommend the entire tract be included in the wilderness and boundary coincide with the north end of the island.

6. Gallagher Island, Magnetic Lake, .67 acre consisting of .03 acre in T65N, R3W, Sec. 18, Lot 1 and .64 acre in T65N, R4W, Sec. 13, Lot 9. - This island is in the BWCA only because section lines rather than natural features were used to describe the wilderness boundary. The island is privately owned and contains a permanent residence, two cabins and associated outbuildings. It is on an international boundary lake. Even if the island were acquired, expensive and controversial removal of the buildings and improvements would be necessary to return it to a primitive appearance. Recommend exclusion from BWCA.
7. Sea Gull River tract, T66N, R4W, Sec. 19, Lot 5, 27.75 acres - This small projection into the River is part of the large private resort properties in Sec. 30 at the end of Gunflint Trail. Recommend it be excluded from the wilderness.
8. South Kawishiwi River Addition, T62N, R10 & 11W - The addition to the wilderness would foreclose the opportunity to develop the South Kawishiwi River and Bruin Lake as a transition or buffer zone in which short ventures into a near primitive environment could be taken by families and handicapped people. We recommend exclusion of this area from wilderness.
9. Kawishiwi Lake Addition, T62N, R6W - This addition would eliminate a traditional and readily accessible entry point to the BWCA. Wilderness management is enhanced by the presence of contiguous buffer or entry areas, in which the presence of nonwilderness type facilities or activities can attract and accommodate users in their wilderness entry and exit. Recommend exclusion of this area from the wilderness.
10. Eagle Mountain Addition, T63N, R2W, Sec. 29, 30, 31, and 32, and T62N, R2W, Sec. 4 - Recommend exclusion from this addition of the West Mountain Timber Sale area.

### III. Perfecting Amendments to S. 3242:

1. Section 1, line 9: Delete the word "primarily." If the BWCA is to be administered in accordance with the Wilderness Acts of 1964 and 1975, it follows that wilderness use and values are primary.
2. Section 2: Combine items (2), (3), (4), (5), and (6) to combine these ideas into one sentence such as:
 

"(2) provide for protection and management of the wilderness to safeguard all natural values and environmental qualities and encourage their study and enjoyment by all citizens including the aged and handicapped."
3. Section 5(a), page 7, lines 23, 24, and 25: The adjustment of fair market values as of July 1, 1978, to reflect change in Consumer Price Index could result in a U. S. purchase price greater than the fair market value at time of purchase. Recommend deletion of the reference to Consumer Price Index.

Page 9, sectio. 5(a), line 1: A period of 100 days is insufficient time for the Secretary to purchase lands riparian to the designated lakes. Inasmuch as the timing of such purchase is tied to the timing of the private landowner's offer, there is no assurance that the property survey could be accomplished at that time, or that the title would be clear, or that the acquisition funds for that particular fiscal year would be adequate to cover unprogrammed costs. A period of one calendar year from time of offer would be more realistic.

4. Section 7, line 14: Recommend addition, "The area is depicted as a Mining Protection Area on the map referred to in section 3 of this act."
5. Section 10(a)(2), page 16, line 6: Delete "in any way." The intent of the subsection is sufficiently clear without those words which could encourage exaggeration and abuse of the meaning. In subsection 10(c)(2), page 18, line 11: Substitute "may" for "shall." This will allow administrative discretion as to the need for acquisition.
6. Section 12, pages 20-21: The prohibition of maintenance of repair of dams other than Prairie Portage Dam threatens, in turn, the maintenance of existing water levels and canoe routes on Fall Lake, Gabbro Lakes #1 and #2, Kelso River, Moose Camp Lake, Wind Lake, Ada Creek, Skoop Lake, Ada Lake, Trout Lake. Dams on these water bodies also should be retained. We recommend they be added to section 12 on page 21, line 2, after "Basswood Lakes,".
7. Section 14, lines 22-25: Recommend moving this language concerning cooperative agreements with the State to section 15, page 22.
8. Section 16: Recommend the second sentence concerning public safety be made a separate section.

Add, as a new second sentence to section 16, the following:

"The Secretary of Agriculture shall issue regulations under which reasonable access to the international boundary shall be provided to United States representatives of the International Boundary Commission in the performance of their official duties."

Senator ANDERSON. We have a letter from Mrs. Humphrey, and I will see to it that that will be placed in the record.  
[The letter follows:]

U.S. SENATE,  
COMMITTEE ON FOREIGN RELATIONS,  
Washington, D.C., August 11, 1978.

HON. JAMES ABOUREZK,  
*Chairman, Subcommittee on Parks and Recreation, Committee on Energy and Natural Resources, U.S. Senate, Washington, D.C.*

DEAR MR. CHAIRMAN: I want to thank you for your active and constructive role regarding the Boundary Waters Canoe Area legislation now pending before your subcommittee. In particular, I want you to know how much I appreciated your participation in the visit to this area during July.

As you know, the BWCA is an important, complex, difficult and emotional issue for all of us and a very divisive one within the state of Minnesota. For these reasons it must be settled promptly. In this regard, I know you share my admiration for the courage, perseverance and leadership Senator Anderson has brought to this problem.

After very careful consideration I sincerely believe that the compromise developed by the negotiators for both sides provides the basis for an equitable solution to the BWCA controversy. While it does not go as far as the current Anderson-Humphrey bill, it does go well beyond the House-passed bill and is a true compromise proposal.

It is my honest judgment that this compromise proposal is in the best interest of the nation and of all the citizens of my state. It provides the basis for a prompt, fair and permanent determination of how this historic and vital natural resource will be protected and used for decades to come. Delay will not produce a better resolution or a more generally acceptable one. Delay simply will prolong the bitterness and divisiveness and make an eventual solution more difficult to achieve.

As you know, Senator Anderson and I have discussed the BWCA issue with a substantial number of Members of both Houses. We understand that a final resolution acceptable to Congress will not satisfy any of us completely. But we do believe that this BWCA compromise can be approved by Congress.

Hubert and I have always felt a special closeness to the people of northern Minnesota. I would not accept a compromise on the BWCA that was not fair to them. I am convinced that the compromise proposed by the negotiators for both sides is equitable to our friends in northern Minnesota.

Therefore, Mr. Chairman, I believe, in view of all of these factors, that the amendment to the Anderson-Humphrey BWCA bill, which Senator Anderson will soon offer in committee on behalf of both of us, deserves your strong support and prompt consideration.

Sincerely,

MURIEL HUMPHREY.

Senator ANDERSON. I would like to call on Mr. Rupert Cutler, who is the Assistant Secretary for Conservation, Research and Education, U.S. Department of Agriculture.

**STATEMENT OF M. RUPERT CUTLER, ASSISTANT SECRETARY FOR CONSERVATION, RESEARCH, AND EDUCATION, DEPARTMENT OF AGRICULTURE, ACCOMPANIED BY MAX PETERSON, DEPUTY CHIEF, FOREST SERVICE, AND ROBERT REHFELD, FOREST SUPERVISOR, SUPERIOR NATIONAL FOREST**

Mr. CUTLER. Thank you very much, Mr. Chairman.

I am pleased to be here to testify on the legislation before this committee concerning the Boundary Waters Canoe Area in northern Minnesota.

I am accompanied this morning by Forest Service Deputy Chief, Max Peterson, and Superior National Forest Supervisor, Bob Rehfeld, who are here to help me respond to any questions you may have at the conclusion of my prepared testimony.

The Boundary Waters Canoe Area Wilderness is a truly unique national treasure. The administration supports the efforts of the Congress to protect its wilderness values and to manage it wisely for the benefit of all Americans now and for generations to come.

As this committee knows so well, the BWCA has been the subject of debate and discussion for many years. The Secretary of Agriculture proclaimed it to be a roadless area in 1926. In fact, I believe, it was the second area identified by the Forest Service as what we now call wilderness, the first being the Gila in New Mexico, the second being the Boundary Waters Canoe Area.

Federal legislation was enacted to protect its special qualities as early as 1930. It was included in the Wilderness Act of 1964 with special provisions addressing its use for recreational purposes. And the area has been the subject of extensive litigation in recent years involving disputes over mining, logging, and the use of motorized transportation.

I know about that litigation, Mr. Chairman, because it was the subject of my doctoral dissertation.

The 95th Congress has taken up the difficult task of deciding what the future of the BWCA will be. It is carrying out its responsibility to weigh the public interest in the protection of environmental values and the pursuit of recreational and other uses with the goal of resolving differences which have existed for many years. The Department of Agriculture, including the Forest Service, and the administration applaud the efforts of this committee and the Congress to achieve that goal. We understand the difficulties involved and we are eager to help in every way possible.

On September 13, of last year, the Department of Agriculture presented detailed testimony, including draft legislation, to the House Committee on Interior and Insular Affairs. The basic thrust of that testimony was that logging and the extensive surface disturbance associated with extraction minerals are entirely inconsistent with the preservation of a wilderness and that the use of motorized transportation within the wilderness should clearly be restricted. We also offered the House Committee a number of management and technical recommendations which would enable the Department and the Forest Service to carry out their responsibilities effectively and economically.

After considerable effort, the House Interior Committee reported H.R. 12250 and the bill was passed by the House on June 5 of this year. Through committee action and floor amendments, the House adopted a number of the Department's recommendations and incorporated them into the bill which it passed.

Following passage of H.R. 12250 by the House, Senators Anderson and Humphrey introduced S. 3242, also dealing with BWCA Wilderness, and both bills are before this committee.

We are aware that, under the leadership of the chairman, Senator Anderson, and Senator Abourezk, and others, members of this committee and Senator Humphrey participated in a detailed on-site in-

spection of the BWCA. We know that you have taken part in extensive discussions with interested citizens, including those most directly affected in the local area. As we understand that further discussions have been carried on intensively in recent weeks and days in an effort to reach an agreement within the Congress and among the concerned public on Boundary Waters Canoe Area legislation which can be enacted this year.

We strongly support those efforts to reach an agreement and we agree that it is important to pass a bill to resolve the BWCA question this year.

We understand that draft legislation is being considered by members of this committee and others in the Congress which combines provisions of S. 3242 and H.R. 12250 and which includes other provisions as well. Although portions of that draft legislation differ in some respects from the Department's original recommendations to the House, we feel that it achieves a workable compromise on the motorboat and snowmobile issues. We know that it was reached in good faith after long and arduous effort, and it addresses many concerns which were legitimately raised through the legislative process.

We support congressional efforts to insure immediate termination of timber harvest in the BWCA, the intensification of forest management on national forest lands and State lands, and just compensation for timber contracts terminated by the act. In a supplementary statement already given to the committee, we have suggested a few technical amendments to increase the long-term supply of timber elsewhere in Minnesota to offset reductions in timber supply resulting from this legislation.

We fully support the protection of wilderness values from the surface disturbances commonly associated with mining and minerals exploration. There is no doubt that the provisions of both S. 3242 and H.R. 12250. would insure such protection. We have already provided several technical amendments to the committee staff to improve the administration of these provisions.

We also recommend, Mr. Chairman, a few boundary modifications and perfecting amendments which we believe will preserve the integrity of the BWCA wilderness, improve the manageability of the boundary, and enhance the administration of the act. These also are in the supplement provided the committee. Mr. Chairman, the supplement looks like this; you should have it before you.

We are very pleased with the achievement of this committee in reaching compromise agreement on the future use of the unique resources in the Boundary Waters Canoe Area. Maintaining ecological balance, environmental quality, and social harmony in the BWCA is not easy to achieve, but we believe the compromise legislation you are now developing is a very significant step in that direction and we are pleased to endorse a bill that would include the compromise provisions you have developed for motorboats and snowmobiles. We stand ready to assist you in anyway we can. And, I assure you that the Department will carry out the intent of the Congress for the BWCA, as effectively as it possibly can.

That completes my prepared statement, Mr. Chairman. We will be happy to respond to your questions.

Senator ANDERSON. I do have a few questions. The staff has received the technical amendments that you mentioned and we appreciate your work in that area.

Both the bills pending, recommended increasing the size of the area by some 47,000 acres. A portion of these additions are under study as part of the review process.

Can you provide the committee with any information regarding the private landholdings or timber potential within the 47,000 acres?

Mr. CUTLER. I ask the forest supervisor to respond.

Senator ANDERSON. Sure. Go right ahead.

Mr. REHFELD. Mr. Chairman, the figures I have before me indicate that there has been 42 million feet of RARE-II cut in the areas. This would be an annual cut, and I don't have an exact figure at this time on the amount of private lands in those areas.

Senator ANDERSON. Under the Thye-Blatnick, increased payment in lieu of taxes are authorized for Cook, St. Louis, and Lake County.

Is the language in S. 3242, section 8(d)(3), adequate to cover the Thye-Blatnick payments for the new acreage?

Mr. CUTLER. Mr. Peterson.

Mr. PETERSON. We believe so. You realize that there is a new payment, a new taxes bill introduced or passed in the last Congress so we feel that S. 3242 would take care of this situation.

Senator ANDERSON. Thye-Blatnick authorizes the land exchanges for private lands acquired inside the wilderness boundaries for other lands in the Superior National Forest. Such land exchanges have taken place in the past, and can we anticipate that the Forest Service will make use of land exchange authority for this land acquired within the new boundaries?

Mr. PETERSON. Yes; we expect it.

Senator ANDERSON. Could you explain the Secretary's authority to regulate recreational use within the wilderness areas? H.R. 12250 expressly authorizes the Secretary to establish quotas for motorized use and prohibits overnight camping by motorboat users.

Is this within the Secretary's existing authority?

Mr. CUTLER. Yes, Mr. Chairman; it is based on section 4(d)(5) of the Wilderness Act of 1964, which stipulates that the management of the Boundary Waters Canoe Area shall be in accordance with regulations established by the Secretary in accordance with the general purpose of maintaining without unnecessary restrictions on other uses, including that of timber, the primitive character of the area.

Mr. Peterson informs me that since the legislation pending before the committee repeals the special section dealing with the BWCA that we go back to the general authority in the Wilderness Act.

Senator ANDERSON. This is the authority that would cover wilderness area throughout the country?

Mr. PETERSON. This area would then become another part of the wilderness system, governed by the regular rules of the Secretary relating to wilderness areas, except with the special provisions that you have not put in.

Senator ANDERSON. The staff has been working with the Forest Service and others to redraft section 6, which relates to the termination of the timber contracts within the wilderness, and have you had

an opportunity to review any of these drafts and do you have a comment on that?

Mr. PETERSON. Yes, we have; and it is our belief that the compromise language that you have or the language in the House bill, either one, would be acceptable. We have suggested some minor technical wording.

Senator ANDERSON. We would like to thank you for being here. We particularly appreciate your support and your endorsement. I think everybody is very interested as to when we might have markup, and I am sorry we can't indicate a specific date as to when it might be. It will come just as soon as the Alaskan legislation, which is pending before the committee, has been dealt with; and it is most apt to come after the recess which will occur 1 week from tomorrow, so the earliest would be some time in September.

Thank you very, very much, sir, for coming. Do you have anything else you wanted to add?

Mr. REHFELD. I would adjust the bottom figure I gave you. That was for all the RARE-II's on the Superior National Forest. For those portions included in this legislation, it would be closer to 10 million.

Senator ANDERSON. All right.

Mr. CUTLER. Thank you for your leadership in this regard. It wouldn't have gotten this far without your help.

Senator ANDERSON. For those who are interested in when we are going to have markup, I am sorry that we can't give you a specific date, but I think that the September date would be about as close as we can come.

Thank you very, very much.

The hearing is adjourned.

[Whereupon, at 8:15 the hearing was adjourned.]

## APPENDIX

### ADDITIONAL STATEMENTS AND COMMUNICATIONS SUBMITTED FOR THE RECORD

#### STATEMENT OF CRANE LAKE COMMERCIAL CLUB, CRANE LAKE, MINN.

The purpose of this document is to state the position of the Crane Lake Commercial Club in regard to H.R. 12250, known as the Burton-Vento Bill; and S. 3242, known as the Anderson-Humphrey Bill. Both bills will drastically alter the management concepts of the Boundary Waters Canoe Area, provided for in the 1964 Wilderness Act.

The Crane Lake Commercial Club is deeply concerned about the economic impact of the above legislation on our own and on other entry points into the Boundary Waters Canoe Area. The Crane Lake Commercial Club is not qualified to speak of, or for, the people adjacent to these other entry point areas. Conversely, we feel that no one is qualified nor should they attempt to speak for the Crane Lake Community. But, we feel that these adjacent areas probably have somewhat the same concerns and problems.

#### CRANE LAKE IMPACT STUDY

In late June 1978, the Crane Lake Commercial Club, with the assistance of the Agricultural Extension Service, University of Minnesota, developed a questionnaire which was mailed to resort and outfitter customers who had been in the Crane Lake area between May 15 and June 30, 1978.

The purpose of this questionnaire was to help the Crane Lake community determine the economic impact on a complete motor ban, or a motor horsepower restriction in three lakes at the western end of the BWCA; Little Vermilion, Loon and LacLaCroix Lakes. All three are International Boundary Lakes.

On July 1, 1978, 577 questionnaires were mailed. As of July 10, 290 (50.2 percent) had been returned and were used to develop the information in the economic impact statement.

The data contained in this analysis does not include the opinion of the local property owners or businesses.

This survey asked visitors about their feelings concerning proposed changes in access and use of nearby BWCA lakes; Little Vermilion, Loon and LacLaCroix. Visitors reported the following:

That access by motorboat to these three lakes is important to 85 percent of the people as a part of their vacation experience. 72 percent of the people-days spent on these three lakes used motors of 35 horsepower or greater.

If access is denied to power boaters, 79 percent of our guests, who spent 81 percent of the tourist dollars in our area, will change their future vacation plans.

93 percent indicated that there is no motorboat-canoe conflict.

The conclusion that is drawn from the survey is, a motor ban, or even a motor horsepower restriction, will completely destroy the economic base of this community.

#### *Lac La Croix Lake*

The eastern end of Lac La Croix is approximately 50 miles from Crane Lake. The Canadian side of Lac La Croix has several private cabins, private fishing camps, two large resorts, the Lac La Croix-Quetico Air Service with several airplanes, and the Neguaguon Lake Iundian Reservation with over 200 inhabitants.

For these reasons, the Canadian government removed the eastern portions of Lac La Croix from the Quetico Provincial Park.

## THE CRANE LAKE POSITION

That the Burton-Vento or the Anderson-Humphrey bills will totally destroy the economic base of the Crane Lake community.

That the water surface and the first 100 feet of the U.S. shoreline of Little Vermilion, Loon, Lac La Croix and the Loon River be removed from the B.W.C.A.

That these three lakes are not wilderness lakes and that a motor ban or horsepower restriction would be impossible to enforce or police. Hence, the Canadian reason for removing Lac La Croix from the Quetico Provincial Park.

That it is grossly unfair to the citizens of the United States to ban motors or restrict horsepower on the U.S. side of these lakes when there are no restrictions on the Canadian side and none are contemplated. Further due to the 200 resident members of the Neguaguon Lake Indian Band, there are no motor horsepower restrictions and none would be tolerated.

That the historic use of these lakes has been motorized travel. In over 70 years, the use of paddle canoes did not develop as it did in other areas of the BWCA, and will not.

## OTHER FACTS CONCERNING THE CRANE LAKE ENTRY POINT: LITTLE VERMILION, LOON AND LAC LA CROIX LAKES

USFS permit data for 1977, for Crane Lake entry point No. 12 is as follows:

*United States Forest Service permit data*

- There were 1105 permits issued.
- 851 or 77 percent were motor boats.
- 106 or 9.5 percent were motor canoes.
- 124<sup>1</sup> or 11.2 percent were paddle canoes.
- 24 or 2.1 percent were hiking or other use.

*Loon Falls and Beatty Portages*

Both of these portages have been in operation since about 1914. They have been operated as motor driven portages for over 56 years. They are used to travel to the BWCA, the Canadian side of Loon and Lac La Croix and beyond to the Quetico Provincial Park.

Use of the Loon Falls Portage during 1977 is as follows:

- 2308 boats used the portage.
- 1802 or 78.0 percent were motorboats.
- 391<sup>2</sup> or 16.9 percent were motor or paddle canoes.
- 115 or 5 percent were Neguaguon Lake Indian Reservation motorboats.

USFS 1977 permit data indicated that 1081 motorboats, motor canoes, and paddle canoes would have used the Loon Falls Portage. Comparison of this data with the Loon Falls Portage data indicates that 1227 boats or 53.1 percent of the use of the Loon Falls Portage is for travel to the Canadian side of Loon, Lac La Croix or beyond to the Quetico Provincial Park.

That all boundary waters be kept open to the citizens of both nations as provided for in the Boundary Waters Treaty of 1910.

That all International Boundary Lakes be kept open to motorized travel with appropriate water routes through the BWCA to these boundary lakes.

That the provision in these bills to give control of water and land-use in the State of Minnesota over to the Secretary of Agriculture is totally unacceptable.

That the provision in these bills to re-program the residents of this community to some other life-style or occupation is totally unacceptable.

And in conclusion—The Crane Lake community is an access point to the Voyageurs National Park, the Canadian Wilderness, the Quetico Provincial Park, and the Boundary Waters Canoe Area. We must contend with regulations of more than 20 Federal, State, County and Canadian regulatory agencies.

Our community has already felt adverse economic impact due to the loss of resorts in the Voyageurs National Park.

We firmly believe that any further compromise with the other factions in this issue will totally destroy the economic base of this community and the life style of the people who visit or live here.

<sup>1</sup> This is an average of less than one paddle canoe a day entering the BWCA at Crane Lake entry point No. 12.

<sup>2</sup> Note: The number of boats, canoes, etc. that walked this portage is unknown.

The 1964 Wilderness Act was supposed to have settled this issue for ever more. Many people have set the course of their lives and their children's lives as a result of this legislation.

Further compromise is totally unacceptable.

STATEMENT OF CARL GAWBOY, REPRESENTING THE BOUNDARY WATERS  
CONSERVATION ALLIANCE

When we use the word 'Wilderness' to apply to the Boundary Waters Canoe Area, remember that the term is misleading. Until 1964, the Area was never devoid of human communities.

In 1900, the Omaha Indian Francis La Flesche wrote: The White people speak of the country at this period as a 'wilderness' as though it was an empty tract without human interest or history. To us Indians, it was as clearly defined then as it is today; we knew the boundaries of tribal lands, those of our friends and those of our foes; we were familiar with every stream, the contour of every hill, and each particular feature of the landscape had its tradition. It was our home, the scene of our history, and we loved it as our Country.

In 1900, there were Indian villages in the BWCA that had been there for centuries. Through the years Frenchmen, Metis, Scotsmen, Englishmen, Yankees and people of Northern and Eastern Europe lived there. Loggers, Guides, Resorters. Caretakers, Fur Traders, Trappers and Homesteaders called the area their home, and learned lakes, streams and hills with the intimacy and affection of their Indian neighbors.

The "wilderness" is being established by political demarcation.

We are now talking about restricting this area to recreational use only; and the question has become, 'Who should be allowed to use it?' The single use advocates argue that only the canoe is in keeping with the 'wilderness' character; but, in fact, the values of recreational canoeists today are an abrupt departure from historic values and uses. It is important to remember, while we are debating the future of the BWCA that we are talking about a conflict in values.

The Boundary Waters and all the Lake Country is unique. The legacy of mountain building and ancient glaciation which left a rocky land dotted with lakes linked by fast-flowing rivers. It is wrong to say that Nature designed the area for the canoe. This denies the skill and adaptability of the Canoe's inventors, the Indians. The canoe was designed in the area for the unique terrain.

The canoe was a technological advance which eased travel, made all the Lake Country accessible to Indian settlement, and greatly increased hunting areas. It was a tool to support communities because it provide access to game, fish and most important, the harvest of an aquatic grain, wild rice, used as a staple food crop. The canoe also opened a trade network that linked the tribes on the Northern Plains with the tribes in the East. Thus the canoe was a tool which supported the family, the Community, and facilitated cross-cultural communication.

Solitude was not a positive value in those days. Solitude meant death. Indian communities would punish lawbreakers by banishing them to solitude.

Later, the Boundary Waters was the scene of one of the most hopeful and encouraging examples of Indian-European contact—the Canadian Fur Trade. The Fur Trade thrived because of the already well-established trade network and the cooperation and mutual needs of the Indians and Europeans. The Indian had access to furs, and the fledgling wool and iron industries of Europe at the dawn of the Industrial Revolution, found a market in North America. Indians readily adopted the products of European technology which eased and enriched their lives, . . . axes, kettles, knives, chisels, guns and traps. . . .

The Europeans in turn adopted the canoe and snowshoe as the technology best suited to the unfamiliar terrain, and they depended on the Indians for food and the teaching of survival skills. For two centuries, this arrangement satisfied both the Europeans and the Indians. More recent European Immigrants to Northern Minnesota also learned woods skills from the Indians. Old timers hereabouts still fondly recall Leo Chosa, Charlie Beargrease, and Joe Boushey and the wisdom and skills they taught. This spirit of cooperation and mutual trust continued through this century as both cultures adapted to the changing times.

The Birchbark canoe, while an aesthetic and serviceable craft in its time, proved impractical when, again, new technology was introduced. Mass-produced canvas, metal and fiberglass watercraft were products of a 20th century American Industry.

Today the Indians in the United States and Canada are as practical woodsmen as ever, and still are intimate with the forest. Many still depend on the

forest for their livelihood. A lingering aspect of the past, the Hudson's Bay Company, still employs the largest number of Indians of any firm in Canada. In the 20th century, Indians continued to adopt technology which saved time and labor that lessened demands on endurance. Today they rely on metal boats and canoes—and motors—as do Indians in the United States.

Motors were used in the Boundary Waters ever since they were invented. On the big lakes where wind makes canoeing difficult and often hazardous, motorcraft is considered necessary or desirable by all who have had a long association with the area.

The values of today's recreational canoeist are a recent phenomenon. The historic canoeist used the canoe as a tool to lessen the hardship of his life. Today, canoeing has become a sport of urban people who seek adventure in unfamiliar places where they test their endurance against Nature. Most canoeists who use the BWCA, come once or twice in a lifetime. Now they can find adventure, solitude, and test their physical endurance on 88 percent of the lakes which are reserved for that single use.

However, people with other values equally enjoy the beauty of the Boundary Waters. Many live in the area, many return year after year from every part of the Nation. They come to enjoy the beauty, to relax and to fish. Like the Indians and other historic inhabitants, they do not believe that motors are incompatible with the surroundings. They do not believe that the true meaning of the wilderness experience lies in tests of endurance.

This area is unique. There is no place else like it in the United States. People use motors here as tools which give them access to this beautiful Country. For people who are unwilling or unable to make tests of physical strength out of their vacations, the Boundary Waters now offers a rare opportunity to experience a special wilderness environment. Motoring in the BWCA is no more like motoring on Lake Minnetonka than canoeing in the BWCA is like canoeing on Lake Minnetonka. It does no harm to the environment; it is a long established historic use, and it is restricted now to only 12 percent of the lakes.

It is true, as Congressman Fraser indicated in his testimony, that we who live in this area have a very special feeling for the Boundary Waters. It is the magnet that attracts us and makes us stay in the area. It is also true that we have strong feelings about how the area should be used, based on our experience here. We want to see its beauty preserved, and we feel strongly that a wilderness experience should be available to the broadest cross-section of American society as is possible. This was the intent of the Wilderness Act of 1964 and the subsequent Freeman Directive.

When I was growing up here, canoeing for fun and working Summers for the Forest Service, there was a spirit of cooperation and camaraderie in the woods reminiscent of the old days. There was no sense of rivalry between the user of the motor and the user of the paddle. Most people, in fact, used either at one time or another. On windy days, people with motors would go out looking for wind-bound canoeists to offer them a tow, which canoeists readily accepted. Many times I towed; many times I was towed. We'd greet each other on the lakes, motorboats and canoes, stop to visit or to share coffee and food. If canoeists were ever irritated by the sound of a motor, there was not a popular outcry for motors to be eliminated. A spirit of tolerance and a sense of shared experience prevailed.

The bitter feelings and hostilities that the controversy over restricted use has created, saddens me more than any other aspect of the issue.

We have been slow to organize in this area to fight Legislation that will restrict our access to the BWCA because here, in the Boundary Waters, we did not see any conflict or controversy. The thousands of visitors who come each Summer enjoy the wilderness experience today as they have for decades. In fact, we are still bewildered by those Organizations that are crusading for single use. We are amazed at their power and energy directed at a cause to remedy a situation which hurts no one and benefits many. Only slowly have we come to understand that the Boundary Waters is a victim of a National campaign by wilderness preservationists who do not recognize the unique and distinctive qualities that make it one wilderness area that can be enjoyed by all, regardless of age or limited time, material affluence, or physical abilities.

---

STATEMENT OF LEE HOTALING, REPRESENTING THE BOUNDARY WATERS  
CONSERVATION ALLIANCE

On behalf of the Boundary Waters Conservation Alliance, I'd like to welcome Minnesota Senators Muriel Humphrey and Wendell Anderson, and their col-

leagues Senator James Abourezk of South Dakota, Senator Howard Metzenbaum from Ohio, Senator Dale Bumpers of Arkansas, and Senator Gaylord Nelson of Wisconsin. We also welcome members of the press and the senators' aides. We originally started out with just a few senators and now have over 60 people in the party. This should make our tour on the lakes tomorrow interesting, but probably not much of a wilderness experience!

We are particularly grateful to Senator Anderson for making the necessary arrangements for this trip to the Boundary Waters Canoe Area. We feel that this is a courageous attempt by Senator Anderson to resolve a complex and often poorly understood issue. It would be much easier for the Senator to accept the Burton-Vento proposal for the BWCA. At the national level, such acceptance might make sense, but as one looks more closely at the uniqueness of the BWCA landscape and past history, it is obvious that further consideration is needed. We only wish that other members of Congress casting votes on an area that so greatly affects the lifestyles, livelihoods and recreational enjoyment of so many Americans would take a few hours to visit and study the issues as you are doing today.

I think we have an excellent trip planned for tomorrow. The Alliance volunteers have been literally working night and day to prepare for this first hand experience. During this trip we hope to show you the BWCA as it really is, rather than as it is often portrayed. At this point, you might be expecting denuded shorelines, crowded lakes and unsightly conditions, but we know that you will be pleased to see the BWCA in excellent condition—perhaps even more beautiful than it was in 1964, although there has been a marked increase in use and numerous changes in management philosophy.

When I first visited the BWCA in 1963 as a forester with the United States Forest Service, I recall being overwhelmed by its beauty and the vast number of pristine lakes. I wasn't aware of any specific conflicts in the BWCA at that time. I believed that we were actually improving the primitive character of the area as we removed the last of the private resorts and cabins on lakes north of Ely. I personally supervised the "restoration" of thirty such sites and was very unpopular in Ely at that time because of such involvement. Many of the sellers were bitter about federal acquisition but were reassured that they would at last be able to continue using their favorite lakes.

When I guided the Selke Study Commission under the direction of Secretary of Agriculture Orville Freeman in 1964, I soon discovered that the management of this unique lake country was often influenced by professional environmental groups rather than by professional foresters. Our experienced observations were many times ignored in favor of special interest viewpoints that often seemed insensitive to the complex issues of the BWCA. I was always disturbed when local people were hurt by unsound management decisions and finally decided to quit the Forest Service in 1967. A teaching career appealed to me at that point and I soon entered the Yale University School of Forestry to study land use management problems similar to the ones that frustrated me during my BWCA experience. After two years of study I returned to Ely and began a teaching career in Forest Management at Vermilion Community College, where we often use the BWCA as a place of study. I also purchased a small resort on the BWCA periphery which I have been operating for the past eight summers. When I returned to Ely eight years ago, I never dreamed that I would be here tonight discussing the same issues that were so thoroughly discussed and agreed upon in 1964.

My philosophy on the BWCA has changed very little during the past 14 years. It is the same philosophy being upheld by the Boundary Waters Conservation Alliance, Senator Hubert Humphrey in 1964, the present governor of Minnesota and the Minnesota Commissioner of Natural Resources, five of our eight Minnesota Representatives and both of four U.S. Senators, Wendell Anderson and Muriel Humphrey, today. The idea is simple and you will hear it many times tomorrow on our trip. The primitive character of the BWCA must be maintained, but without unnecessary restrictions on motorized use.

There is no evidence after thorough study that motors cause any physical damage to boundary waters lakes. The issue is simply one involving personal choice and conflicts, and on this basis it seems unreasonable to break the promises that Congress made in 1964 to the people of Minnesota and the thousands of Americans who visit the BWCA each year. It often appears that the loudest voices on BWCA use are those who seldom if ever visit this unique area.

We are only talking about the use of motors on a limited number of lakes—approximately 12% of the lakes in the BWCA—not the entire BWCA and most users agree that size limitations at this point are reasonable. Figures are often

cited referring to the water area used by motorboats—such as 60% of the surface area, but you should be aware of the fact that many of the motorized lakes in question are extremely large in comparison to smaller interior non-motor lakes. These large lakes have a long history of motor use because of their physical size, unsafe conditions during inclement weather, and geographic locations within the BWCA. You will be making first hand observations on some of these lakes tomorrow, and if conditions are normal, you will undoubtedly see few boats or canoes because of the vastness of the water bodies and the numerous islands.

Motor use obviously allows a wide variety of people to visit the unique qualities of the BWCA. Many BWCA users prefer not to paddle a canoe, some cannot paddle and others prefer a motor assist.

Figures from some commercial canoe outfitters in the Ely area indicate that as high as 70 percent of their canoe parties desire some type of motor assistance, whether it is portage service, tow boat service, plane service or a kicker motor.

I know that Senator Anderson and Senator Humphrey are both aware of the fact that during the past 14 years viable resort and canoe businesses dependent upon motor use along the BWCA periphery lakes have become stabilized. Eliminating these businesses would severely disrupt the economies of these local border communities.

During the winter months, in northern Minnesota, the snowmobile is the ideal means of travel over the frozen lakes and portages of the BWCA. Again, we are only talking about 12 percent of the BWCA lakes—not the entire BWCA. These areas offer some of the best trout fishing in Minnesota and continue to be home base for wilderness residents like Dorothy Molter on Knife Lake. Last year, without the snowmobiles, only 7 permits for winter travel were issued out of Ely. The Alliance questions whether the BWCA should be used on such a limited basis during the winter months in view of the fact that no physical damage is done by the snowmobiles, and there are so few other conflicting users during these rugged winter periods. Most cross country skiers readily use the established snowmobile trails on periphery lakes.

In addition to the motor use conflict, the Alliance is also deeply disturbed about the land acquisition programs of the federal government during the past decades. If you examine the acquisition map, the drastic changes in the Superior National Forest from its beginning year in 1909 can easily be seen. The land area has increased from 644,000 acres to over three million acres today, of which 1,030,000 acres is presently within the BWCA. The BWCA issue before us today hasn't even been settled and already the U.S. Forest Service is proposing more land acquisition under their program entitled RARE II. Cook County, within the Superior National Forest, currently has only 6 percent private ownership. The people of these northern counties are concerned about survival with such drastic reductions in the private tax base. The people of northern Minnesota would prefer jobs and property valuations rather than a handout from the Federal Government.

The possible loss of state water rights is also upsetting to the citizens of northern Minnesota. They feel that they may soon lose what little voice they presently have in local affairs. I am currently a Township Supervisor in Lake County and recently we were reviewing some of the old township records. The township was concerned in 1928 with the 60 percent federal ownership pattern which was at that time creating problems. The federal ownership in our township today is more than 90 percent. If you lived in northern Minnesota, you would undoubtedly be as concerned as we are. Our people are always asking "where will it stop?"

We will look forward to covering in more detail the complex issues of the BWCA tomorrow during our trip. There are specific points that we would like to discuss with Senators Anderson and Humphrey regarding their recently proposed legislation, but we recognize at this point that their bill is a genuine effort to seek a compromise between the single use campaign of the professional environmentalists and our desire to return the status quo of the 1964 Wilderness Act.

INTRODUCING

Robert R. Olson  
St Rt 2, Box 6426  
Ely, MN 55731

and wife

Patricia B. Olson

Owner-operators of Bill Rom's Canoe Country Outfitters since 1975 (Canoe Country Outfitters was founded by Bill Rom in 1946. Mr. Rom retired in 1975 after 30 summer seasons in the outfitting business).

Bob's background

1. Born & raised in Ely area.
2. Canoed BWCA extensively as youngster.
3. Worked as a summer guide at a Bass-wood Lake Resort (before removal of resorts) during high school years.
4. Worked in construction of the Reserve & Erie Mining Co. taconite operations and as an underground iron ore miner.
5. Started working part time (summers only) for Bill Rom in 1950 and continued 'til May 1964 when he quit the mine to work year-around for Bill. After 26 seasons of experience in the outfitting business, from the most menial job of washing the cookkits, to guiding and on to general management of the outfitting dept. and store in 1965-75, the purchase of CCO in 1975 was not too much of a change in work.
6. Has hunted, fished and canoed in the entire area and traveled all of the major routes in both the Quetico Park of Canada and the BWCA, as well as most of the rest of the routes. He's completely familiar with the locations of all of the lakes in the area.
7. As a member of the Board of Directors of the International Snowmobile Ass'n, he was involved with passage of sensible legislation governing the safe operation of snowmobiles on the public lands of Minnesota.
8. Was instrumental in setting up and the operation of snowmobile training sessions (similar to gun training) for the youth of the area.
9. Member of Ely-Winton Rod & Gun Club, Wilderness Society and other conservation organizations.

Pat's background

1. Born & raised in Roseau, MN. Moved to Ely as a junior in H.S. when her father was stationed there as a Refuge Patrolman with the, then, Minnesota Dept. of Conservation. Having no brothers, she learned at an early age to fish, hunt and do all of the outdoor activities generally carried on between father and son.
2. Though only 4'11", she has paddled & portaged canoes over portages as long as 1 1/4 mile with her only problem being that the canoe rests were too high.
3. Married at age 17 & mother of 6 living children - grandmother of 1.
4. Is well acquainted with snowmobiling in the BWCA. Her father introduced the 1st snowmobile (Polaris Sno Traveler) to Ely and the BWCA in 1957 when Polaris was in its infancy. (People laughed and said that nothing would ever come of it!)
5. Over the past years, she has been:
  - (a) Sec'y-Treasurer for the Ely Igloo Snowmobile Club during the 60s and actively worked (lobbying & testifying at hearings) for good sensible (based on facts) snowmobile laws for the state.
  - (b) Active member of the Ely Chapter of the Boundary Waters Resources Committee, during and after the struggles of the Freeman Directive era, and was secretary for the MN Arrowhead Ass'n BWRC in the late 60s.
  - (c) Ran and was elected to 4 two year terms of the office as treasurer for the St. Louis County Township of Morse (did not seek re-election in March due to business commitments.
  - (d) Active in numerous organizations and religious groups including conservation organizations.

Both Bob and Pat have actively promoted the wise "multiple use" of the BWCA with sensible, realistic regulations (based on facts - not emotions) that will protect the area's resources but still allow all types of people the right to use it.

"So I would have no man-made sounds but the simplest—the dip of the paddle, the scrape of a canoe on a sandy beach, the crackle of a campfire."



Bill Rom's

## CANOE COUNTRY

Outfitters, Inc.  
629 East Sheridan Street  
P.O. BOX 30  
ELY, MINNESOTA 55731

September 12, 1977

As owner-operators of the largest canoe trip outfitting company in the area, a business whose very existence depends on the management of the Boundary Waters Canoe Area, we offer our views on the changes proposed for the BWCA.

At the outset, let us declare that we are here in Washington to support Oberstar's revised proposal H.R. 8722.

You are well aware of the legislative history which has affected changes in the management of the BWCA over the years and of the struggles and controversies leading up to those changes. There is little use in repeating any of it here. However, we would like to comment on the 1965 Freeman Directive. We felt, at that time, and feel now that his regulation (as recommended by the Selke Committee) was a fair and just compromise. It has proven itself over the past 12 years to be a workable solution to prior problems and one that we could all live with. Though Oberstar's proposal H.R.8722 does implement some further compromises on the part of the multiple use advocates, it is very similar to the Freeman Directive and is, if adopted, a law that we, as business people, Elyites, backers of the multiple use concept and lovers of a wilderness experience in the BWCA, can work and live with.

### MOTORIZED USES IN THE BWCA:

The Frazer proposal for management of the BWCA, eliminating the use of motors, would mean economic disaster for most of the canoe outfitters in Northeastern Minnesota. We can't emphasize that enough!! Our records show that from 1972 through Labor Day of 1977, the average for motor oriented trips (May-October) was 40.3% of our

COMPLETE OUTFITTING FOR SUPERIOR - QUETICO CANOE TRIPS for 32 years.

TELEPHONE 365-4046 — AREA CODE 218

(2)

business (see Exhibit A). These figures follow very closely with those of the USFS records, based on permits issued for entry, when you consider that the USFS does not have the paddlers who used the tow services or fly in services, listed under motor users even though they did use the assistance of a motor to get them into their desired destination faster.

We hired a Certified Public Accountant to check back into our business records and he prepared two graphs based on the information that he found. (Exhibit B & C) Graph B shows the percent of increase in gross receipts each year over the preceding year. Graph C shows a steady increase in the gross receipts for outfitting, from 1969 to 1975, when it took a drastic dip. The 1977 figure is an estimate based on gross receipts through August. We believe that the graph shows a definite loss in business, due to the 1975 ban on motor use within the Quetico Park. Admittedly, the dry conditions, the U.S. Entry Permit confusion and the adverse publicity on the area being overcrowded, each played its part in the decline. However, skipping 1976 completely and jumping from 1975 to 1977 still shows a drastic drop in receipts. When we take into consideration the per diem rate increase each year, as well as inflation trends, it's a very frightening picture to us, to say the least. The banning of motors in the BWCA as well, is unthinkable! When the Canadians banned the motor, many of our parties who had come year after year (some for 20 years) went elsewhere, generally, into northern Canada where they can find solitude and still use their motor.

Exhibit D shows our payroll over the past seven years and the number of young people that we employed for the tourist season. You will note, the number dropped in 1976 and if the motors are banned in the BWCA, we will have to reduce the number of employees even further. Many of them are working for their college education and it would be very sad if they didn't have a job.

Not only does the use of motors play an important part in the economic picture for the outfitters, but it is very important in the disbursement of the people throughout the area. The tow service is used to transport the canoeists over the big waters and through the motor zone quickly so that they can begin their paddling trip where

(3)

no motors are allowed. The use of a small motor allows the fisherman, the family with small children, the old, the handicapped, those with limited time, an opportunity to get further out from civilization to enjoy a wilderness experience. The fly-in trip speeds the canoeist to the wilderness solitude in a matter of minutes, allowing more time to spend paddling in the no motor area. If all canoe parties had to start out paddling from their entry point, they would all end up in the same area each night, causing shortages of campsites and overcrowding. The permit systems of the BWCA and Quetico Park which were implemented in 1976 and 1977, respectively, were put into effect to eliminate overcrowding and to disburse the people. To ban all motor usage would, in our opinion, defeat the purpose of the entry permit system. It would create more congestion on already over used routes, it would leave larger lakes, such as Basswood, unused and it would, in effect, be favoring the organized group trip with a healthy leader rather than a family experience together.

WILDERNESS EXPERIENCE:

We have parties who fly in & out and we have parties who fly in and paddle out. We outfit youth groups who come with leaders and we have fathers who came first, as a scout or member of a church group and comes now, with their sons or daughters. We have grandfathers who bring their grandsons or vice versa. The list can go on and on. Some paddle, some use a motor. Some take a guide while others go by themselves but each should have the right to their kind of wilderness experience. The mode of travel isn't the important part of the trip. It's the getting away, the sleeping in a tent, the cooking over a campfire and getting a few ashes mixed in for flavor, it's listening to the raindrops on the tent or the call of the loon, taking pictures of the beauty of the trees and lakes, the quiet and the strange sounds of the night, the persistent bear who wants your food pack. It's sharing the great out-of-doors with a friend or loved one without the pressures of a clock. It's many things to many people and a wilderness experience is different for each. The man who lives in an apartment in the inner city may have a wilderness experience just being able to sit among the pine trees. An amputee from Chicago may have his wilderness experience in being able to fly into the area or take a boat and motor as far into the area as he can without

(4)

the need to portage. He should have the right to his wilderness experience the same as the person who wishes to paddle, hike, ski or snowshoe.

We have found that not all people who come for a wilderness experience, can cope with it. We had a fellow a few weeks ago who was so excited about his 7 days in complete solitude the day he got here, but he came in from his trip after only 2 days because he couldn't stand the loneliness. We know of people from the Dakotas that went home after 3 days because they got claustrophobia and felt that the trees were closing in on them. I guided a party of 4 men in their early 20s, a few years back, and they could hardly wait to get out into the wilderness and away from the rat-race of the city, but when we were out, all they wanted to do was play cards. They argued and fought the whole time and one slept on the ground outside the door of my small tent because he was afraid of the others. These men could not unwind from the fast city life.

The point that we are trying to make is that the people who come to the BWCA for the first time and those that have never been here, do not know what to expect nor what a wilderness experience is until they are actually experiencing it. Parties that we outfit, are not looking for a wilderness experience like the Voyaguers had, even though that's what they think they are after. These people are on vacation or a weekend away from the city life and they want to relax and enjoy their time off. The paddling and portaging is still work but it can be accomplished at a more leisurely pace, without fear of the dangers that faced the early voyager. The canoes are more durable with padded carrying yokes, they don't have to depend on hunting for the food they need, they take a tent that, except in severe weather conditions, protects them from the elements, they use rain gear and they use bug dope to protect themselves from the insects, they use life jackets and whatever else will make their trip and their experience in the wilderness more enjoyable and safe. The repeated statements by the advocates of total wilderness, that the use of motors or snowmobiles in the BWCA is not in keeping with a wilderness or a wilderness experience, are ridiculous! None of the previously mentioned items, nor the table, fire grate and latrine at the designated campsites, nor the pre-cut campsite itself, nor the use of toilet paper

(5)

for that matter, can then be considered in keeping with the wilderness. Nevertheless, each plays an important role in the success or failure of a wilderness experience, in the protection of the environment of the BWCA and in the protection and safety of the users of the area.

With a motor zone and a no motor zone, each person who comes to the BWCA can have what we call a "wilderness experience" of his choosing. People who wish to paddle should remember, however, while paddling through a motor route, not to be angry with the motor user since they are in his territory, they chose to paddle and they can go into an area where motors are not allowed. The motor user can not do the same in the paddlers' no-motor territory which means that the paddlers, in effect, have the use of the entire area while the motor users are limited to a few designated routes. We feel that the irritation felt by the paddler for the motor user, while paddling on a motor route, is as wrong and selfish as it would be for a bicycle rider to become angry at the people driving cars past him on a street or highway. After all, he's traveling where cars are designated to travel and he made the choice of riding a bike instead.

#### SNOWMOBILE USE IN BWCA:

We are in favor of reinstatement of snowmobile use on the designated routes which were previously allocated within the BWCA. We believe that Oberstar's proposal, as revised, H.R. 8722 is a reasonable and fair compromise. As outfitters of summer canoe trips, we spend 14 to 18 hour days, seven days a week, from the time that the lakes become ice-free until close to freeze up, providing services for the tourist and seekers of a summer wilderness experience. We have little or no time for relaxation, ourselves, and for time spent with our families. Our wilderness experiences come in the winter months, when the number of vacationers has dwindled to nothing. We are (as are most people in the area) a family of ardent snowmobilers and we snowmobile together, which in itself, is a fantastic experience considering the generation gap, etc. Snowmobiling has helped to keep the doors of communication open in our community and to keep most of our area young people out of trouble during the otherwise, long and boring winter.

It is truly a great experience to get out in the wonderland of winter and see the breathtaking beauty of the BWCA when it's covered with snow! The pictures that you can

(6)

take in the winter are every bit as beautiful as those taken in the summer. (The ice trying to build up over a rushing rapids creates an unforgettable site!)

We've heard unrealistic complaints from summer users of the BWCA, about the noise and the damage caused by the snowmobile. We maintained that the complaints were without merit since the snowmobile, like the motor, was limited to a few designated routes while the skier and snowshoer have access to the entire BWCA and can get away from the noise, simply by traveling where the snowmobile is not allowed to go. Extensive studies have proven that the snowmobile, itself, does not damage the area, it leaves no traces of ever having been there once the snow and ice have melted and it creates a winter recreation that can be done by the entire family, together. A winter wilderness experience can be just as rewarding as a summer one! We challenge each one of the committee members and anyone who has never traveled the BWCA in the winter on a snowmobile, to come to Ely and we'll take you out so that you can have a winter wilderness experience.

LOGGING & MINING IN THE BWCA:

It appears to us, that the biggest objections to the multiple use concept are those pertaining to logging and mining. Perhaps, 99% of the complaints that we get, are based on logging and mining of the area and most of them stem from deliberately, distorted propaganda that they have received in the mail or seen in the papers, etc. We feel that Oberstar's proposal H.R. 8722 will, sufficiently, protect the area from both of these objections so that it isn't necessary for us to comment on them. We do, however, hope that whatever form of management is done, in the area by the U.S.F.S., will create habitat for the deer so as to help encourage its return to the BWCA and with it, other wildlife.

USE OF DECEPTION TO PROMOTE WILDERNESS STATUS:

We have to agree with the Ely Chamber of Commerce in its assertion that "the greatest hazard to the future of the BWCA is and has been, the exaggerated, mis-informed propaganda and publicity, distributed to the general public who are unfamiliar with the area".

It is our understanding that legislators from all over the U.S. have received

(7)

more mail concerning the BWCA issue than for any other issue in history. WHY???

What is behind this drive to put the BWCA into total Wilderness status when there is no evidence to support the need for it? Why has it been necessary for the supporters of Wilderness status to scare people into writing letters, by using deception, insinuations and, in some cases, outright lies?

Every day, we have some of our parties come into the store, ready to go on their trip and eager to tell us how they have written their letters to help us protect the area from distruction by snowmobiles, the open pit mine that is contemplated, the cutting of every tree in the BWCA or some other ridiculous assertion. When we attended the various sportshows last winter to advertise our business, we spent over half of our time explaining to the people that the material which they received and the news printed in the papers was not always based on fact and, in this case, that much of it was intentionally misleading so as to upset the receiver enough to write letters. Many, many of the same people who had written letters to support a total wilderness, would ask to have a fly-in trip or tow service reserved for them, thus, proving their confusion on the subject. A great number of our old parties who return year after year, were angry because they had received the deceptive propaganda and wanted to know how their name got on the mailing list in the first place. We did not give out our mailing list of customers!.....It had to have been obtained from the list of those people who were issued entry permits in 1976 (the 1977 permits do not have the addresses listed on them).

We are not, and we repeat, ..... we are not against the environmental groups that have sent out the deceptive information! We know that these organizations have done much good over the many years of their existances. However, we feel that some of the leaders of these organizations have gone astray and are using the memberships, in devious ways, to reach a goal. We feel that the need to resort to underhanded tactics, in order to achieve their goal, will not only hurt their cause, but also hurt the image of these organizations, in the long run. It is felt by many of the local people that a thorough investigation, into what's behind the push for total Wilderness, would reveal a scandal far worse than "Watergate"!

Many of the people that we have talk with at the sportshows and many, many of our

(8)

parties are members of the various environmental organizations that are promoting the total Wilderness status idea for the BWCA and they say that they simply didn't understand what they were promoting. They felt that by fighting for total Wilderness, they were simply eliminating the threat of logging and mining in the area, when in fact, they were actually, advocating no motors, no tows and no fly-ins, as well.

A CASE IN POINT: Jack Ford, son of former President Ford, was present at the July 8th hearing in Ely and he testified in favor of Fraser's proposal. After the hearing, he left on a canoe trip to do a feature story on paddling in the wilderness for an environmental magazine. Here's the real kicker! He was flown by float plane into Fourtown Lake to begin his paddle trip and later, in order to complete the films for the paddle only trip, -canoe, camera and people were hauled across the Four Mile truck portage to Basswood Lake and then taken by motorboat up to Basswood Falls (See Exhibit E). It's situations such as this that upset the local people and makes them wonder why there are two sets of rules, one for the ordinary people and one for the environmental people.

Finally, we wish to state, emphatically, that if there are any changes made in Oberstar's proposal H.R. 8722 which would further limit motor or snowmobile uses in the BWCA, we withdraw our support of the proposal and, instead, support legislation which would make the 1965 Freeman Directive into law, with reference to the 1964 Wilderness Act as it applied to the BWCA. What better way to pay tribute to our beloved Senator and former Vice President, Hubert H. Humphrey, than to keep his commitments to his people.

We thank you for the opportunity to present our views, based on facts and personal contact with the canoeing public who uses the BWCA. We hope that you will study our statements carefully, and that you will accept our offer to show you the area in either winter or summer, but definitely, in a manner that will afford you an opportunity for a "wilderness experience". You can not possibly know what it's all about if, all that you see of the area, is what you can see from an airplane!

Sincerely,

*L. L. Johnson*  
*Patricia L. Johnson*

(EXHIBIT A) CANOE COUNTRY OUTFITTERS, INC.  
 ANALYSIS of Motor & Non-Motor Usage of Boundary Waters Canoe Area

	1972		1973		1974		1975		1976		1977*	
	NUMBER OF PARTIES	%	NUMBER	%								
Tows			28	1.3	15	1.3	66	5.1	112	8.1	64	5.3
Motors	616	90.2	619	90.4	306	90.4	287	90.9	338	90.8	348	90.8
FIXING	156	8.1	155	10.6	156	13.8	98	8.4	127	9.2	64	5.3
TOTAL- MOTOR ORIENTED	772	40.3	802	39.4	477	42.2	453	39.9	577	41.9	476	39.3
PADDLE	1,144	50.7	1,231	60.6	659	58	708	61	801	58.1	735	60.7
TOTAL OUTFITTED PARTIES	1,916	100	2,033	100	1,136	100	1,161	100	1,378	100	1,211	100

OVERALL 5 YEAR AVERAGE → MOTOR ORIENTED 40.3%  
 → PADDLING 59.7%

WHO NOW USES THE BWCA . . . and for what purpose?  
 Following is a report taken from the U.S.F.S. records, based on total permits issued for entry:  
 (Summer - May thru October) (Winter - November thru April)

Paddle Canoe	1974	1975	1976*	1973-74	74-75	75-76	76-77
Motors, Canoes & Fishing Boats	21,367	23,927	22,227	547	779	838	744
	16,729	16,335	15,417	1,983	2,152	2,116	0***

Note: \*1976 figures reflect quota system which went into effect on May 28, 1976. \*\* Figures will not be available till Dec., 1977. \*\*\* No permits issued because of the snowmobile ban.

\* REFLECT FIGURES THROUGH LABOR DAY 1977

NOTE: I, O.C.O. does not operate a tow service or a flying service and does not push the motor oriented trip.

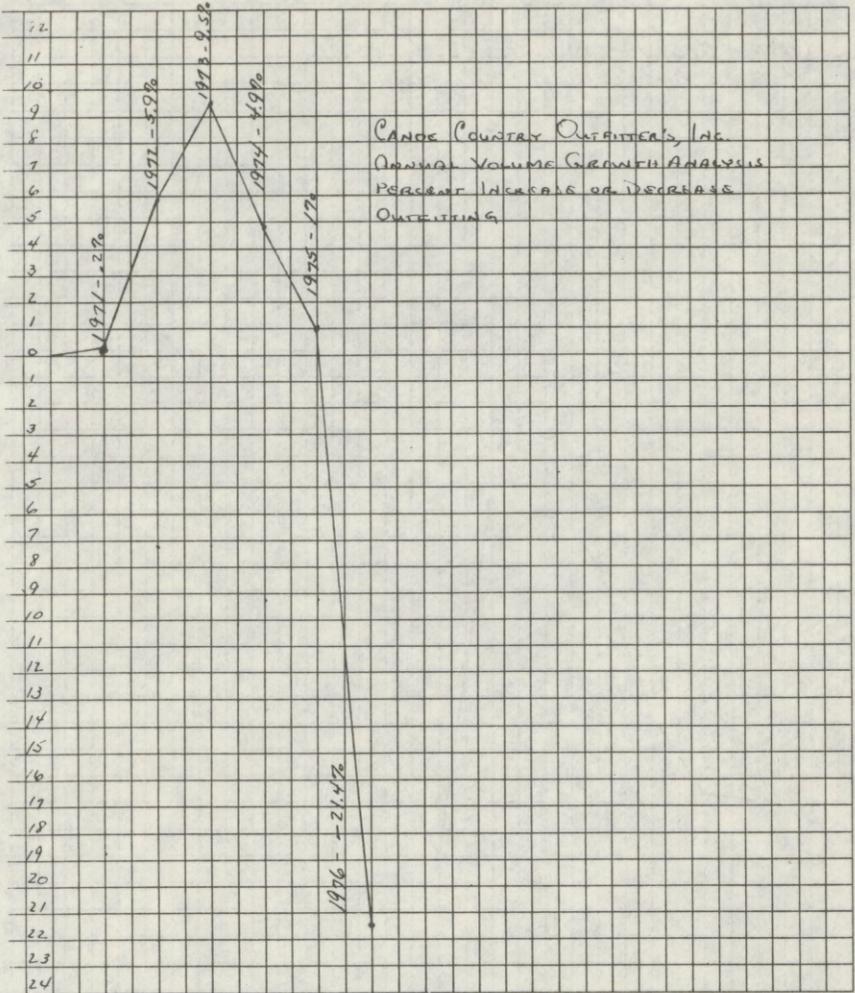


EXHIBIT B

CANOE COUNTRY OUTLETTERS, INC.  
 VOLUME ANALYSIS - CUFFLEFFING

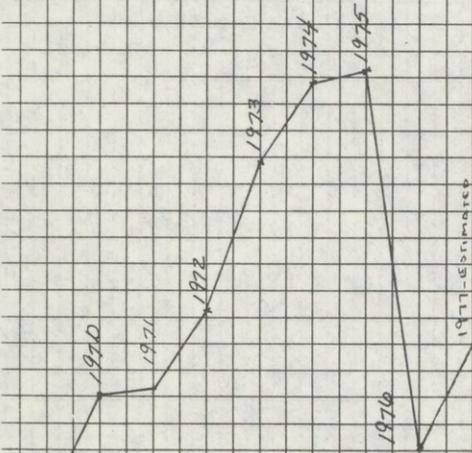


EXHIBIT C

# CANOE COUNTRY OUTFITTERS

## ANNUAL WAGE & EMPLOYEE ANALYSIS

	TOTAL WAGE	NUMBER OF EMPLOYEES	AVERAGE
1970	\$ 60,100	29	\$ 2072.41
1971	54,522	27	2019.33
1972	55,804	29	1924.28
1973	65,932	31	2126.84
1974	73,334	37	1982.00
1975	70,513	30	2350.43
1976	50,164	25 *	2006.56 **

\* DECREASE IN NUMBER OF EMPLOYEES DUE TO DECREASE IN BUSINESS

\*\* DECREASE IN AVERAGE, EVEN THOUGH EMPLOYEES WERE GIVEN PAY RATE INCREASES, INDICATE LESS HOURS WORKED DUE TO DECREASE IN BUSINESS

(EXHIBIT D)



David Zentner, National President  
Izaak Walton League of America

8/3/77

*Kido*

Dave,

Yes, Friday, July 8, 1977 was another epic day in the long line of skirmishes and wars over the BWCA. Indeed — once again your "Ikes" and all your purist friends are trying their level best to take our homes and our business establishments as well as our Constitutional rights away from us.

You have the udder gall to accuse the people of Ely of being rude, ugly, selfish and irresponsible — we who have been harassed by your well heeled purists for years; we who are not only fighting for our homes and businesses but for the right of all citizens, young, old, middle aged, handicapped and even you, to enjoy a wilderness experience; we who have gone to hearing after hearing and testified — have written our Congressmen, gone to Washington; we who have protested peaceably, formed committees, we who have watched our rights dwindle, our business shrivel and our area become congested with youth groups who have been brainwashed by pressure groups through out the country; we who have been fed lip service by our representatives, lied to by the Forest Service, ignored by the Dept. of Agriculture; we who have been fined for using snowmobiles on routes the forest service themselves cut; we who have been told when, where and how to live, and when to enter here and when not to enter there; we who have out numbered and out testified you time and time again only to end up with the short end of the stick. HOW DARE YOU!

You with your home safe and secure, you with your plush insurance business functioning every day with no one threatening to put you out of business — how lucky you are! It certainly is no problem for you people to sit peaceful and quiet — you have nothing to lose — not your homes or your jobs. We have everything to lose — and you expect us to sit and smile and say "how great thou art."

Yes, Sig Olson is a very accomplished writer of many beautiful books — he writes of lovely fantasies and dreams! However, this is a real life drama — people can't live on fantasies and dreams — Sig didn't either. He made his living in the BWCA — now he is denying others that same right as well as denying the area to any and every one who is not capable of carrying a canoe on their back. AND YOU SAY WE ARE SELFISH!

## EXHIBITE

I very well remember another hearing a few years back when you fought to deny us our stored boats — you called the people of Ely selfish and irresponsible then too. That seems to be a favorite pastime of yours. I take strong exception to your name calling. I CONGRATULATE THE PEOPLE OF ELY FOR HAVING THE DESIRE, DETERMINATION AND JUST PLAIN GUTS TO FIGHT BACK TIME AND TIME AGAIN. Yes, Dave, the many northeastern Minnesota wags, as you call us, along with many thousands of visitors to our area will defend to the end our Constitutional Rights — you can depend on that!

You bet I accused Bruce Vento of being biased — as the Co—Author of the Fraser Bill he should have stepped aside and let another person chair the committee — that rule is plain and simple in Roberts Rules of Order. I have no doubt whatsoever if the chairman of the committee had been a Co—Author of the Oberstar Bill you would have gone to court to change that!

I have no doubt your ranks are swelling—you misrepresent everything—you distort the facts, you down and out lie to the American public, you obtain mailing lists from Boundary Waters Permits made out by people in good faith who use the BWCA for all forms of recreation, you brainwash our youth, you neglect to tell the public that a forest left to care for itself will become a dead forest — all living things must be cared for if they are to survive — God put man on this earth and gave him a superior brain so that he could care for all the things of this earth — who are you to change that?

Selfish — huh — you want 1 million acres plus for so very few people to use for their own personal use — we want it for everyone to use and enjoy. If we choose to make a living helping other people enjoy a wilderness experience that is our privilege — just as it is your privilege to sell insurance to people if that be your chosen profession.

David Zentner, you may be the illustrious president of the Izaak Walton League but to me and many people like me, you are a man who owes the people of Ely an apology for wanting to deny us our chosen way of life.

Shirley Klaesges

ELY ECHO FOR AUG. 3, 1977, PAGE 15



## Voices



EXHIBIT E

Dear Editor:

I was born and raised in Ely and have been residing in California for the past two years. I receive the Echo out here and have been monitoring your coverage of the BWCA holocaust. I have many ambivalent feelings towards the issues involved and try to maintain some understanding of all of them.

A particular article which ruffled my feathers was the letter to the editor from David F. Zentner, National President of the Izaak Walton League of America, dated July 20, 1977. Mr. Zentner seems to feel the people of Ely have a negative attitude towards themselves and their community and recommends reading the paperback, I'm OK—You're OK. I have read this book and was not too impressed, to say the least. While the motives of the author are genuine, his methods are not. Zentner believes this book can correct some of Ely's "neanderthal tactics." Perhaps I can offer some insight into some of these tactics.

By far, the majority of the residents of Ely, like myself, were born and raised here and plan to etch their patterns of life on Northeastern Minnesota's soil. The BWCA has been a constant and continual playground for many of Ely's children and adults. Fishing, camping, canoeing, snowmobiling, and skiing have been an integral part of life for all residents. To curb or downright outlaw these activities is asking for dissidence in the extreme. But Ely people have been tolerant. We are concered with the conservation of the BWCA and always have been, as Bob Cary mentioned in his speech before the Senate Committee.

What I would like to ask Mr. Zentner is, what is he and the Izaak Walton League doing about protecting the wilderness of other places in America? Here, in California where land abuse rides high, are lakes, lowered by drought, being fully utilized as recreational areas. The water has a pungent odor one can smell hundreds of yards away. The water is polluted and still is used day in and out by——now get this——outboard motors!

The point is—if men like David Zentner and the Izaak Walton League of America are so concerned about Ely's attitude and Ely's misuse of the BWCA, perhaps they should look elsewhere in America. There are multitudes of cases of natural resource abuse much more devastating than the BWCA. Dissident attitudes are to be expected whenever someones homeland is at stake.

Perhaps, Mr. Zentner, you missed the part in I'm OK—You're OK where you are to try and understand the other individual's position before expounding your vast knowledge.

Mark E. Kobe  
Stockton, California

## At BWCA Hearings

ELY ECHO FOR JULY 27, 1977

# Why Did The Ely People "Boo" ?

In the July 20 issue of the Ely Echo there appeared a letter from David F. Zentner, National President of the Izaak Walton League of America. Mr. Zentner in his letter, took strong exception to some of the boos from the crowd at the Congressional hearings here, July 8. In his letter, Mr. Zentner noted: "...when gathered together as a segment of the community at a hearing on a particular subject, Ely area residents are rude and ugly to the point of irresponsibility."

Mr. Zentner further stated that: "...the conservation—environmental community since this country began, has held in its membership a minority of the citizens of America...We learned a long time ago that if we were to prevail in even a few controversies, that we had to know our issues, and stick to the issues and the facts..."

The Echo ran Mr. Zentner's letter without comment. This week we will comment.

First, on the matter of sticking to the issues and facts! The literature produced and disseminated by the Friends of the Boundary Waters Wilderness, backing the Fraser BWCA bill, literature which Mr. Zentner proudly accepts responsibility for, is far from fact.

This literature states that motor routes now "monopolize" sixty per cent of the water area of the BWCA. That is a lie. Mr. Zentner knows it is a lie. There has never been a motor monopoly on any part of the BWCA, the Superior National Forest nor any water area in Minnesota. There is no body of water where paddle canoes are not allowed. The only genuine "monopoly" in the BWCA is exactly the opposite, it is those areas which have been set aside only for paddle canoe use.

Literature from the Friends of the Boundary Waters Wilderness has been circulated with pictures asserting that if the Fraser Bill is not passed, the BWCA forests will be logged to the lake shores. This is a lie. Mr. Zentner knows it is a lie.

But what Mr. Zentner missed is the why of the boos and catcalls. He assumes they were aimed at individuals. This is not the case. They were aimed at hypocrisy. Editorially, this newspaper has not and does not approve of the boosing. But we know why the boos came from the crowd and Mr. Zentner apparently does not, and since he is the one who brought up the subject, perhaps he should be enlightened.

Mr. Zentner brings up the name of Sigurd Olson. Sig is one of the great outdoor writers of this area. His contributions to conservation are many and well documented. In the past he was one heck of a tough guide and canoe paddler. Local canoeists respect that ability. But there is a very large segment of the Ely and Winton population who also paddle this country who will testify at the drop of a paddle that when Sig owned and operated his commercial outfitting business (Border Lakes Outfitting Company in Winton) Sig made use of float planes, power boats and motors on canoes, whatever he needed to run his business. This in itself is nothing since most of the other commercial operators did the same thing. But when these uses get involved in some sort of an issue of morality, some people feel the preacher could be expected to preface his remarks with a confession of his own sins.

There is Bill Magle, guide and spokesman for the Friends of the Wilderness, who champions the cause of paddle only trips in letters and speeches...and who, for more than a decade, has regularly used a powerboat from Moose Lake to get his equipment and clients through six miles of the BWCA to Quetico Park and six

miles back. Some people consider this a little hypocritical.

During last summer's explosive forest fire situation, when some dangerous outbreaks threatened to burn the BWCA to the ground, it was the loggers, resort employees, snowmobilers, ...those "rude and ugly" local people who were out there on the fire lines risking their necks with the Forest Service.

There are some very current instances of what the people feel is a slight matter of hypocrisy. There is, for instance, in the Fraser Bill provision to remove Jim Pete's boat landing on the Range River by including his land in the wilderness.

But all the time this hulla-balloo about Jimmy Pete's boat landing has been going on, just four miles south on Low Lake in the Superior National Forest, a group of colleges secured a lease on 10 acres of State—owned shoreline and is in the process of constructing a huge summer camp for environmental studies with some 13 buildings including a 60—person dormitory. Not only do ordinary citizens have no method of leasing state land, they cannot even keep a boat tied up overnight on state land. No one has any beef against the summer camp. It just appears that there are two sets of rules, one for the ordinary people and one for the environmental people.

A few years back, the nation's press carried accounts of Linda Bird Johnson's canoe trip into the BWCA. It was certainly one of the great conservation stories of that time...the President's daughter on a wilderness canoe excursion.

There was even an article in a very prestigious national magazine concerning the trip. But no one reported what really happened. It was all faked...and the local people have never forgotten that. There are plenty of eyewitnesses around Ely including Forest Service personnel who viewed the entire proceedings. They report first that Linda Bird disliked the entire idea of the trip and was apparently pushed into it for publicity reasons. Forest Service personnel were required to brush out the portages wider for their star visitor. Foliage was sprayed with insecticides so the bugs would not cause problems. Fresh foods were flown in regularly by the Forest Service and also water. Linda would not accept the idea of drinking from the lakes and insisted her drinking water be flown in. From the standpoint of the people involved the trip was a fiasco. But it appeared quite differently in press accounts...and this is a little hypocrisy.

This past week another matter occurred. Jack Ford, son of our recent President Gerald Ford, made a canoe trip. This newspaper did not intend to even print an account of this trip except that two things happened: 1. Mr. Zentner's letter castigating the Ely people for being less than honest. 2. The writer accompanying Mr. Ford came into the Echo office and began to hassle the publisher, apparently seeking some kind of quotes he could use in a forthcoming magazine story in an environmental magazine, quotes which would show some sort of local anti—wilderness bias.

It is a matter of record that Jack Ford was a star witness for the Fraser Bill at the Ely hearing, July 8. He was, with the possible exception of Sig Olson, the most important witness the Friends of the Boundary Waters Wilderness could bring in, at least from the news standpoint.

At the hearing the publisher of the Echo talked at some length with Jack Ford and was impressed with his openness. He is a very personable young man. Ford pointed out at that time he was taking a canoe trip, his second in the area. The publisher noted that the Echo did not carry an account of his first trip (when his

W  
L  
I  
T  
H  
E  
X  
T

# Why People Boo

(Cont. From Page 1)

dad was President) and would probably not carry an account of this one since it was Ford's own personal business. But now it is no longer personal business. Mr. Zentner and the writer accompanying Jack Ford made it different.

Jack Ford took a canoe trip with a writer and cameraman, a trip which is to be a magazine feature on paddling in the wilderness. When the writer came into the Echo office and began the hassle, some questions naturally arose. One was: What route did the Ford party take? The answer was quickly forthcoming: The Ford party went from Fourtown Lake to Beartrap Lake and down the Beartrap River to Iron Lake, then up Crooked Lake and back by way of the Basswood River and Basswood Lake.

Then the magazine writer was asked how the party got to Fourtown Lake. At this point he became very evasive. After a few obviously phoney replies he admitted that the Ford party flew by float plane to Fourtown Lake to start the paddle trip. He was asked if he did not consider this slightly hypocritical since Fourtown Lake was one of the lakes which the Fraser Bill would ban from fly in trips. The publisher did not get a clearcut reply to this. However, Mr. Ford came into the Echo office in the afternoon, and when the matter was brought up said that he thought it was certainly a little hypocritical. Mr. Ford talked with members of the staff and said that he could understand many of the local feelings concerning the area. He was genuinely friendly and gave the distinct impression that he did not consider a lot of the wilderness controversy that important.

But he was and is a supporter of the Fraser Bill. And the magazine writer made it clear that his mission was to depict Jack Ford in a paddle only wilderness situation. And last week another thing occurred. Several Ely canoeists were surprised to see the Ford group, writer, photographer and all, being hauled across the Four Mile Portage to Basswood Lake. This is a portage which would be eliminated under the Fraser Bill. Then the group used a motorboat to haul canoes and people up to Basswood Falls in order to complete the films for the paddle only wilderness trip.

And it is things like this that make people here boo a little.

MAN HAS FOUR SIDES TO HIS NATURE: BODY, MIND, HEART AND SPIRIT

The Great Spirit is the Divine Intelligence, with Compassionate Love and has a Body! That body is the earth. It is sacred and was sacrificed as was Jesus, that you might grow to the stature to realize this fact.

In the Spring the Sun draws the seeds from the earth into flower—so too, in these days of purification the Great Spirit draws up the souls of the earth. Remember many seeds do not come up in the Spring, some come up too early or too late. Those that know in their hearts will answer that call as naturally as the seed; yet there will be growing pains.

In the B.W.C.A. the natural body is relatively pure and the Great Spirit is strong.

Last habitat of the Wild Life. . . .

Healing School for the nations. . . .

Preserve the B.W.C.A. the nation, as healing waters for all peoples of all races, ages, and health.

Preserve it that those who are weak in the four ways might touch the Spirit of their beings as it was intended in these final hours. Those elders, cripples, retarded, and little children will need the assistance of the local services to gain entry to these waters via the protages.

It can be documented and proven that trips into this area are healing on all four levels of human being.

The Greatest threats to these areas is personal greed caused by subconscious fear—greed of a personal and collective kind and lack of love. The manifestations are the big industries of Canada who dump tons of waste into these areas. This is how man has handled the body of God. Yet, should you realize this great blasphemy and repeat you shall be forgiven. Those who do not see and do nothing are young souls and are innocent. Those that see and do nothing shall perish as a state of consciousness and dissolve. Those who see and repent shall be forgiven and will find a place to live in peace and harmony here on earth (on land like the B.W.C.A.) after the destruction.

Written testimonial of J. Chosa, resident of the B.W.C.A.

---

COOK COUNTY BWCA OVERVIEW

Once again the Congress is presented with the disagreeable spectacle of a powerful uninformed majority overwhelming a small minority struggling for its rights. To understand the bitterness of the local people concerning the BWCA issue, one must go back historically to the "takings" by previous laws concerning this beautiful area. To do so only confirms a constraint encroachment by Government on individual rights.

The 1964 Wilderness Act was to end the long conflict over the BWCA. The 1964 Act was carefully shepherded by the Late Honorable Hubert Humphrey, who had great compassion for individual rights and their survival, and this Act was hailed as the end of the BWCA conflict. We of Cook County believed this to be true! Yet fourteen short years later these promises are being broken again. A shattering of good faith must be brought to a halt for a permanent solution and not be dependent on the whims of the ever changing public servants.

Cook County which is 94 percent owned by Government, is at present struggling to survive on less than 6 percent of its land in private ownership. Our County, Municipal and School Officials pinch each penny to provide both the local people and the influx of tourists with much needed services. From the last available total tax returns (1976), we find the Government with 94 percent of the land, provided 10.8 percent of the revenue for the county while the homes and businesses on the Gunflint Trail corridor adjacent to the BWCA with 1 percent of the total land in Cook County, provided 18.3 percent of these total taxes. If the tax returns for 1977 were available (payable in 1978) an even more adverse position would be shown as Cook County's taxes were raised 33.46 percent (the highest in the state) for 1977. Also keep in mind that we provide many of these services to an increasing number of governmental employees. The people of Cook County demand that you *do not* take additional private lands or legislate in such a manner that you render businesses and homes functionally useless on the peripheral lakes adjoining the BWCA. If you adhere to the 1964 Wilderness Act, as instigated by Hubert Humphrey and that entire Congress, with the exceptions of banning logging and mining, it will cost the people of the United States little or nothing in increased taxes and will satisfy the most crucial issues pushed by the environmentalists.

Senators Anderson and Humphrey, Congressman Oberstar, Stangeland, Quie and Frenzel, Governor Perpich and the Minnesota Department of Natural Resources understand and support our needs and desires. These same gentlemen and ladies, while recognizing the commitment of the 1964 Wilderness Act to the people of Minnesota, have given more consideration to the huge groups of zealot environmentalists. Thus in the House were offered the Burton-Vento Bill and the Oberstar Bill for consideration. The latter was clearly a major compromise by the people of Northeastern Minnesota, with no corresponding compromises offered by the environmentalists, and certainly was not supported by many who demand their 1964 Wilderness Act Rights.

The Anderson-Humphrey Bill S-3242 is clearly a joining of the Burton-Vento Bill and the Oberstar Bill. It carries the mining and logging ban language of the Burton-Vento Bill, and only includes the motor usage part of the Oberstar proposal. It is upon this bill that the people of Cook County offer the following comments.

#### 1. MOTOR USAGE

Of the 1060 lakes inside the BWCA, 92 are proposed to be available for motor usage (8 percent). It is true that these lakes comprise 58 percent of the water surface area in the BWCA. The large lakes involved are not ideal canoe lakes due to frequent and dangerous wind conditions which is the prime reason canoe tow services have been demanded on these lakes by the canoeists. In 1977 over 3450 persons were towed on Saganaga Lake. The inland smaller lakes of the BWCA are those most desired by the canoeists.

The people of the area know the lakes and would suggest that rather than laws dictating the motor size, that in fact, the size of the lake and the weather conditions thereon better dictate what size motor should be used. With a 25 H.P. motor restriction lakes such as Basswood and Saganaga will lose many of their motor customers because of safety and comfort. As an example—if a man from another state has been used to bringing his 50 H.P. boat and motor to Saganaga to fish, will he sell it and buy a smaller unit to accommodate the proposed law? The answer of course is NO! Thus business is lost and taxes are not paid. We recommend that motor sizes be adapted to the lakes' size and the needs of the lake.

#### 2. INTERIOR MOTOR ROUTES

These few routes are necessary to the economy of the resorts, the residents of the local area and for the motorized canoeist. These routes likewise contribute to the livelihood of many of the local guides. For many of the resorts motorized routes represent a large portion of business of their fishing guests. They are also important to the motor canoeist who desires the wilderness experience but is unable to paddle the distances required for either time or physical reasons. Most of these routes are serviced by very small motors of the 2 to 4 H.P. type that make them quiet yet very light to carry over short portages. An example—a steelworker makes this point as he has a two day weekend, or possibly three if a holiday is involved. This man and his family want to head to one of the trout lakes, such as Mountain, Rose or South Lake. Yet, because of the time limitations, paddling these routes takes up the entire two days he has available. With the small motor he makes the trip in less than a half day. In other portions of this Overview, cases will be presented on why individual lakes should be included in these motorized interior routes. They are desperately needed for economic, physical, traditional, and the time limitation reasons. To eliminate these vital routes is another blow to the fragile economy and rights of Cook County.

#### 3. SNOWMOBILES

Senators Anderson and Humphrey have wisely concluded the need for snowmobile routes in the BWCA and they have limited these to eight in number. The snowmobile ban in the BWCA has effectively ended nearly all of the winter use of the BWCA by both cross-country skiers and snowmobilers. One must understand the character of the winters in the BWCA. They are very cold and sometimes bitter with  $-80^{\circ}$  windchill temperatures and soft deep powder snow. Unless groomed trails are provided starting with the first large snowfall, neither skier or snowmobilers can successfully travel these trails, as both man and machines slowly sink to the bottom of this continually accumulating powder snow. Skiers as a general rule *will not* come to a resort area to enjoy this winter wilderness experience without groomed-track set trails. The only feasible way to set these

tracks is with snowmobiles pulling track making gear. In the two years since the snowmobile ban by the Secretary of Agriculture, both the skiers and the snowmobiles have been jammed together in the corridor areas adjacent to the BWCA. Our Senators in their wisdom surely recognize these facts, but we believe that further separation between snowmobiles and skiers could be achieved by allowing resort owners to groom more than the eight trails through the BWCA. This would further the use of the BWCA in the winter—aid the economy of our area, and leave no trace with the spring thaw.

#### 4. OPTIONAL PURCHASE OF PRIVATE LANDS

In Senate Bill S-3242 provisions are made for commercial Recreational Enterprises which wish to sell should additional restrictions be placed on the BWCA and their businesses are thus rendered unprofitable. The 500 homeowners in the Gunflint corridor object to this being placed only on commercial property, and demand that each piece of private property be treated equally in this section of the bill.

#### 5. 100 DAY RIGHT OF FIRST REFUSAL ON PRIVATE PROPERTY SALES BY THE SECRETARY OF AGRICULTURE

The owners of all private property *will not and cannot be* placed under such restrictions. We demand that this right of purchase refusal by the Secretary of Agriculture be deleted from this bill.

#### 6. MINERAL USAGE

The vast majority of the people of Northeast Minnesota welcome the restrictions on mining in the area, but nothing in the proposed bill S-3242 allows continued usage of the gravel pits in this area. Both Private and Public Gravel Pits are needed to maintain roads, buildings and sanitary systems. We highly recommend that this usage be permitted as these pits are very necessary to maintain our roads, homes and businesses.

#### 7. PERMANENT PERMITS FOR THE DAY USE OF THE PERIPHERAL LAKES SHOULD BE MADE AVAILABLE FOR ALL RESIDENTS OF THE AREA

The following several pages of information have been developed on each major lake in cooperation between the resorters, homeowners, outfitters and guests. Read each carefully as they provide close insight into local problems that do not come to light in a broad overview of the entire Gunflint corridor.

#### SAGANAGA LAKE

[The following is a listing of recommendations for Saganaga Lake, as compiled by the businesses and residents]

Big Saganaga, the largest peripheral lake, touched by a road, with many miles of open water, is approximately 15,000 acres in size and has 137 miles of shoreline. We need our present motor usage on the U.S. side for the following reasons:

1. The Canadian portion of Saganaga Lake has and will continue to have unlimited horsepower. By limiting the horsepower to 25, numerous resorts on Saganaga will be forced to sell to the government. The resorts and outfitters who choose to try to exist would be unable to get the proper services. If 50 percent of the business on the lake is forced to sell to the government, the delivery trucks that service this area, financially, would be unable to service the remaining businesses that will try to exist under the new government regulations. This will also affect our taxes, electric rates, phone rates and all other necessary services.

Present horsepower is necessary as a safety factor. Innumerable incidents can be listed whereby, canoeists were pulled from the lake in high winds, and accident victims were brought to medical attention quickly. Existing horsepower also provides a necessary service for the BWCA, as was proved in the Prayer Lake forest fire in 1974 and the Roy Lake forest fires of 1976. The large tow boats on the lake hauled 300 firefighters and equipment for 11 days. Many further incidents can be cited of the large boats and motors on Saganaga providing a necessary service to the canoer, the forest and the local residents.

With present horsepower, everyone, regardless of age, disability, likes and dislikes, would be able to enjoy the BWCA. Canoeists need travel only a short distance off a motor route to be in a paddle zone.

The portion of Saganaga Lake that would be banned to motor use, provides one more hardship to the resort operators. This area, west of American Point and portions of Red Rock Bay, is vital to their businesses as these are better fishing waters on the U.S. side of the lake. Also, approximately 15 fishing guides, who have homes in the area, would no longer have any means of employment. From a financial standpoint, guests who frequent Saganaga with their own boats and motors of over 25 H.P. will not "trade-in" their units for a smaller motor, or rent from a resort or outfitter, rather, they will bypass this area, thereby, losing tourist dollars for Cook County.

2. The tow boats on Saganaga Lake provide 25 percent of the gross business for the operators involved. There were a total of 3430 persons who made use of these services in 1977. This number of persons should have a right to this service. These are paddle canoeists who use this service on this lake. Over 50 percent of several outfitters' canoe parties preferred to be towed across Saganaga, due to the size of the lake, wind conditions, and as an extension of vacation time, in addition to dispersal of canoeists.

3. There is also a need for snowmobile routes. In addition to providing a good portion of the income for those businesses who remain open in the winter, it tends to be a good clean form of recreation. Snowmobilers who use the area do not leave behind evidence of their presence, other than tracks in the snow, which, come Spring, disappear. After the 1964 Wilderness Act, many resorts took out sizable loans to winterize their operations for wintertime recreation. Due to the short summer season, they felt now, with snowmobile use, they would come out in the black. Cross country skiers will not come to this area without a groomed snowmobile trail. They are unable to break trail in deep powder snow.

4. It is important to point out the fact that there are 45 private homes, 10 resorts, outfitters and businesses on the American side of Saganaga Lake; also 49 homes on the Canadian side, all of whom are American Citizens. All of the above rely upon large motors by necessity to transport food, supplies and equipment to their homes and businesses. Changing our present horsepower would pose a tremendous hardship and possibly financial devastation to these people.

#### SEAGULL LAKE

A 4,032 acre lake, measuring some six miles long and three miles wide, with approximately 30 miles of shore line. It is located 50 miles northwest of Grand Marais, Minnesota on the Gunflint Trail and peripheral to the BWCA. It is a lake of unusual beauty with over one hundred tree covered islands, sheltered bays, rocky shorelines that frequently jut up from the water's edge to form wall-like palisades, and water of pristine purity.

The water is not only clear and pure in appearance but also in fact, as confirmed by laboratory test. These tests, that reveal a nitrate and coliform count of zero, means safe drinking water for all who wish to partake. The lake is the source of water for resident, resort and visitor alike. Seagull has been a multiple-use lake from the time the first visitor came until the present moment, providing recreation and relaxation for motorboater, canoeist, resorters and residents. Included in present day developments are 48 homesites, 3 canoe outfitters, 2 resorts, 2 public landings, U.S. Forestry Sea Plane base, a church-sponsored youth camp, and over 40 campsites.

The two resorts offer a full line of the usual services plus others that are in demand because of the relative isolation such as emergency car repairs and trained volunteer fire protection. The fire fighting has been almost solely done in conjunction with the Forestry Service in containing and extinguishing forest fires. The one resort dates back to 1929, having its origin as a C.C.C. camp and progressing through numerous owners to its present status with an insured valuation of over \$200,000.00. The other resort has a large, solid log construction lodge building that has had the unique experience of surviving a previous BWCA related trauma. Back in 1956, when the government was also involved in disrupting people's homes and businesses, this lodge was condemned because of its location within the then established boundaries of the BWCA. The present owner then acquired it, contingent on his relocating it on less hallowed ground. This he proceeded to do by disassembling it one log at a time, moving the logs some five miles across the lake to the present location, and then reassembling the whole thing—a truly Paul Bunyonesque feat.

The church-sponsored youth camp is a major-sized operation, dispersing approximately 1,100 disadvantaged young people through the Seagull portal each season. This facility's barracks, chapel and main buildings are located on an

island, necessitating considerable use of motorized craft to transport both supplies and people.

Public service businesses on the lake generate about 80 summer jobs, primarily filled by students and young people, a group with a sensitive unemployment situation. Resorts estimate a 75 percent reduction in gross income if present motor use is curtailed, a level far below that required to continue as a viable business and employer.

For economic and social survival we must have:

1. Continued use of motorized travel on the entire lake indefinitely.
2. No day-use permits required for fishing and boating.
3. Elimination of government's "Right of First Refusal" on private property sales.
4. Expansion of buy-out provision to include all riparian property.

#### THE BWCA FROM THE GRANITE RIVER EASTWARD INCLUDING NORTH AND SOUTH FOWL LAKES

I. There is a great inconsistency between the United States and Canada in administration, use, planning and development of these border waters and land.

No coordination—the U.S. plans a pristine "wilderness"; Canada plans development of a commercial-recreational type, in fact, has published plans to this effect as far eastward as the north shore (Canada) of Little Gunflint, Little North, and North Lakes.

A modern road and campground is located on Mountain Lake. Canada has penetrated to within 4 miles of the north shore of Gunflint with a road and modern bridge across the Granite River.

This area is not south of the Quetico, but stretches considerably eastward. (The Quetico is a Canadian canoe area).

Saganaga Lake has been developed on the Canadian side and this development is going ahead rapidly. A "wilderness" is planned on the American side.

Thirty miles north of our proposed "wilderness" is the new Canadian coal fired electric generating plant at Atikokan, not equipped with scrubbers, posing a very real "acid rain" pollution to the area, similar to that which decimated the fish population in the Finger Lakes region of New York State.

The U.S. plans to limit motor size on the border lakes; Canada does not, recognizing the need for larger motors on larger lakes, for reasons of safety. Canoes and small boats frequently need assistance in rough weather and larger boats and motors can give assistance. No limitation of size is recommended.

Our Canadian neighbors have and will have open and free access from their side of the lake without limitation as to motor size. How can a "wilderness" on the southern half of the lakes (U.S.) be rationally referred to as "wilderness"?

These are merely a few of the considerations encountered when restrictions are contemplated. Why is the 1964 Wilderness Act which surely must serve as a monument to Hubert Humphrey not the logical base to adhere to, with the possible exception of logging? It was hailed as a permanent solution to the BWCA problems. Now here we are chipping away at the Wilderness Act. No sooner will this present issue be resolved and pressures will be brought for the advancement of further intrusion.

II. The economics of the proposed changes have been vastly under-rated. Canadian competition for the tourist dollar is intense; they don't need our help by our creating a "wilderness" across the lakes and rivers from them.

The impact of these proposed changes on the economy of Cook County, Minnesota is unbelievable. The present tax base is at less than 6 percent of the land and it now is being further threatened by the BWCA and RARE II. Cook County is facing financial disaster—less employment, less home industry, less tourism, less tax dollars (see attached exhibit).

III. The enjoyment and use of peripheral BWCA waters is seriously threatened. Is the BWCA for everyone? Or for just a few canoeists?

Much of it would in effect be closed to the aged, the handicapped and infirm who cannot canoe. Section 504 of the Rehabilitation Act of 1973 forbids this discrimination against the handicapped: "No otherwise qualified handicapped individual in the United States . . . shall, solely by reason of his handicap, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

Rights of private business and homeowners in the peripheral waters are to be impaired by and for a few.

Local people would be effectively restricted in their use of these waters. Snowmobiles are used as an effective means of transportation in this northland and without limitation on the Canadian side. Tourists not only enjoy using these machines (and at a time of the year when canoeists could not object), and cross country skiing trails are groomed with the snowmobile.

IV. It is obvious that a permanent solution to all of this is necessary. The late Senator Hubert Humphrey's 1964 Wilderness Act comes close to a near perfect permanent solution with few amendments (such as adjustments in logging and mining).

#### POPLAR LAKE

Poplar Lake lies half way up the Gunflint Trail. To the four resorts, twenty-six year round residents and two hundred forty-six summer residents, the internal motor routes are vital. These motor routes represent both our recreation and the recreation opportunities of the family clientele we welcome to our resorts.

The interior routes represent the livelihood of ten area guides and 75 percent-90 percent of the fishing for summer resort guests and summer home owners. These fishermen *carry* a small fishing motor with which to do some trolling from a canoe. He is a day user and his impact is slight. He does not show up on many of the USFS statistics.

Senator Anderson's bill would still permit summer use from Poplar Lake to Brule Lake, and Clearwater to Mountain Lake, but three other routes which are presently open would under pending legislation be closed. One trail, from the Gunflint Trail north to South Lake is now open and outside of the BWCA, and we see no reason to extend the borders. This further land grab by a federal agency closes us out of our best trout fishing. The other two lakes presently open to motors and heavily used by fishermen are Duncan Lake to the north and Tucker Lake to the west. We see no reason why present management of these lakes needs to be changed.

At present Poplar Lake has three paddle only routes departing from it, but only one route through Liz and Caribou, etc. as a motorized route. The paddle only routes are not used!

We are not asking for more motor routes, just for the continued use of the few we now have available to us. We are not asking for huge boats and motors, all we want is to continue using a canoe with a small fishing motor.

Winter use represents only a fraction of the total use of the BWCA, but to those who enjoy the sport and resorts dependent on winter sportsmen, snowmobiles are a necessity. The modern snowmobile is winter's workhorse. In an area of over 110 inches of snowfall annually, the snowmobile becomes a family's main recreation and a fisherman's only means of transportation.

Snowmobiles were in use before the 1964 Act was promulgated. Snowmobilers gave up unlimited travel and agreed to stick to a few trails. Now we feel that the federal government has once again changed the rules. The two resorts open in the winter on Poplar have invested heavily in catering to this winter resort guest and now find their investment negated.

Without snowmobiles the groomed and maintained trails *demanded* by cross country skiers are not available, thus for all practical purposes closing the BWCA to the skier also. As a result, congesting the few remaining areas that are open to snowmobiles.

The snowmobile ban of two years ago was a hasty, emotional and poorly thought out proposition. It has been a dismal failure. Local people feel that snowmobile access to the BWCA was guaranteed in 1964 and now they are being forced to give up one of their main sources of recreation, in an area where winter begins October 1st and lasts until May 1st. In the spring all evidence of their passing melts in the May sun.

Senator Anderson's bill allows limited snowmobiling from Poplar Lake to Brule Lake and Clearwater to Mountain Lake. We feel that this is far too restrictive. The Canadians have winter access along the international border, but we are denying that access to our citizens. Also the Anderson proposal includes additional acres around South Lake as added wilderness. At present this area is open to snowmobiling and some of our best winter trout fishing. Continued use of this area was the only reason Poplar resorts were still able to operate at all after the snowmobile ban two years ago. To cut this area means eliminating another local recreational opportunity and requiring resorts on Poplar Lake to close during the winter. Winter activity used to account for 35 percent-50 percent of these resorts' annual gross. It is now at 9 percent-15 percent of their gross.

We cannot take any further restrictions. All we are asking for are the areas and trails we had access to prior to 1976, under the 1964 Wilderness Act.

The area the "wilderness" advocates want to protect is not a pristine wilderness. The USFS has in the last fourteen years turned it into a huge, patrolled campground which provides free of charge canoe landings, graded paths, canoe rests, fire grates, picnic tables, toilets, etc. The real impact on the fragile ecosystem has been the summer camper masquerading as a canoe purist. Nowhere do we see this issue being addressed. Over the past fifty years we have seen a wide spectrum of people come and enjoy the many facets of this area, now it is to become the private preserve of an elitist few, in the name of "wilderness".

In 1964 people lost property, relocated, moved out or just watched as the USFS burned to the ground memory filled cabins, homes, and businesses. We were promised that it was the final solution. Now we are once again being pushed to accept less. We were told then that this was all they wanted, and now it begins all over again. We are being pushed to the point of extinction.

If we can continue as we have for the past fourteen years, we do not need vast sums of Federal money or attention. All we basically want is for Congress to honor Hubert Humphrey's promises given to us in 1964.

In Conclusion: the interior routes are crucial to the economic survival of the resorts and to the recreational enjoyment of the area residents; this is not pristine "wilderness", you cannot create wilderness by denying and destroying local history and a people's heritage; the promises of 1964 were taken in good faith by local residents. We see no reason for increased federal control, land grabs, or money. Honor yesterday's promises, or don't expect us to put much faith in today's promises.

#### EAST BEARSKIN LAKE

East Bearskin Lake is located 27 miles Northwest of Grand Marais, lying within ½ mile of the Gunflint Trail and less than four miles south of the Canadian Border. East Bearskin Lake consists of 440 acres with only 92.4 acres inside the present boundaries of the BWCA. This is only 21 percent of the total lakes surface within the BWCA, and 79 percent outside the BWCA.

Located on East Bearskin Lake are:

- Twenty-one summer homes, 39 years old
- One year round resort, 45 years old
- One canoe outfitting business, 45 years old
- One federal campground, 48 campsites
- One U.S.F.S. ranger cabin
- Two fire caches

All of the above are on Federal leased land, supervised by the U.S.F.S. except one summer home. In the past, 39-43 years ago, the U.S.F.S. promoted wide recreational use of East Bearskin Lake, encouraging the building of these summer homes, campgrounds, boat landings, and resorts. Each represents a large investment and many years of work by individuals because of their love and respect for the East Bearskin area.

A change in the existing policy on motor use on East Bearskin Lake would have a severe impact on the resort, Bearskin Lodge. It would clearly discriminate against many present and potential users and would not change an already developed area into a wilderness state. Over 87 percent of the resorts guests used motors in the 1977 season while only 13 percent did not. The average age of the East Bearskin summer home owner is 66 years of age. These people need motorized use to take advantage of the recreational resource in their back yard.

The Alder Lake motor route is essential to the people of East Bearskin Lake. It allows people who must use motors, to travel and fish the interior sections of the BWCA. Without this motor route the people, restricted to motor use, would not be able to enjoy what is to them a wilderness experience. East Bearskin Lake already has two "paddle only" routes, Moon Lake and Crocodile Lake and only one motor route, Alder Lake. During the peak summer season many residents and vacationers choose to use the Alder motor route because of the better fishing and to see fewer people. Keeping the Alder Lake motor route open helps to disburse the people visiting the East Bearskin area and lessen any possible environmental impact.

Continuing snowmobile use through the Alder Lake motor route is important to the winter vacationers. Bearskin Lodge has noted that very few skiers choose to travel where there is not a groomed and packed trail. Snowmobiles are used to groom ski trails, so without this snowmobile route, the past two winters, the owners of Bearskin Lodge have seen large numbers of skiers outside the BWCA

on snowmobile trails even though they have the entire BWCA area without snowmobiles.

Our position is, then, that a change in existing policy on motor use is not needed on East Bearskin Lake and that the Alder Lake motor route be continued. The residents of East Bearskin Lake love and respect the beautiful area and we manage our homes and business accordingly. We would never wish to damage our unique local environment.

#### CLEARWATER LAKE

Jocko's Clearwater Lodge is located at the west end of Clearwater Lake which is partly within the Caribou Unit of the BWCA. This resort was started in 1917 with the present log lodge built in the late 20's. It is now the oldest log structure used commercially in our area. This resort with 8 units depends on motor use on the entire lake and also motor access to Mountain Lake. Clearwater lies east and west and on windy days is rough going with a 10 H.P. motor. A 10 H.P. motor is not adequate for rescue trips down the lake. Mountain Lake is a border lake that has road access from Canada so there will be motors on the lake from the Canadian side. The lake trout fishing on Mountain Lake accounts for  $\frac{3}{4}$ ths of the business generated in May and early June. There is only an 88 rod portage between Clearwater and Mountain Lake.

There are 47 cabins on the 3 miles of developed shoreline within the private sector of Clearwater Lake. Eleven states are represented with 14 retirees, 2 year round residents, 9 all summer residents and 17 families use their cabins winter and summer. There is no large parcel of land left for any further development on the lake. These residents are 100 percent in favor of multiple use and 100% against the proposed "right of first refusal". The 100 day provision is unrealistic. What buyer will wait 100 days while the Secretary decides if the government wants to buy the cabin or not. Then what will happen to the land and cabins? It appears to be a land grab in a county already 94 percent government owned.

The County maintains a large landing on Clearwater Lake. Jocko's Resort also runs a Canoe Outfitting business. These canoeists overwhelmingly supported current management of the BWCA in a poll taken last summer. Their objection to motors in the area was that it signified the end of their trip.

We object to a quota system put on the day use. These lakes are not heavily used and guests object to the paper work of permits already. A quota for day use permits will be one more hassle. 92 percent of the motor use on our lake is for fishing using a 14 ft. open boat and small motor. These fishermen rarely go on shore and thus leave no impact on the wilderness. Their use in the past has not been on the Forest Service records. The winter snowmobiler leaves no impact as his tracks melt with the snow.

Another concern is the Mining Protection area. Will gravel pits along the corridors be allowed?

Our recommendation then is:

1. To leave present motor use in the Caribou Unit.
2. Remove the right of first refusal.
3. Provide for gravel pits in the Mining Protection area.
4. Continue State control of the water.
5. Have every Senator read Jim Oberstar's remarks during the discussion in the House June 5th as recorded in the *Congressional Record*, vol. 124, No. 84.

#### BRULE LAKE

Brule Lake is located on the southeastern edge of the Boundary Waters Canoe Area in Cook County, Minnesota. Brule Lake is approximately 5200 acres and 8 miles long by 2 miles wide. There is hard pack gravel road access terminating at the Brule Lake Public Landing. The landing has a parking area for approximately 100 vehicles although it averages 10 to 25 vehicles at any one time. There is a camping allowed at the landing. Camping is only allowed on the U.S. Forestry designated campsites.

Prior to 1966 there were two resorts, 1 public and 1 private, along with three-summer residents. The summer resident was in the process of building a resort at this time.

Now in 1978, Sky Blue Water Lodge is the only resort on Brule Lake. It has been operating for only 3 years. The property where Sky Blue Water Lodge is, was purchased in 1955 with full deed and abstract. Before any building was done, both State and Federal agencies confirmed the area would remain as is, forever, as with the Wilderness Act of 1964. We, as a family built the resort in hopes-

that someday our friends and their's would come and enjoy this beautiful area. After many years of a personal labor of love for the area, we have a resort that will accommodate those who wish to enjoy it with us. But to our dismay, the bureaucracy is once again putting its hands in something it really has no true picture of. A disheartening threat to say the least.

Since Sky Blue Water Lodge is the only resort on Brule Lake and the only public facility within 25 miles, we are called upon for many services. We take care of canoeists, hikers and the motor user alike. We issue BWCA permits, keep a U.S. Forestry fire shack on our property so vandals cannot destroy it. We park cars for people who fear vandals stealing items from their vehicles in this "wilderness". Towing stranded canoeists or lazy paddlers, repairing or supplying parts for cars and outboards is an every task.

Our guests enjoy resort life here because they can use the BWCA on Brule and surrounding lakes, but do not have to camp. This is a freedom that should forever continue.

Since our resort accommodates 45 persons, approximately 10-20 boats and motors could be used at any one time.

Considering the acreage of the lake at 5,000 acres, this leaves 350-500 acres per motor watercraft, hardly overcrowding the lake. 94 percent of our guests rented or brought their own motor watercraft in 1976. Last year 98 percent of our guests used a motor boat. I cannot make a living on 2 percent of my guests. Motor use is imperative for continued business at Sky Blue Water Lodge. Motor use to the South Temperance Lake and the continued route from Brule to Poplar is essential.

In addition I feel there should be no quotas on day use and the continuance of motor use should go on indefinitely. Also, since we are on private property the government's right to first refusal on property sales should be eliminated.

The accompanying copy of a letter from Mr. Joe Higgins of the U.S. Forest Service in Duluth expresses the uses for Brule Lake better than I can. Please read it and consider it fully. Copy of Mr. Higgins' letter appears below:

U.S. DEPARTMENT OF AGRICULTURE,  
FOREST SERVICE, SUPERIOR NATIONAL FOREST,  
*Duluth, Minn., October 4, 1977.*

MR. MARK A. JANSSEN,  
*Sky Blue Water Lodge,  
Grand Marais, Minn.*

DEAR MR. JANSSEN: The decision not to include Brule Lake in the Administration's Wilderness proposal was based on several factors including:

1. Recommendation of the District Ranger who felt the lake was more suitable for motorized use than for Wilderness.
2. Our desire to have some motorized recreation opportunities scattered about near the lower edge of the Wilderness so that we can provide a variety of recreation experiences to our visitors.
3. Our wish to protect existing businesses where it is possible to do so without compromising the wilderness values of the area.

I can understand your concern over acquisition authority. However, the Forest Service already has all the authority it needs to purchase any land within the boundaries of the Superior National Forest. The administration's proposal would not effect this authority as it pertains to Brule Lake. I must point out that while we have had this broad purchasing authority, including the power of eminent domain, since the establishment of the Forest, we have been very prudent in using it and the vast majority of our purchases have been on a willing buyer, willing seller basis.

Please be assured that we are not trying to play any tricks on you. The Administration's proposal spells out its intent and there are no ulterior motives hidden within its language.

We appreciate your interest in National Forest management and if I can be of further assistance, please don't hesitate to contact me.

Sincerely,

JOSEPH F. HIGGINS,  
*Recreation Staff Officer.*

#### HUNGRY JACK LAKE

Hungry Jack Lake located midpoint up the Gunflint Trail, covers 459.2 acres of water surrounded by 8 miles of shoreline. Of the 35 property owners, 5 are year-

round. Seventeen of the property owners are from Minnesota; eighteen are out of state residents.

Fifty percent of lake shore is privately owned. The remaining lake shore is government owned; homes exist through special use permits renewable every 5 years.

Lakes surrounding Hungry Jack include Leo, Moss, Flour and West Bearskin, which are all accessible by public access and are used daily by both summer and winter guests. Motorized use of these waters consists of 75 percent of total usage.

Gateway Hungry Jack Lodge was built in 1920 and covers 7.6 acres of land with 1197 feet of shoreline on the north side of Hungry Jack Lake. It is operated year round and is on a 10-year renewable special use permit with the Department of Agriculture USFS. The resort includes 13 cabins of log and log siding construction and a newly constructed (1972) two-story Main Lodge built of logs. This is the only resort on Hungry Jack Lake. Winterization of the cabins was recently completed to accommodate year round use.

Summer guests come from all areas of the U.S. and foreign countries with greatest concentration from Illinois, Iowa, Michigan, Wisconsin and southern Minnesota. 90 percent of these guests depend on small fishing motors on boats and canoes for fishing on Hungry Jack, West Bearskin, Flour, Moss, Leo, Duncan and Rose Lakes. Restrictions of motor use on these lakes would immediately cut the total business by 60 percent and force closure of the resort.

The majority of winter guests have depended on snowmobiles for access to outlying lakes for fishing. The 1976 closing of BWCA motor routes has resulted in a 50 percent reduction in resort income. Snowmobile tracks and trails disappear with the melting snow and summer guests are unaware of their presence.

It has been noted the Cross Country Skiing guests *rarely* venture beyond 3 miles from plowed roads and use only trails groomed by snowmobiles.

In the past 5 years—6 separate parties have been *LOST* and were rescued by snowmobilers. One party of 4 was badly frostbitten and required medical attention in Grand Marais.

We fully support the Humphrey and Anderson Bills and would like to see the Wilderness Act of 1964 adhered to in dedication to its Author, The Late Senator Hubert H. Humphrey.

OVERVIEW.—BREAKDOWN ON THE SPECIFIC LAKE AREA CONTRIBUTIONS FROM THE GUNFLINT TRAIL TO THE COUNTY ECONOMY

	East Bearskin Lake	Clearwater Lake	Poplar Lake	Gunflint and Loon Lakes	Seagull Lake	Saganaga Lake
Taxes on Private Investments.....	\$3,205	\$9,546	\$25,932	\$41,592	\$18,018	\$24,431
Percent of total county taxes collected.....	0.42	1.24	3.37	5.4	2.34	3.18
Number of Jobs.....	8	11	20	54	19	50
Percent of total county work force.....	1	1.4	2.5	6.75	2.38	6.25
Amount of economic activity generated.....	\$1,410,000	\$3,126,000	\$4,418,000	\$6,849,000	\$3,596,000	\$4,725,000
Percent of county activity.....	1.4	3	4.4	7	3.4	4.7
Percent of Gunflint Trail activity.....	5.58	12.37	17.8	12.1	14.23	18.7
Current market value of private investments.....	\$368,352	\$11,761,000	\$3,558,000	\$5,908,000	\$3,101,000	\$4,075,000

Assumptions: Based on the best figures available from our business and private parties: (1) total economic activity for Cook County equals \$108,000,000 for the 12 mo ending October 1975; (2) the Gunflint Trail economic activity equals \$25,272,000 for the 12 mo ending October 1977.

Facts: (1) Value of private investments on the Gunflint Trail equals 23.4 percent of county total; (2) Job counts are accurate; (3) Remaining 5 percent of data from Gunflint Trail is broken down in several smaller groups and is not included in above.

Prepared by Gene Groth and Bruce Kerfoot, October 10, 1977.

[From the Wall Street Journal, Jan. 26, 1978]

A CASE OF RAMPANT ENVIRONMENTALISM?

(By Mary McCleary Posner)

The people of Grand Marais, Minn., are a hardy lot, living as they do in the rugged lake country at the beginning of the famous Gunflint Trail that was cut through the wilderness by fur trappers over a century ago.

Many of them are woodsmen, fishermen and shopkeepers, preserving a life style that has changed little since their ancestors first settled the area.

So it was with mixed feelings that they received the Boundary Waters Canoe Act of 1964—a law that turned more of their land over to the federal government, leaving only 6% of Cook County on the taxpayer rolls. But it was also a law that helped preserve the wilderness that is their life and their livelihood.

What made the legislation palatable to the people of Grand Marais was that it was proclaimed as a "final solution" for maintaining the character of the vast 1,030,000-acre Boundary Waters Canoe Area bordering Grand Marais.

Alas, as a resident laments, it now appears the law—like the treaties once made with the Indians—was made only to be broken.

The final solution of 1964 is threatened by another solution—a law introduced in Congress last year by Rep. Donald Fraser of Minneapolis (who doesn't represent Grand Marais or Cook County) and supported by the Sierra Club, the Wilderness Society and the federal government. These backers, as one might imagine, so far have proved to carry considerably more political weight than the 1,481 inhabitants of Grand Marais and the vacationers they welcome every summer.

To the people of Grand Marais, the key problem with the proposed law is not its provision that would remove another 2% of their land from the tax rolls, but a provision rescinding the 1964 law's guarantee that they could continue to use outboard motors, of only 25 horsepower or smaller, on 10 lakes on the periphery (the interior includes over 1,000 lakes).

The idea of banning even the smallest motorboats on recreational lakes in remote areas carries considerable appeal for absentee environmentalists, of course. But for those in Grand Marais who use the 10 lakes for fishing or for reaching their remote summer homes, the taking away of small motorboats would be a burglary and a betrayal. For the people who operate and use the 17 log lodges and 500 summer homes along the Gunflint Trail, the proposed law would impose hardships so great that many would lose their homes and their livelihoods.

So, the people of Grand Marais passed the hat to send 18 of their most-respected leaders to Washington to testify before the Parks and Insular Affairs Subcommittee.

Mrs. Justine Kerfoot of Gunflint Lodge calls the experience "as frustrating as the time my dog team ran away onto thin ice and everyone was floundering and fighting for their life." The Grand Marais delegation testified for nine hours, in a room with only two or three members of the subcommittee present. The mayor of Grand Marais, Richard Humphrey, feels that the hearing was "just so much window dressing," that decisions had long since been made, potential voter strength weighed and counted and Congressmen's favors swapped.

Never mind that the residents around Grand Marais are unanimous, according to Mayor Humphrey, in their opposition to the proposed legislation. Acknowledging this opposition, Rep. Fraser suggested after the hearings that the simple answer is for the residents to sell their lodges and summer homes to the government in "friendly buyouts." Indeed, the government's chief forester has already submitted an appraisal that a buyout of 35 lodges in the entire area should cost the government only \$8.7 million.

This, of course, fits right in with the legislation's aim of turning the Gunflint Trail and surrounding lakes over completely to the few canoeists stout enough of limb to paddle long distances over the large and rough peripheral lakes to reach the remote lakes, and then hoist their heavy canoes over rocky portages.

The legislation and the federal takeover of the lodges and summer homes would clearly deprive Grand Marais residents of their property and in many instances their livelihoods as fishermen and lodge operators.

Why do Rep. Fraser and the environmental groups want to take all this away from the people of Grand Marais? Willard Johnson, owner of the Loon Lake Lodge, theorizes, "It must be that they hate us because we live here."

The purpose stated in the legislation is that canoeists in the Boundary Waters Canoe Area have a right to the wilderness experience without the sound of a motor. But motors are already banned on the thousand outlying lakes, where motors are impractical anyway. On the 10 large lakes, the currently permitted small motors are used mostly by fishermen and by people traveling to the lodges and summer homes. In fact, the motors are generally imperative for these purposes.

The people who the legislation wants to kick out as despoilers of the wilderness are in fact the very people who clean up after careless campers, the people who fight forest fires with equipment they have purchased themselves and the people who save canoeists when they run into trouble trying to cross rough open water on the peripheral lakes.

But the residents of Grand Marais are innocent enough to believe that right will still prevail. They don't have the money or the power or the organized lobbies, but even now they are passing the hat one more time for another foray into the Washington jungle that they can't understand. They still cannot believe that a fight over their right to fish and motor on East Bearskin, Clearwater, Gunflint, Saganaga, Seagull, Little Gunflint, Crab, North, South and Brule lakes can ultimately mean the loss of their homes and businesses. Nevertheless, the people of Grand Marais are clearly an endangered species.

[From the Minnesota Daily, May 12, 1978]

#### WILDERNESS REFUGES: MANIFEST DESTINY REBORN

(By Lynn Maria Laitala)

The creation of a few wilderness parks for affluent Americans is not real environmental protection. Real environmental protection involves the conservation of resources and control of pollutants on a global scale.

The current environmentalist passion for creating wilderness refuges is, in actuality, a revival of America's two most destructive attitudes: rugged individualism and Manifest Destiny. These attitudes have prevailed in the creation of the BWCA and threaten to undermine intelligent awareness of the complexities of ecology, human history and community.

The BWCA was created as a refuge for the canoeist in the 1950s and 60s and airplanes, cabins, resorts, and Indian communities were removed. Outboard motors were permitted along a few routes but the vast majority of lakes were reserved for the rugged individual. This rugged individual who, by 1976 had multiplied to 171,000, is devastating to a wilderness atmosphere. Because of the deterioration, it is now proposed that the area for his exclusive use be expanded yet again, displacing local residents and their activities.

In traditional American fashion, the expansionists claim that it is the Manifest Destiny of the area to be reserved for canoeists and skiers.

Manifest Destiny is the belief that Providence has a plan, self-evident to the believer. This plan invariably requires social dislocation, but denies the validity of the history and culture of those who are displaced. Historically invoked for expansion, war, and development, this new version of Manifest Destiny seeks to purge history and culture in order to create wilderness.

The BWCA has been occupied for humans for 40,000 years. It was the primary route for vast migrations of people. The known Indian cultures that settled there include the Assiniboine, Dakota, Cree and Chippewa. The portable canoe was invented here, revolutionizing travel and food gathering and permitting much denser settlement.

The area became part of the European industrial network by supplying fur to the felt industry. The fur trade also aided the development of the Metis, people of French and Indian ancestry who synthesized elements of both cultures, but were distinct from either. They became key figures in the trade and transportation of the developing West.

Canada retained most of the canoe country in a border settlement because it was the only route between east and west until 1885. By then, the railroad was completed and the BWCA was the only alternative Canadian land route until 1962.

In the late 19th century, the area was valued for its lumber, and was logged until 1920. Most lumberjacks were immigrants from Scandinavia and Finland who stayed on after the timber barons moved west. Through those years, great fires decimated the region as well, and most trees in evidence today are the results of U.S. Forest Service management since the 1930s.

After the fires, the land was abundant. In the 1920s, resorts began moving into the area, and socialites and gangsters came from everywhere to hunt, fish, and pick berries.

The area adjacent to the BWCA has played a key role in U.S. industry since 1884. Iron ore and taconite supplied the nation's insatiable demand for steel. The miners—new immigrants—created communities of rich ethnic diversity. The work was brutal and the woods were their haven. The Finns found the area much like their homeland, and were able to reproduce their old culture and lifestyle.

When the Depression shut down the mines in the 1930s, work opportunities were created in the canoe country through the forest service and the Civilian

Conservation Corps. The treaded portages and other feats of earthwork engineering are the legacy of those years.

Now many of these constructions—docks, culverts and walls—have since been dismantled to better create the illusion of wilderness. Other residents turned to guiding and trapping to support themselves during the hard years. Those who struggled to earn their living in the canoe country forged an intimate relationship with it.

Sigurd Olson gave the area national attention through his popular books, and as a lobbyist for the Izaak Walton League, he may be credited with the creation of the modern BWCA. Olson discovered the area in 1922, when the theories of the historian Frederick Jackson Turner were in vogue. Turner legitimized the policy of Manifest Destiny by describing the frontier as the force which created the ruggedly individual American character. But Turner wrote that the frontier had vanished in 1893 and without it America was doomed. Olson believed the canoe country offered potential national salvation! It could be set aside as a wilderness preserve where individuals could regenerate themselves.

Thus, Indian communities and private landowners were driven out.

Logging railroads and buildings were carefully replanted. To create the illusion of wilderness, natural ecological processes were also destroyed. Although pines traditionally have had little value except to loggers, pine plantations are now managed with chemicals and all other growth is destroyed. All fires, necessary for the regeneration of certain tree species, berries and wildflowers, are extinguished. The pine forests are sterile for wildlife, and the specialized management creating limited species within plantations leaves the forest vulnerable to destruction by diseases such as white pine blister rust.

The BWCA has been created as a park for specific recreational purposes, despite lofty visions of its mystical power to regenerate the American character. Like the original Manifest Destiny, which excluded Indians and blacks, the new Manifest Destiny also contains a vision of exclusive privilege. The purity of the wilderness must not be corrupted by the aged, infirm, or the working class.

The present controversy over the use of the BWCA is a class conflict and its symbol is the snowmobile. The environmentalists have not proven that it causes ecological damage, but, because it symbolizes the industrial corruption, not the mythical frontier, they object. Snowmobilers are largely the descendants of the immigrant working-class; unregenerate souls who have not historically experienced redemption on the frontier.

The snowmobile is also symbolic for local residents. The ban was presented at a time when local residents were thoroughly antagonized by the arrogance of the environmentalists and the discriminatory practices of the forest service. They resent environmentalists appropriating the definition of the woods experience to fulfill a romantic vision. Once characterized as rustic woodsman, but now caricatured as greedy exploiters, local people find beauty in the woods, but do not think it offers salvation. They are amused by the cult of wilderness masochism, or the Boy Scout mentality, which holds that one finds the true meaning of the woods by putting himself through the greatest possible hardship. When cabins and ranger stations disappeared as havens for skiers and snowshoers, local people adopted the snowmobile as readily as did the Arctic Eskimos. It permitted access to remote areas in limited time and lessened the danger of being caught in deadly weather. Lakes and portages made ideal natural trails.

Snowmobilers accepted restrictions on routes which left the vast majority of the park to a very few foolhardy winter survival buffs. The total ban was an outrageous blow. Even if they had the leisure for a trip on foot, many who spent their lives in the woods—witnessed its history, worked to maintain it, and traversed in all weather on skis and snowshoes—are simply too old to do it that way again.

Locals value the BWCA as a park: They want access to it. They also do not want to lose any more land to it. They understand that eminent domain is invoked in the name of the public good, but, in practice, reflects the interests of special groups. As they lose their homes and lands to the park and are restricted from its use, suspicion grows that the environmentalists are merely temporary pawns in a larger forest service plan. According to this theory locals are being kept away to prevent them from observing the questionable activities of the forest service which are not noticeable to the casual tourist.

These activities include defoliating deciduous growth with 2,4-D, which continues in spite of local protest. The forest service also grants special privileges to environmentalist allies who illegally build roads, alter shorelines, and log in

the name of forest research. Forest service territory is continually enlarged by harassment and extra-legal removal of private landowners.

Many locals believe that the forest service is using the current wilderness fad to expand its territory to develop a vast supply of timber. When the tracts of pine are mature, it will be rationalized that such forests are sterile, subject to disease and decay, and to "save" the forest, they must log it. Sterile pine forests only have value as lumber, they will argue. When the lumber shortage is critical, "national need" will override the interests of canoeists.

Locals also are concerned that heavy tourist traffic will damage the BWCA. In classic American tradition, environmentalists propose expansion as the solution to land abuse. In fact, virtually all navigable canoe routes are already in the BWCA, and thousands of additional acres will be accessible only to the forest service.

The forest service, whose business is lumber, is inept at recreational management. Deterioration of the BWCA may be caused by lack of expertise in dealing with tourists, or again, it may be that tourists are irrelevant to the larger plan.

Many of the concerns of local people should be concerns of environmentalists as well. But the environmentalists cling to an anachronistic mythology of America's past. Their attention is focused on an attempt to purge the evidence of history, culture and civilization in spots of wilderness so they may escape the vast environmental problems facing America today.

The science of ecology has the potential to make people aware of the inter-relationship of all things: Our relationship to our environment as a whole, and the relationship of people to one another—which ultimately defines human impact on environment. It offers a means to analyze our historic destructiveness and to reconsider our own responsibilities to community.

Environmentalists are turning their backs on the ecological model. They are still rugged individuals seeking to direct nature without responsibility to it, or to their fellow man. In creating the BWCA, they deny the rights and values of the working-class immigrant stock whose behavior and appearance offends their tastes. They cherish the notion that they alone are in God's image, and it is their Manifest Destiny to prevail. They have created a wilderness from their vision of America's heroic past and there is no niche for the historic inhabitants, nor the physically and socially inferior. There is no room for compromise. The young, powerful and affluent shall inherit the BWCA.

As painful as it is to be denied a future in the BWCA, in their own communities, it is more painful for local people to see their own history erased. The locals are the new Indians of the new Manifest Destiny.

---

THE IZAAK WALTON LEAGUE OF AMERICA, INC.,

August 3, 1978.

HON. HENRY M. JACKSON,  
U.S. Senate,  
Washington, D.C.

DEAR SENATOR JACKSON: As the Parks and Recreation Subcommittee takes up the pending legislation to resolve the conflicts among competing uses in the Boundary Waters Canoe Area in Minnesota, the Izaak Walton League would like to ask for your active assistance in protecting the wilderness integrity of the international boundary between the BWCA and the Quetico Provincial Park in Ontario.

As you know, a compromise between motorized recreation and wilderness advocates was recently hammered out during negotiations sponsored by Senator Abourezk. The product of the negotiations was promptly repudiated by the motorized recreation and resort interests; however, the compromise has since been endorsed by Senator Anderson and appears likely to become the vehicle for Senate action.

There are, of course, many features of the negotiated compromise that fall far short of the Izaak Walton League's goal of full wilderness protection for the BWCA. Of these, much the most serious is the provision that would leave open to motor use approximately ten miles of the international boundary on Basswood Lake, between Prairie Portage and Washington Island.

Our objection to this provision derives from two concerns. First, we believe it is vital to preserve the wilderness integrity of the international boundary between the BWCA and the Quetico. Motorboats on this segment of Basswood Lake will not be merely a non-conforming disturbance on the periphery of the wilderness, but will form a motorized intrusion into the heart of the much larger wilder-

ness area formed by the BWCA on the south and the Quetico on the north. Second, the Izaak Walton League has been informed that the ban on motorized craft within the Quetico, which is scheduled to go into effect in April of next year, may be jeopardized if the United States fails to close the wilderness boundary to motorboat use, as expected by our Canadian neighbors.

In consideration of the potential impact of the "Basswood gap" provision, both on the canoe country wilderness itself and on the evolving spirit of international cooperation in managing the wilderness resource, we again urge you to support language that would either immediately close to motorboats the segment of the international boundary between Prairie Portage and Washington Island, or provide for a five-year phase out of motor use on that reach of Basswood Lake.

Thank you for your interest in this matter.

Sincerely,

MAITLAND SHARPE,  
*Environmental Affairs Director.*

SIERRA CLUB,  
*Washington, D.C., August 8, 1978.*

HON. HENRY M. JACKSON,  
*Chairman, Committee on Energy and Natural Resources,*  
*Washington, D.C.*

DEAR SENATOR JACKSON: The Boundary Waters Canoe Area is unique in our National Wilderness System because it is our only large lakeland canoeing Wilderness. It is also doubly important because it adjoins Ontario's Quetico Provincial Park, making the total international wilderness a vast area where one can take extended canoe trips through unspoiled lakes and forests. And the most vital waterway in the international wilderness is the famed Voyageurs Highway canoe route that follows our boundary with Canada for some 110 miles within the BWCA.

The proposed Dayton-Walls compromise contains a very serious defect in allowing motorboat use to continue indefinitely on a major segment of the BWCA-Quetico boundary, namely the 10 mile stretch from Sucker Lake westward across Prairie Portage to Washington Island in Basswood Lake. Next April Ontario will implement a total motorboat ban in Quetico Park, including the Canadian side of our boundary chain of lakes. These regulations would mean that while Quetico visitors cannot use motors on the Prairie Portage-Basswood Lake section, we would allow such use on our side of the very same waterway. This makes no sense at all in terms of international policy, since both nations have a wilderness policy for these contiguous areas.

Furthermore, the Sierra Club has learned that the same resort and business interests that are opposing BWCA motor restrictions are also carrying on a massive campaign to get the Canadians to postpone or rescind their motor ban along our boundary. If our Congress allows this segment of the boundary to remain open to motors, the chance that Quetico Park will give-in to these pressures is greatly increased. If that happens, it would be a tragic blow to the half-century struggle by both nations to forge a common international Quetico-Superior Wilderness program.

In view of this problem, the Sierra Club implores you to include in any legislation a total motorboat ban on our international boundary with the Quetico Provincial Park. To do less would be to turn our backs on more than half a century of cooperation with our Canadian neighbors. Please give your most urgent consideration to this problem.

Sincerely,

BROCK EVANS,  
*Director, Washington Office.*

JULY 24, 1978.

HON. HENRY M. JACKSON,  
*Chairman, Senate Energy and Natural Resources Committee, Senate Office Building, Washington, D.C.*

DEAR SENATOR JACKSON: As a constituent of yours and a concerned citizen, I am writing you to urge you to support amendments to the Boundary Waters Canoe Area bill that will reduce the number of "motorized lakes" to at least the number in the House bill. Where motor use is to be allowed, I think that horsepower regulations should be strictly enforced and certainly should not exceed 25 hp. The House of representatives bill on the matter was more than fair in making concessions to those who favor motorized forms of travel. I think that

as the only designated canoeing wilderness area in the United States, the BWCA should and must be preserved as a wilderness, free from the disruptive nature of motorized vehicles. Please act to eliminate the snowmobile trails as well. I am a person who enjoys canoeing without the aid of a motor. It is important to me to have recreational areas where I can canoe in an undisturbed natural setting. The use of the BWCA by canoeists is great enough to indicate that people can join together to enjoy a quiet recreation without using motors. The value of places of retreat and tranquility for the people of this country cannot be underestimated. Settings such as this have the potential of keeping mental health costs in this country from exponentially increasing. I would like to know how you vote on this matter and urge you to work hard to preserve this and other wilderness areas in as undisturbed of a state as possible. Senator Anderson's bill is totally unacceptable and extremely short-sighted. Thank you for your time.

Sincerely,

JOAN KERR.

STAUNTON, VA., August 5, 1978.

Senator HENRY JACKSON,  
*Energy and Natural Resources Committee,*  
*Washington, D.C.*

DEAR SENATOR JACKSON: I wish to express my concern regarding the Boundary Waters Canoe Area bill. I hope that the Senate will pass as strong legislation as possible to protect this area. In particular, motorboats should be phased out completely since they disturb the wilderness environment so much. I, myself, have canoed in this beautiful region without a motor and find it hard to see a need for one.

Sincerely yours,

ROBERT F. MUELLER.

SPRINGFIELD, PA., August 5, 1978.

Senator HENRY JACKSON,  
*Senate Office Building,*  
*Washington, D.C.*

DEAR SENATOR JACKSON: I and my family have canoed in the Minnesota BWCA and know how beautiful it is. Please do what you can to pass strong legislation protecting the area—banning snowmobiles and motorboats. With 10,000 lakes in Minn., I would assume there are plenty of other places motorboaters and snowmobilers can use their noisy and polluting vehicles.

I hope the bill can be strengthened and the proposals in the original House Bill as approved by the Interior Committee will be re-included.

Thank you.

Sincerely,

ANN LINTON.  
DAVID LINTON.

CHRIS, SCOTT, BRUCE AND ERIC LINTON.

EAST COAST ADVOCATES OF THE BOUNDARY WATERS WILDERNESS,  
*Springfield, Va., August 8, 1978.*

HON. JAMES ABOUREZK,  
*Chairman, Subcommittee on Parks and Recreation,*  
*Washington, D.C.*

DEAR SENATOR ABOUREZK: We believe that efforts within the Senate to permit motor use in the BWCA, beyond that provided by the compromise House Bill, will prove to be unwise. The psychological incompatibility between motorboats and canoes remains and such actions ensure the inevitable conflict. Instead of writing the final chapter to this long and applauded history of increased Quetico-Superior protection, the Senate will have created a permanent environmental enigma, not a wilderness and not a motorized recreation area, but an area similar to that which has existed in the BWCA for the last 15 years, and which is the basic motivation for the legislation we now contemplate.

There is one aspect of the additional compromises which is particularly objectionable because it encourages conflict. Ely is probably the most frequented of the departure points for wilderness canoe trips in the BWCA, and yet everyone of the possible put-in lake routes to the north will be motorized routes. (Snowbank, Moose-Newfound, Fall-Newton-Pipestone, and Hoist and Back Bays of Bass wood) Therefore, the majority of visitors and probably all first-time visitors who

come to the BWCA, expecting to find wilderness, will not be able to avoid motors (perhaps not even during the entire trip in the case of neophytes). There is not one route devoted only to canoes when going north; there should be at least two.

One of the most popular canoe routes north is Moose-Newfound-Sucker-Prairie Portage-Basswood-Bayley Bay-Burke-North Bay. Another is Moose to Wind Bay or Fall to Hoist Bay which exit to the north through Back Bay and the region of Basswood that is south of Washington I. and west of Ottawa I. We strongly recommend making these routes as canoe only. However, if one of these two routes, i.e. Newfound-Prairie-Portage-Basswood east of Ottawa I. and secondly, Basswood south of Washington and Ottawa I., if one of these remains open to motors the other **MUST WITHOUT QUESTION BE MADE CANOE ONLY.**

Regarding the Newfound-Prairie-Portage-Basswood route, we feel that since the Canadians are imposing a motor ban on their side of the boundary, we should do likewise. To do otherwise risks a restructuring or lifting of the Canadian ban which would open a vast area to motorized use, an attraction that would increase the congestion unbearably in future years and increase the congestion astronomically beyond its current intolerable level at Prairie Portage.

Thank you for consideration of these very inflammatory points of conflict and may God give you the wisdom to make the correct decisions.

We are very truly yours,

T. R. ROYT, *Chairman.*

DEER TRAIL LODGE ON TWIN LAKES,  
Ely, Minn., July 14, 1978.

Senator JAMES ABOUREZK,  
*Senate Subcommittee on Parks and Recreation,*  
Washington, D.C.

DEAR SENATOR ABOUREZK AND MEMBERS OF THE COMMITTEE: Deer Trail is a resort located on Ojibway Lake (Lake County) fifteen miles northeast of Ely, Minnesota on the Fernberg Trail. The resort has been owned and operated by the undersigned since 1946. Ojibway Lake is a small body of water and from the beginning the resort has featured as its principal wilderness and fishing experience daily half-mile portage trips to nearby Wood Lake and the North Kawishiwi River.

The Resort has about 800 guests during the period of May 15th to October 1st of each year. The guests are drawn from over twenty states and direct gross revenues to the resort and the Ely area derived from such guests exceeds \$200,000 per season.

Each of the bills includes Wood Lake and the North Kawishiwi River in the Boundary Waters Canoe Area, prohibits the use of motors on such waters and by inclusion prohibits the use of boats owned by the resort located at portage lands on such waters. Three boats are maintained on Wood Lake and four boats on the North Kawishiwi River. The use of such waters on a daily basis is the principal attraction of the resort. Daily usage of the area by resort guests approximates 1,500 to 2,000 daily users per season. The value of the resort will be decreased and it will no longer support our families unless it maintains such use.

Exclude Wood Lake and the North Kawishiwi River from the BWCA.

Include Wood Lake and the North Kawishiwi River in the BWCA as designated out-board motor routes and authorize the continued use of boat storage areas at portage landings.

If alternatives 1 and 2 are not acceptable, extend the optional buy-out provisions contained in section 5 of the Anderson-Humphrey Bill to Ojibway Lake—Lake County.

We request the opportunity to remain in business. We urge you to enact alternatives 1 or 2 set forth above. Limitations on motor size will not effect our business operations as we currently use four horse power out-boards.

If society has in fact determined that our existing business is no longer compatible with the desired land use of the area we request that alternative 3 be enacted so that we will have the opportunity to receive a return on our investment of thirty two years which is the basis of our personal retirement plans. The value of the resort will be substantially reduced if either of the Burton-Vento or Anderson-Humphrey Bills are enacted in their present form.

Very truly yours,

CHARLES A. STRACHAN.  
MARGARET STRACHAN.  
LESLIE A. LARSEN.  
MARY JANE LARSEN.

NATIONAL WILDLIFE FEDERATION,  
Washington, D.C., August 8, 1978.

Senator JAMES ABOUREZK,  
Chairman, Subcommittee on Parks and Recreation,  
Washington, D.C.

DEAR SENATOR ABOUREZK: The Boundary Waters Canoe Area is a unique national treasure, comprising one million acres of wilderness in northeastern Minnesota. Not only is the BWCA this nation's only lageland wilderness, but combined with its sister park in Canada, The Quentico Provincial Park, this area represents a singular example of international wilderness opportunity. Together, these area offer an unparalleled wilderness environment for millions of Americans and Canadians alike.

Critical to this exceptional area is the Voyageurs Highway Canoe route which extends for 110 miles along the Canadian and United States border within the BWCA. It is the Federation's understanding that on April 1, 1979 the Canadian Government will impose a total motorboat ban along this waterway in an effort to retain the natural character of this unique environment. The Federation applauds this effort.

The Federation is aware of the complexities which surround this issue, and which you must consider as you examine the "Dayton-Walls" compromise to the management of the BWCA.

The Federation, while understanding the need for compromise, must voice the strongest possible opposition to the provision in this proposal which would allow permanent motorboat use on a 10 mile segment between Sucker Lake to Washington Island. To virtually ignore the commendable Canadian intent in this area by allowing motor use on the American side of this mutual waterway is unacceptable. Additionally, such a concession to commercial interests would expose the Canadian Government to the same type of special interest pressure.

In this context, the National Wildlife Federation strongly urges you to oppose this illogical provision. We urge you to retain both the integrity of this wilderness corridor, and the credibility of years of international cooperation in this area.

Sincerely,

LOUIS S. CLAPPER,  
Director of Conservation.

CAMP NORTHLAND,  
Ely, Minn.

Senator JAMES ABOUREZK,  
Senate Office Building,  
Washington, D.C.

SENATOR ABOUREZK: I am writing to express my support of the Humphrey-Anderson bill. This area is beautiful by motor boat, the logging is good to preserve new trees.

Thank you,

PAM GILBERT,  
Highland Park, Ill.

CAMP NORTHLAND,  
Ely, Minn.

DEAR SENATOR METZENBAUM: I am writing to express my opinion that the Humphrey-Anderson Bill, S. 3242, is a much better and more practical choice than the Burton-Vento bill, H.R. 12250. The reasons for my choice are the following.

Bill H.R. 12250 prohibits outboard motors. Bill S. 3242 is much more considerate of elderly or handicapped people, who need the motors to travel in the BWCA. It provides designated routes for those who use motorized vehicles, so they will not disturb canoeists.

Bill H.R. 12250 is against keeping the mechanical portage between Fall Lake and Basswood Falls. Bill S. 3242 takes to opposite and what I think is the more sensible position. If the mechanical portage was bummed, everyone who wanted to go to Canada would have to use a round about route that would take much more time and trouble.

One very important factor is the fact that there are only two customs stations in an extremely large area of the BWCA. This means that everyone who wants

to go to Canada has to start at the same point, which makes things very crowded. This problem would be solved if either more customs stations were put in, or people could go through without customs they could then start at any point, all over the BWCA.

Lastly, I believe in selective logging. The wilderness will be enhanced, not ruined, if some of the old, rotten trees are cut. This point is favored by bill S. 3242.

Overall, I think that the Humphrey-Anderson bill has taken into consideration many things that the other overlooked. It is in the interests of the elderly and handicapped, as well as the canoeists or snowmobiles. This is why I think you should vote for the Humphrey-Anderson bill.

I live in Highland Park, Illinois but the reason for my interest is that I attend Camp Northland, in Ely, Minnesota.

Thank you for considering my opinion.

Sincerely,

HEIDI FELDMAN.

CAMP NORTHLAND,  
Ely, Minn.

Senator HOWARD METZENBAUM.

DEAR SENATOR: I am writing to express my support of the Humphrey-Anderson bill. This area is beautiful by motorboat and the logging is good to preserve new trees.

Thank you.

PAM GILBERT,  
Highland Park, Ill.  
JESSICA MARCUS,  
River Forest.

CAMP NORTHLAND,  
Ely, Minn.

Senator DALE BUMPERS,  
Senate Building,  
Washington, D.C.

SENATOR BUMPERS: I am writing to express my support of the Humphrey-Anderson bill. This area is beautiful by motorboat and the logging is good to preserve new trees.

Thank you,

PAM GILBERT,  
Highland Park, Ill.

CAMP NORTHLAND FOR GIRLS,  
Ely, Minn.

Senator WENDELL ANDERSON,  
Senate Office Building,  
Washington, D.C.

HON. SENATOR ANDERSON: Working in the area near Ely, Minn. this summer and newly becoming acquainted with the 2 proposed bills affecting the B.W.C.A. management, I would like to express my support of your bill No. S. 3242.

It is most sensible and I find myself in agreement with your stand on mechanical portaging, snowmobiling usage, and mining restrictions.

I don't agree with the proposal to have the lakes controlled by the federal government—I think the state should still have complete jurisdiction.

I realize everything takes time and effort but it seems the real issue isn't really the restrictions at all—but just the fact that there are too few custom stations funneling the bulk of peoples—thus causing a congestion which could be alleviated by adding another station somewhere in the area of Ely.

Thanks for hearing my voice and good luck in the future.

Yours truly,

JUDITH M. ZYSKOWSKI.

NORTHERN ILLINOIS CONFERENCE, UNITED METHODIST CHURCH,  
*Barrington, Ill., July 5, 1978.*

HON. WENDELL ANDERSON,  
*Senate Office Building  
 Washington, D.C.*

DEAR SENATOR ANDERSON: As chairman of the Board of Outdoor Christian Ministries of the Northern Illinois Conference, the United Methodist Church, I represent 170,000 United Methodists of the northern third of Illinois. Soon, the Senate will take up legislation concerning the Boundary Waters Canoe Area in northern Minnesota. This legislation, already considered and passed by the House as the Burton-Vento bill is considerably more protective of the wilderness status of the BWCA than the Senate version sponsored by Senator Anderson. I strongly urge you to support a Senate bill which matches the House passed Burton-Vento bill.

The Boundary Waters Canoe Area is the only true wilderness area which is easily accessible to people from the mid-west. Our church programs there involve hundreds of persons each summer, and are dependent on the wilderness character of the area. Timber cutting, mineral mining, motor boating, and snowmobiling all destroy that character. I strongly urge you to vote against any legislation which would allow these activities to continue in the BWCA. Wilderness is a fragile and delicate balance of forces which is utterly destroyed by mechanical intervention of any sort. I urge you to act promptly in order that protective legislation be passed this year to preserve the unique character of the BWCA.

Please make this letter part of any Senate hearing record on this matter.

Sincerely,

THOMAS J. POTENZA.

---

CRANE LAKE COMMERCIAL CLUB, INC.,  
*Crane Lake, Minn., July 16, 1978.*

DEAR SENATOR ANDERSON: After passage of H.R. 12250, the members of the Crane Lake Commercial Club developed the enclosed survey to provide actual facts and figures to verify our position that motorized routes through the BWCA are essential to our survival as a tourist community.

We were shocked at the results of the survey and its potential devastating impact on the area.

To our knowledge, this is the only survey that has attempted to determine the economic impact of the proposed changes to the BWCA. Most other surveys and public opinion polls that attempt to determine if the BWCA should be protected, suggest that the only way to accomplish this goal is through banning or restricting motors.

None of these surveys have ever asked the public if they are willing to destroy hundreds of small family businesses to accomplish this goal.

USPS statistics state that there were 1081 entries into the BWCA from the Crane Lake entry point. 89% of the entries were motorized. Only 124 (11%) of the entries were paddle canoes. That is an average of less than 1 paddle canoe a day entering the BWCA at the Crane Lake entry point. The historic use of Little Vermilion, Loon and Lac La Croix has always been motorized recreation.

We feel that it is grossly unfair to restrict motor horsepower on the American side of these 3 lakes, when there are no restrictions on the Canadian side, and none contemplated.

Further, due to the 200 resident members of the Neguagun Lake Indian Band, there are no motor horsepower restrictions and none would be tolerated.

Our survey indicates that a motor horsepower restriction on these three lakes will destroy the economic base of this community.

Please do not let this happen.

Sincerely,

JAMES SANBORN, *President.*

## SUMMARY OF IMPORTANT STATISTICS, JULY 1978

[Motor use number of parties tabulated: 9 parties, 3.10 percent used no motors; 82 parties, 28.27 percent used motors less than 35 hp; 166 parties, 57.24 percent used motors equal to or greater than 35 hp; 33 parties, 11.37 percent did not answer the question about motor use; 290 total parties tabulated, total questionnaires used]

	Number of people	People days in Crane Lake	People days in Loon, Little Vermilion, and Lac La Croix	Amount spent in Crane Lake area
Used no motors.....	44	308	87	\$4,189
Percent.....	(3.15)	(2.56)	(1.21)	(2.28)
Did not answer.....	140	1,346	0	10,513
Percent.....	(10.03)	(11.19)	0	(5.74)
Less than 35 hp.....	396	2,988	1,898	39,607
Percent.....	(28.38)	(24.84)	(26.45)	(21.63)
Greater than 35 hp.....	815	7,386	5,189	128,786
Percent.....	(58.42)	(61.40)	(72.33)	(70.33)
Total.....	1,395	12,028	7,174	183,095
Percent.....			(59.64)	
<b>Question 1. Access to lakes Lac La Croix, Little Vermilion, and Loon is important to my vacation:</b>				
Agree.....	1,191	10,427	6,966	162,341
Percent.....	(85.38)	(86.69)	(97.10)	(88.66)
Disagree.....	75	442	86	9,503
Percent.....	(5.38)	(3.67)	(1.20)	(5.19)
No opinion.....	129	1,159	122	11,251
Percent.....	(9.25)	(9.64)	(1.70)	(6.14)
<b>Question 2. If I could not use motors in the above lakes, I would change my vacation plans:</b>				
Agree.....	1,103	9,527	6,664	149,378
Percent.....	(79.07)	(79.21)	(92.89)	(81.58)
Disagree.....	110	778	153	15,351
Percent.....	(7.89)	(6.47)	(2.13)	(8.38)
No opinion.....	182	1,723	357	18,366
Percent.....	(13.05)	(14.32)	(4.98)	(10.03)
<b>Question 3. I would prefer that motors be eliminated or restricted in horsepower on these lakes:</b>				
Agree.....	237	1,065	533	15,076
Percent.....	(16.99)	(8.85)	(7.43)	(8.23)
Disagree.....	1,041	10,165	6,362	153,819
Percent.....	(74.62)	(84.51)	(88.68)	(84.01)
No opinion.....	117	798	259	14,200
Percent.....	(8.39)	(6.63)	(3.61)	(7.76)

### The Crane Lake setting

Crane Lake occupies one of the most unique recreational access sites in North America. Through Sand Point and Namakan Lakes, it serves as the southeastern entrance to the Voyageurs National Park. It is the western entrance to the Boundary Waters Canoe Area. It is an international boundary crossing point and provides access to the Canadian wilderness which includes the Quetico Provincial Park. (See Map)

Human population of the area is sparse since the land is used almost exclusively for forestry and recreation and almost no other industry exists within 60 miles.

The local population consists of 120 year around residents of Crane Lake and approximately 200 Native Americans on the Neguaguon Lake Indian Reservation located on the Canadian shore of Lac La Croix.

The population of both communities relies almost 100 percent on the recreation industry as their source of livelihood.

### Summary

This survey asked visitors about their feelings concerning proposed changes in access and use of nearby BWCA Lakes. Visitors reported the following: (1) That access by motorboat or canoe to LacLaCroix, Loon and Little Vermilion Lakes is important to most as a part of their vacation experience. (2) There is little visible conflict between paddle canoeists and power boaters and (3) If access is denied to power boat users, most guests would change their future vacation plans. Changing to other vacation areas could result in devastating impact on the local economy.

It is estimated that about \$1.5 million is spent annually in the Crane Lake area by resort and outfitter guests. In this survey 79.1 percent indicated that they would change vacation plans given motor use elimination or excessive restric-

tion. Vacationers using motor boats spent substantially more dollars in the area than those using paddle canoes only.

*How the study was conducted*

In late June, 1978, the Crane Lake community, with the assistance of the Agricultural Extension Service, University of Minnesota, developed a questionnaire (See Crane Lake Impact Study) which was mailed to resort and outfitter customers who had been in the Crane Lake area between May 15 and June 30, 1978.

The purpose of this questionnaire was to help the Crane Lake community determine the economic impact of a complete motor ban, or a motor horsepower restriction in three lakes in the BWCA, Little Vermilion, Loon and Lac La Croix Lakes.

July 1, 1978, 577 questionnaires were mailed to the resort customers of 14 cooperating resorts and outfitters. As of July 10, 290 (50.25 percent) had been returned and were used to develop the information outlined below. The 290 questionnaires returned represent 1395 people who stayed in Crane Lake during the period May 15 to June 30, 1978.

The following factors were tabulated in the various categories outlined below:

Number of people.

Number of people days in Crane Lake area.

Number of people days spent in Little Vermilion, Loon or Lac La Croix Lakes.

Dollar spent in the Crane Lake area.

[NOTE.—The information produced as a result of this questionnaire excludes the opinion of the local property owners of the area.]

WHAT THE STUDY FOUND

(See summary of important statistics.)

*Question C-2.* Where did the users of the area come from?

6.9 percent live within 100 miles of Crane Lake.

44.1 percent live in Minnesota, but over 100 miles from Crane Lake (Mostly the Twin City area.)

49.0 percent live in other states in the USA. (220,000,000 other Americans did not come here).

*Question A-3.* Motor use for the time spent in the area BWCA lakes.

1.2 percent said they did not use a motor.

26.5 percent used motors of less than 35 horsepower.

72.3 percent used motors of 35 horsepower and greater.

[NOTE.—This information includes the opinion of 44 paddle canoeists that used Crane Lake as an entry point to the BWCA where access was from a resort or outfitter. Names and addresses were not available for other paddle canoeists.]

*Question B-1.* Access to lakes Little Vermilion, Loon and LacLaCroix is important to my vacation.

85.4 percent strongly agreed or agreed, and spent 88.7 percent of the total dollars in the Crane Lake area.

5.4 percent strongly disagreed or disagreed, and spent 5.2 percent of the total dollars in the Crane Lake area.

9.2 percent had no opinion.

*Question B-2.* If I could not use motors in Little Vermilion, Loon and LacLaCroix, I would change my vacation plans.

79.1 percent of the people who spent 81.6 percent of the total dollars in the Crane Lake area strongly agreed or agreed to this question.

7.9 percent of the people who spent 8.4 percent of the total dollars in the Crane Lake area strongly disagreed or disagreed to this question.

13.0 percent had no opinion.

[NOTE.—The answer to this question forecasts economic disaster for Crane Lake.]

*Question B-3.* I would prefer that motors be eliminated or restricted in horsepower on these lakes.

17.0 percent strongly agreed or agreed.

74.6 percent strongly disagreed or disagreed.

8.4 percent had no opinion.

[NOTE.—With only 1 exception, those agreeing with this statement commented that horsepower restriction, but not elimination, might be acceptable. Furthermore, this information refutes the concept or idea espoused by many that the importance of motor use in the BWCA is only the opinion of local businesses and residents.]

*Question B-4.* Customs regulation and passage has been a problem for me. 5.0 percent of the 290 replies indicated problems with customs.

*Question B-5.* The present BWCA permit system has been a problem for me. 9.3 percent of the 290 replies indicated that the permit system had been a problem.

*Question B-6.* I have had problems or conflicts with power boaters.

Of those responding, none indicated that they had conflicts with power boaters. [NOTE.—If it had been possible to include more paddle canoists in this survey, it is likely that more examples of conflict would have surfaced.]

*Question B-7.* I have had conflicts with canoists.

7.0 percent of the people responding reported conflicts with canoists.

These conflicts consisted of obscene gestures, abusive language, and some motors, tents and equipment destroyed.

[NOTE.—Many responded in general comment that the area is so vast that few problems exist in both power and paddle use—"peaceful co-existence".]

#### *Economic impact*

262 visitors replied in this survey that they spent a total of more than \$183,000 while in the Crane Lake area. This is an average expenditure per party of \$698.83 or \$142.85 per person for the entire stay. This is \$16.85 per person per day. A 1977 report of this area, The Crane Lake Connection, written by the Department of Agricultural and Applied Economics, University of Minnesota, (See the Crane Lake Connection) estimated about 90,000 visitor days at resorts in the Crane Lake area. Applying the per person per day expenditure above indicates a total income to this area from resort visitors of about \$1.5 million. If the number that indicated they would change their vacation plans (79.1 percent) because of motor use elimination decided not to come to Crane Lake at all, it could result in a loss to the community of as much as \$1.2 million—literally, wiping out the economic base of the area. Because of the uniqueness of this area utilizing Canadian fishing as an attraction and staying in Minnesota accommodations, it is probable that much of this business would be lost to the State of Minnesota as well.

#### *Loon Falls and Beatty Portage*

Both of these portages are motor driven rail portages. Loon Falls Portage is between Little Vermilion and Loon Lake. Beatty Portage is between Loon Lake and Lac La Croix.

Use of the Loon Falls Portage for the years 1976, 1977 and May and June, 1978 was as follows:

	Motorboats	Canoes	Indian reservation motorboat
May and June 1976.....	2,276	510	160
May and June 1977 <sup>1</sup> .....	1,802	391	115
May and June 1978.....	1,254	120	55

<sup>1</sup> During the months of May and June 1977, the water below the Loon Falls portage was approximately 8 ft below normal. Due to this condition, use of the portage during this period was extremely low.

Note: These figures include both BWCA permit entries and Canadian access which do not require permits.

USFS permit data for 1977 indicates that of 1105 permits for Crane Lake entry point No. 12, 851 were motorboats, 106 were motor canoes, and 124 were paddle canoes. These figures are consistent with the information in this survey.

The use of the Beatty Portage is assumed to be approximately the same.

The Loon Falls and Beatty Portages were first built in about 1914. They have been operated as motorized portages for over 56 years.

Continued operation of these portages is extremely important to the people of the Neguaguon Lake Indian Reservation.

The operators of the portages have stated that they cannot continue in operation from the business on the Canadian side of these lakes.

CAMP NORTHLAND,  
Ely, Minn.

DEAR SENATOR ANDERSON: I am writing to express my support of the Humphrey-Anderson Bill Number S. 3242 because of two reasons. I agree with what it says about having motorboats and snowmobiles on some routes. Some of those motor-

boats routes should be around the custom stops and on into Canada, because some of the people that take canoe trips into Canada and are not able to paddle or don't have enough strength to. So this way, more people would have a chance to go to Canada. It would not be too crowded at the customs if these could be more customs stations.

One problem with both bills is what they say about logging. I feel that the idea of selective logging is very logical. I say this because if we let the trees grow; if there was a storm, and lightning struck the forest would burn down and it would take long for it all to grow back and be just as nice. At camp, behind the riding ring, selective logging was done and it looks very nice and full now.

I am attending camp in the Ely Area over the past four summers, and this is my fifth year. In the winter I live in River Forest, Illinois. Thank you for considering my opinion.

Sincerely,

JESSICA MARCUS,  
*River Forest, Ill.*

CAMP NORTHLAND,  
*Ely, Minn.*

DEAR SENATOR ANDERSON: I am writing to express my opinion on Bill S. 3242. I don't agree with all the things on it but I suppose few people do. Last summer I took a 6-day trip into the BWCA. The area is really beautiful and it would be a shame to limit the number of people allowed in at one time by very much. I think the use of motorboats in certain places would help a lot. It would help spread out people and also would help handicapped people see this beautiful area.

Snowmobile routes would be a good idea if the people would abide by the rules and stay on the trails. I live in a rural Wisconsin town where there are a great deal of snowmobiles, I don't snowmobile but many of my friends do. A few years ago the problem of noise got really bad. To help solve the problem snowmobilers got together and set up snowmobile trails. This helped a lot and many people stick by the rules and ride on the trails. However, we still have some problems with people who don't seem to care about the rights of others. They go on other peoples yards and fields and often cut fences on farms. Since there are more law abiding people than others I think in the long run trails would be a good idea.

The last thing I want to say is that I think it would be a good idea to have a customs in Ely. One of the problems this bill wants to solve is overcrowding. This is partly caused by two customs stations being located so close together. If there were a customs in Ely it would help people get a better choice of where to go, relieve the congestion at Moose and Fall Lakes, and also help the economy of Ely. Why don't the U.S. and Canada get together and try to get another station.

Thank you for reading my opinion. At present I am at camp but in the winter I live in Blanchardville, Wisconsin.

Sincerely,

HEIDI SAETHER.

DEAR SENATOR ANDERSON: I object to the government taking away our property for many reasons. Twenty six years ago my grandparents bought our place. It was only a wooded property with three beat up shacks. My grandparents and father and uncle worked hard to make this something to be proud of. They remodeled the cabins and added extra rooms, all by hand, then my brother built a large boat house and deck with a pier, all by hand. Boats and canoes were purchased for work and enjoyment. The cabins were heated with wood, lighted with lanterns and our water was carried from the lake in buckets for drinking and washing. Later old refrigerators and stoves were brought up. About seven years ago bathrooms, septic systems and running water were added. Our water still comes from the lake and it is the cleanest, purest water and I have ever tasted. My father, uncle and grandparents also had to build a road down to the cabins, almost a mile long. Two years ago a powerhouse was made and two generators were bought. They aren't installed yet but we will soon have electricity. All of this work was done by hand, hand saws, hand drills, everything by hand, this place holds many memories to everyone of our children growing up and things being done. High taxes were always paid because our property is worth it to us. We all love this place and we will work even harder

to keep it than we did to get it and make it what it is. Twenty six years is too much to throw away or sell. I do not plan to give this place to the government for the small fraction of the property's worth that they would pay, and even if they did pay what it was worth, we wouldn't want to sell it because it is worth more to us than all the money in the world. The people who want to take away this area say that they are doing it for the people. They say it will provide more campsites. But there already are campsites and they are never filled. They also say it will lower the pollution. This can't be right. The campers who come up wouldn't care about the area as much as the people who live here so they wouldn't care if they polluted. If someone walked along the entire length of the Gunflint trail he couldn't collect enough garbage to fill a jimmy sack. The lakes are also clean, clean enough to drink the water from making it a national park could only hurt. Not help. It would also force the whole town of Grand Marais to close and maybe even all of Cook County. These are my feelings as to why this land should not be taken.

Sincerely,

EDWARD SCHMIDT,  
*Loon Lake.*

DEAR SENATOR ANDERSON: Thank you for at least trying to understand our side of the controversy over the BWCA issue.

They are talking about our homes and lives: If it were something vital to our country, I would understand. I see no reason why our homes should be taken away for a few canoeists. Maybe canoeing is their pleasure but so is water skiing and living on a lake is our pleasure. Our fishing with motors is not what pollutes and wears and tears on these lakes. It's the campers. Now they want to set it aside just for campers.

It's wrong too for the Federal to take over our waters without our consent. They want to force people to move if they want to or not for an unworthy cause. They are taking away our rights. That is against what this country stands for. It's not Democratic! This government is supposed to be for the people, by the people, and of the people. Our representatives are supposed to support what we want.

This seems to be some kind of greedy insanity that has taken over our government. This is not a free country anymore when government wants to take away the homes and water that are rightfully ours with tax money too.

It's a communistic act! I hope you can get this straightened out. We are willing to share the lakes with them but they want them for themselves even if it means taking away our homes against our will. Just for their private play ground. It's very unfair and unconstitutional.

There is proof that 11 of our forest has been cut. But they claim it's a virgin forest. Even proof doesn't stop them because they believe what they want to. Just because these officials are elected into the senate they seem to think we are giving them our land and are a to do what they want with it. Some of these officials such as Burton (that evil man) was appointed not elected and allowed to take away our livelihood.

Thanks for reading this and I hope you can see the unfairness of it. It should be left the way it was in 1964 when they promised that was all they would take! Our lakes are still pure and our forest beautiful. This is an unworthy and greedy cause.

Mrs. CHARLES JERWICH,  
*Winton, Minn.*

P.S.—The want to stop logging they'll have such a mess of jumbled up dead trees they won't be able to get off from the shore line. What kind of a park is that? Nothing beautiful about it! An uncared for forest!

Senator Anderson, honorable guests, ladies and gentleman, my name is Harold Carlson. I'm from Tower, Minn.

Its an honor and a privilege to be able to say a few words at this meeting tonight.

Being a small businessman dealing mostly in winter recreational sporting products, I feel that the Burton-Vento bill is an injustice to the people of the area.

The Fisherman, the elderly and the handicapped people who depend on snow-mobiles to get to their old fishing lake. These people live in the area for a reason, because they enjoy their winter recreation as well as those in the summer.

An average working man has a 2 day weekend, so he has to use the fastest and easiest method of travel. I'm sure you could ask just about anyone and see why they live here in spite of the cold winters, high taxes, etc.

Your answer would be for the recreation part of it. We, too are conservationists, we appreciate our BWCA, and we feel we are the people who keep it clean. If any Bill were to pass, it should be no other than the 1964 wilderness act. The way to have what we want, is to share what we have.

Thank you,

HAROLD G. CARLSON,  
*Tower, Minn.*

---

CAMP NORTHLAND,  
Box 689,  
*Ely, Minn., May 16, 1978.*

Re My opinion.

DEAR SENATOR ANDERSON: I am for the Humphrey-Anderson bill for several reasons.

One of them is because of the conflict of "Selective Logging." I feel that you are right in certain ways. When the trees fall, they pile up so they decemgrate and make the soil better, but if there was a storm, lightning could strike and a forest fire could start.

I feel that one of the most important reasons is if families go to the BWCA they will be spending time with each other instead of drinking or being killed in a car accident.

I live in Cincinnati, Ohio and it may not affect me in the winter, but in the summer when I come to Minnesota it does.

I may not be 18 and legally allowed to vote, but I'm 12 and sure have the right to my own opinion.

Thank you,

VICKEY MEEK,  
*Cincinnati, Ohio.*

---

SR 2 Box 3960,  
*Ely, Minn., July 10, 1978.*

Senator WENDELL ANDERSON,  
*Senate Office Building, Washington, D.C.*

DEAR SENATOR ANDERSON: I am a native of Ely, and wish to express my opposition to the BWCA bill which you and Senator Humphrey have introduced in the Senate. I am nearly 70 years old and know the vast deterioration that has taken place in our wilderness area during my life time. We need to save those areas of the BWCA which still retain wilderness status and return to such status other portions which have been allowed to be taken over by motor boat and snowmobile users.

My wife and I support the House passed Burton-Vento bill as the best compromise for the BWCA.

The Interstate highway system has made the BWCA available to young and old from almost every state in the Union. The BWCA is therefore a national concern and not for special interests in Ely. As you know, the use factor in the BWCA is of such a high order that advance reservation must be made. The area therefore should be enlarged for strictly paddle use. Imagine what the demand will be in just another decade.

Motorboat users have twice the BWCA water area available in the three BWCA counties alone.

I would appreciate that this letter become a matter of your Committee record since verbal presentations are out of the question in Ely. The reason for this will be clear after you read the attached Ely Miner article by one of its columnists.

Sincerely,

EVERETT AND GRACE LAITALA.

---

13505 INVERNESS ROAD,  
*Minnetonka, Minn., July 11, 1978.*

Senator WENDELL ANDERSON,  
*Senate Office Building, Washington, D.C.*

DEAR SENATOR ANDERSON: I am writing to urge your support for the House passed on the BOUNDARY WATER CANOE AREA. I believe we need to make

every effort to protect our nations wilderness areas. Wilderness is a part of our heritage and it needs to be preserved to remind us of our origin as a nation. The House bill would protect the BWCA from logging, from mining and minimally from motorized vehicles. On the other hand, I believe the House bill is fair to the people near the BWCA and makes adequate provision for their long term economic well being.

I believe wilderness should be a place where one can recapture the natural beauty as seen by the Native American before White Man came. I believe we have a duty to be good caretakers of the Wilderness and to periodically be renewed by it. There is something renewing about traveling under your own power. There is a sense of accomplishment to view a distant lake when you have come all that way by your own strength. Generally those who travel under their own power, respect the wilderness and disturb it the least. On the other hand, those who travel with motors are not likely to really see the wilderness. Their machines insulate them from the environment. They are likely to lose poor caretakers of the wilderness. For this reason I believe motors are incompatible with wilderness.

For this reason the House passed bill is minimally acceptable and the bill introduced in the Senate by Senator Anderson and Senator Humphrey are totally unacceptable.

Please make this letter a part of the Senate Hearing Record.

Sincerely,

ROGER R. ROTH.

2119 SKYLINE DRIVE,  
St. Paul, Minn., July 14, 1978.

WENDELL R. ANDERSON,  
U.S. Senate, Washington, D.C.

DEAR HONORABLE ANDERSON : I am sorry to see you are going ahead with Senate Bill S. 3242. It seems our Senate delegation is overlooking some very important points. First, the resort business in Minnesota is not dependent on motorized use of the BWCA. As a matter of fact, there are no resorts in the BWCA, but a couple on lakes that border on the BWCA. Under H.R. 12250, none of those would lose motor access to the lake they border.

Secondly, it is being overlooked that people would like this area maintained as a wilderness and motors produce noise pollution that destroys the tranquility that others have come to enjoy. In case you are not familiar with it, you can hear a motorboat miles away because of the way sound travels on water.

Thirdly, you have the problem of overuse. It is the only lakeland wilderness in the country and is booked solid now. The demand is only going to increase with no other wilderness available. If you have motorized vehicles on the lakes, they can crisscross the lakes in no time, making contact with others much more frequent than one would in a canoe. With this multiplying factor, fewer people would be able to use it without overcrowding.

Fourth, there are well over ten thousand lakes in the state of Minnesota alone, and anyone who would like to fish and boat by motor is free to use them, but a few people feel they have to have every lake in the country at the expense of others.

Fifth, there is the contention that it will be only for those olympian teenagers. Nothing is further from the truth in my experiences up there. I have seen many elderly people; women that were pregnant; small children; handicapped; all of them enjoying themselves. In actuality, you would be restricting these peoples chance to enjoy a true wilderness experience with S. 3242 because these people would have to travel long distances through motorized areas to get back to the wilderness. The areas that would be left would be the ones that are inaccessible.

Lastly, it is not a contention of canoeists against motorboaters. It is a question of whether we are going to provide the people of this country a lakeland area where it is in as natural a state as possible without the machines and noise of man. A place of tranquility for those who wish can enjoy. It would be sad if in our selfishness, we deprive future generations this opportunity also.

I would ask that this be included in the Senate hearing record.

Thank you.

Very truly yours,

THOMAS R. DIMOND.

CAMP NORTHLAND,  
Box 689,  
Ely, Minn., July 14, 1978.

Senator WENDELL ANDERSON,  
*Senate Office Building, Washington, D.C.*

DEAR SENATOR ANDERSON: I am writing to express my support of the bill you introduced into the Senate, No. 3242. I believe the BWCA should be open for multiple use and give as many people as possible the chance to use this beautiful national wilderness. However, I feel selective logging would prevent many wasteful forest fires from occurring. The BWCA must be protected but must be available to all.

I am attending camp in the Ely area this summer as a canoe counselor. I am a resident of Florida but attend school in New York. I want to hear the results of this issue in the papers. It is for every American to know. Thank you for concerning my opinion.

Sincerely,

MARION STOKES.

CAMP NORTHLAND,  
Box 689,  
Ely, Minn., July 15, 1978.

Senator WENDELL ANDERSON,  
*Senate Office Building, Washington, D.C.*

DEAR SENATOR ANDERSON: I am writing to express my support of the Humphrey-Anderson Bill because I think access to the area should not be made more difficult than it is. Motorized vehicles should be only allowed in restricted areas because it won't bother anyone. In certain situations motor boats and the like are necessary for the people in non-powered canoes. An example is the elderly and handicapped. Motorized vehicles are useful in emergencies when someone has to be ferried out. Most of the motorized vehicles on the waterways are canoes which don't cause great disturbances. In other areas there aren't enough visitors to really make a big difference.

Taking down trees can become a problem unless some sort of weeding occurs. Nature is for doing this disease in fire which is indiscriminating. If logging is the weeding out process, care can be taken to see that only certain trees are cut.

I am attending camp in the Ely area this summer, but I live in Chicago, Ill., over the winter. Thank you for considering my opinion.

Yours truly,

RANDI PERLY.

JULY 16, 1978.

HON. WENDELL ANDERSON,  
*304 Russell Office Building,  
Washington, D.C.*

DEAR SENATOR ANDERSON: It has been announced that you will accept written statements on the BWCA during your visit. With this in mind I sit and perceive my views, on this, the eve of your visit. I reflect on the months of statistical gathering that has preceded you. I reflect on the months of anguish of the people here. I reflect on the high hopes generated by your visit. As I look through the window of my cabin tonight, I become frightened. Today I have watched my husband renew himself in his fishing boat. I have watched my children play and join neighbors in the renewal of body and spirit from city living. I think of the sacrifices we have made as a family to do these things in this place, and how we cherish what we have. Many days I have watched them all—but today I am frightened, because I realize the time has come when it is within your power to destroy this, or to allow it to perpetuate for our family and for families who follow with the same dreams and aspirations.

We struggle with the concepts of how do we make your understand, how do we cope with the political machine, and how can we continue a tradition. I am frightened because those concepts are now reaching out to you, and I wonder how you will deal with them. I address you as "Honorable" Senator, but how can I be sure of your honor to the basic demands of American Democracy pertaining to the concerns of its individual citizens. The only thing we are guilty of is being where some people have recently decided we should not be. We have committed no unlawful or sinful act, so why are we being persecuted? I believe there is no answer to that question. I believe there is no sound rational to include the right

of first refusal in any bill. I do appreciate your efforts to allow us the number of motor routes you have in your bill. But, the right of first refusal is totally unacceptable.

There is no measure too great to be taken at this time to restore dignity to the people of Northeastern Minnesota. We have been the victims of a great injustice which has cost dearly in terms of time, money, and mostly human suffering. To realize that any extremist movement in this country can cause such human anguish is an unbearable and frightening thought.

The future of established use and private ownership of land rests with you. I do not envy you this burden.

Thank you for your support, and we in turn will support you.

Respectfully,

Mrs. CAROL DYSON,  
Duluth, Minn., (Property owner-Clearwater Lake).

JULY 16, 1978.

DEAR SENATOR ANDERSON: I want to thank you and congratulate you on your concerned interest for the people of this area who will be directly affected by any B.W.C.A. legislation. Your concern is expressed by the fact that you are willing to come up to Ely and see first-hand the B.W.C.A. and listen to the concerns of the area people. As former governor and now Senator of this State you are well aware of the commitment made to the people of Northern Minnesota in the 1964 Freeman Directive. Your stand for multiple-use keeps the promises of the Freeman Directive alive. Your trip here shows that you do not "cow-tow" to the "fat-cat" environmentalists such as the House members who proposed legislation for an area that they had never seen. Your continued support for multiple-use is urged. Let's keep the B.W.C.A. open to everyone.

Yours truly,

TOM KARASTI,  
Winton, Minn.

CAMP NORTHLAND,  
P.O. Box 689, Ely, Minn., July 16, 1978.

Senator WENDELL ANDERSON,  
Senate Office Building, Washington, D.C.

DEAR SENATOR ANDERSON: I am writing to express my support of the bill (No. S. 3242) that you introduced in the Senate. I am doing this because I think that multiple use of the Boundary Waters Canoe Area is a very good idea. I have camped and tripped in the B.W.C.A. for many years and I have never had such a feeling of accomplishment as I have while there.

I also feel that selective logging is useful and will help to deter harmful forest fires. I have recently seen an area (in the B.W.C.A.) that has been destroyed by fire and it was an awful sight. It could have been prevented by selective logging.

I am attending camp in the Ely area and I have for many years, during the summer, but I live in Highland Park, Illinois during the winter. Thank you for considering my opinion.

Sincerely,

LISA LIEBERMAN.

HEIDI FELDMAN,  
CAMP NORTHLAND,  
Ely, Minn., July 16, 1978.

Senator ANDERSON,  
Senate Office Building, Washington, D.C.

DEAR SENATOR ANDERSON: I am writing to express my support of your bill, No. S. 3242.

I feel that your bill is the perfect compromise and considers many things that the Burton-Vento bill overlooks.

I live in Highland Park, Illinois, but I attend Camp Northland, in Ely.

Sincerely,

HEIDI FELDMAN.

JULY 16, 1978.

DEAR SENATOR ANDERSON: I am definitely in support of your bill No. S. 3242. Good luck!

Your truly,

MARY BETH O'BRIEN.

952 E. CHAPMAN STREET,  
Ely, Minn., July 16, 1978.

Senator WENDELL ANDERSON,

SIR: I am for multiple use of the B.W.C.A., and support the 1964 Wilderness Act.

I also feel that if America is to go ahead, and progress for the future, we don't need any more government controls over us or our land.

To run our government you need my taxes, don't let a group of environmentalists take my husband's job, and our homes from us. We are willing to share, not only in Northern Minn., but I feel, what we do here will help to make, America a better, and stronger country.

Thank you for your consideration.

Sincerely,

MURIEL E. MALDEIS.

ELY, MINN., July 16, 1978.

Senator WENDELL ANDERSON:

I support multiple use of the BWCA, including logging and mining. I feel no out right "Ban" should be placed on anything in this country. Everyone should have equal use. I am also opposed to our government going into any business that can be handled by private sector interest, meaning things like USFS camp grounds.

LEWIS F. MALDEN.

WINTON, MINN., July 16, 1978.

DEAR SENATOR ANDERSON: I thank you for taking the time from your busy schedule to hear the views of the area people concerning the B.W.C.A.

A commitment was made to us by the late Senator Hubert Humphrey with the Wilderness Act of 1964 and I urge you to keep this commitment to us.

Any further restrictions of the B.W.C.A. and proposals such as the Rone II, Scenic Rivers etc. can only cause economic disaster.

These are programs set forth by single minded groups with total disregard as to how it effects the people who live, work and play here.

With fair and open minded legislators these programs can and must be abolished.

Yours truly,

ALLAN O. KANASTL.

#### OUTFITTER'S TALLY SHOWS HALF OF CAMPERS USE MOTORS

The following information was compiled by canoe outfitters Woods Davis and Tom Ware, owners of Tom and Woods Moose Lake Wilderness Canoe Trips:

A total of 43.2 percent of all overnight users of the BWCA in the Ely area used the services of a canoe outfitter. Outfitters keep accurate records of their customers and from these records a factual report on canoeists preferences was compiled. The figures show:

Tom and Woods outfitted 2,756 peoples from ice—out to August 22, 1977. This represents 622 canoe parties that spent an average of 6.09 days in the BWCA. A total of 59 percent of these people took a motor-assisted canoe trip. A total of 41 percent took a paddle-trip only.

The people outfitted came from 49 different states and several foreign countries including Germany, Holland, Sweden and Japan.

Quetico-Superior Outfitters, owned by Bernie Carlson, outfitted 956 people from ice out to August 23, 1977. These 956 people represented 259 canoe parties. A total of 49.4 percent of these parties used a motor on their canoe during the entire duration of the trip.

For the 10 year period, 1967 through 1977, Quetico-Superior outfitted 12,423 people. These represented 3,188 canoe parties. Of this number, 1,601 used a motor on the canoe for the duration of the trip, a total of 50.2 percent.

Wilderness Outfitters, owned by Jim Pascoe and Robert Latourell, checked their customers records and discovered that 70 percent of their canoeists were involved in motor-assisted trips.

Other professional outfitters reporting included Pipestone Outfitters with 42 percent motor-assisted trips; Canadian Border Outfitters with 51 percent motor-assisted trips and Canoe Country Outfitters with 42 percent motor-assisted trips.

By motor assisted, the outfitters include canoeists with motors on the canoe, canoeists using a motor to pull several canoes, canoeists that flew in by float plane and canoeists that used motor launch tow service to a jumping-off point.

The professional outfitters point-out that their records show that the average canoeist using the BWCA is not the paddle—only purist that some people try to make out.

---

MOTOR USE ALLOWED ON ONLY 124 LAKES

The U.S. Forest Service, Planning Division of the Superior National Forest, issued a report on the Boundary Water Canoe Area in 1972. The comprehensive study contains the following information :

Lakes within the BWCA (10 acres or more) available for paddle canoe use—1,060.

Lakes within the BWCA available for fishing boat, snowmobile and motor canoe use—124.

Percentage of lakes available for paddle canoe use—100 percent.

Percentage of lakes available for fishing boats, snowmobiles and motor canoe use—12 percent.

Miles or routes available for paddle canoes—1,135.

Miles of routes available for fishing boats, motor canoes, snowmobiles—315.

---

JULY 16, 1978.

DEAR SENATOR ANDERSON : I want you to honor the late Senator Hubert Humphrey's promise to the people that the Freeman Directive was to be the final answer.

There is enough wilderness out there for anyone.

Please stop any further land grabs.

Yours truly,

DOROTHY KARASTI,  
Winton, Minn.

---

ROUTE 5, Box 282,  
Grand Rapids, Minn., July 17, 1978.

HON. WENDELL R. ANDERSON,  
U.S. Senate,  
Washington, D.C.

DEAR SENATOR ANDERSON : Please make this letter a part of the hearing record on S 3242, the Boundary Waters Canoe Area Act.

Some background information may be useful in evaluating my comments. As a resident of the Eighth Congressional District for 68 years I have served as president of the Grand Rapids Chamber of Commerce, Grand Rapids Rotary Club and Boy Scout District; been active in conservation organizations at local, state and national levels; been a member of citizens advisory committee for the Superior National Forest; member of advisory committee on "A Study of Minnesota Forest and Related Lands" published by the American Forestry Association; served on two Governors Conservation Advisory Committees.

BWCA management is basically a land-use matter. What are the land (and water) capabilities and how can they best be used over a long time period. The three million acres of the Superior Natl. Forest roughly divide into two million acres of more fertile soil and one million acres (BWCA) composed of thin, infertile soil overlying the rocky Pre-Cambrian Shield containing mostly deep, cold, infertile lakes with low productivity. The BWCA is second-rate timber producing area, a second-rate fish producer and still exists largely because it is relatively inaccessible. However it is unexcelled as a lakeland canoe area and can provide solitude, scenery and serenity forever—a quality increasingly sought after in our nation and increasingly difficult to find.

Perhaps the fundamental flaw in S 3242 occurs in approaching the problem from a people-use rather than a land-use basis. I heartily commend you for protecting the area from mining and logging but feel you may err in destroying the unique qualities enumerated above by permitting mechanized travel, objected to by 93 percent of canoeists. If this land is to be used for the qualities it best provides, these 1060 lakes should be used by quiet, non-mechanized travel. You correctly state "The question for the Senate rather is what kinds of recreational use to permit to maintain the BWCA as a lakeland wilderness. The dispute now is clearly between users of canoes and motorboats, and, snowmobiles and cross-

country skis". This question practically answers itself. A wilderness is a place free of motors. When motors come in, a wilderness turns into a recreation area. When motors come in, wilderness values die. Wilderness use is single use. It is incompatible with other uses. Pure wilderness is the ultimate natural condition. Man cannot improve on it. It is the creator's original, incomparable eco-system. The Congress cannot "maintain the BWCA as a lakeland wilderness" and also permit motorboats or snowmobiles.

While wilderness must of necessity be a single use, the BWCA is an excellent example of multiple use. Great confusion exists perhaps due to ignorance of Congress definition of multiple use which states that it does not mean every use on every acre but may be a single use. Multiple use is a land-use tool valid only when applied to large regions or areas permitting choices of various uses. Considering northern Minnesota we look at Voyageurs National Park, U.S. Forest Service Recreation Area, the BWCA, the commercial area of Superior National Forest, Grand Portage National Monument and Isle Royal National Park. The single use of the BWCA as pure wilderness fits into the multiple use plan for all these areas.

The diversity of appeal provided by the special areas referred to are important to the economy of northeastern Minnesota. Tourism is a valuable asset to the area. The canoeist is a tourist spreading nes dollars across the state thus helping to reduce local property taxes. One problem in promoting tourism is lack of adequate state funds for promotion. When an area attains national status such as a National Park or a designated wilderness area an influx of visitors is automatically assured, free of promotional cost to the state and region. The BWCA should attract much greater numbers of canoeists as a pure wilderness than as a motorized recreation area. Minnesota abounds with 14,000 other motorized lakes and top-quality recreation areas. It would seem economic folly to add another recreation area, already in excellent supply, and fail to use the BWCA to its full capacity to attract the largest number of visitors possible in keeping with its best land-use characteristics. This is especially true when we think in terms of hundreds of years the only logical time-span for considering natural resources. With the BWCA as a pure wilderness the attractive areas referred to above give Minnesota an excellent land-use program and these recreational gems will be an effective, long-range boost to the economy offering an excellent diversity of enjoyment for local citizens and visitors alike. This is not a locking-up of resources but rather the very best use on a long term basis of the capabilities of these lands. If conservation is defined as "wise use", this is conservation at its finest.

Your concerns for use of a beautiful area by people of all ages and physical capabilities strikes a sympathetic chord. The BWCA as a pure wilderness without mechanized travel does not have to mean that the elderly or handicapped are excluded. I would like to point out the many ways they can enjoy the area. Anyone capable of walking over a portage can enjoy the BWCA as follows:

1. Family members can paddle the canoe and carry on the portages while the guest rides in the middle of the canoe and walks the portage at his leisure.
2. Persons financially able to afford a resort vacation are also able to hire guides to perform the above services.
3. The trip can be restricted to boundary lakes or those without portages.
4. Those who must use motors can still enjoy the BWCA on the several boundary lakes with permitted motor use.

This leaves very few people who cannot use the BWCA. And as one elderly man stated at a hearing, even if he were one of the few who couldn't use it, he still would not insist on his preference but would rather forget it in order to assure future generations of a real wilderness. In a world becoming more populated, with fewer and fewer undeveloped places, these future citizens may have even a much greater need than we for such naturalness.

Your firm belief that the right position is to permit motorboats to allow local residents, resorters, tourists, the elderly, or the non-canoeists to do a little fishing during the day seems to be out of balance. The "opportunity to do a little fishing during the day" would be the price paid by all Americans by downgrading 58 percent of the water area of America's only lakeland canoe wilderness to an ordinary motorized recreation area. This would make it difficult to get into much of the 42 percent pure wilderness waters both going and coming without having to traverse motorboat waters. In a wilderness already too small, with canoe use growing 5 percent to 7 percent annually, this would reduce the attractive area for 93 percent of canoeists by 58 percent. Your feeling that the BWCA is large enough to accommodate both motor boats and canoes may arise from

the same failure discussed above in multiple use. Rather than looking at a large part of northern Minnesota as a place to do a little fishing during the day, you try to divide up the BWCA. Dividing of the larger area in the sound procedure. Fishermen from Ely must drive by many excellent fishing lakes before they reach the BWCA. Are they really being denied day fishing opportunities, or, are they denying wilderness on 58 percent of the only area capable of providing it? They have an alternative on Minnesota's 14,000 other lakes—the wilderness canoeist has no other alternative. The daily fisherman has the choice of motor fishing recreational area lakes or of canoe fishing the BWCA. The canoeist has only the one choice of wilderness.

It may be of interest to you that a survey of about 400 Grand Rapids Junior High School students showed 25 percent to 30 percent had canoed in the BWCA and they are almost unanimous in wanting it kept as wilderness. The Minnesota Poll taken in late June 1978 showed 58 percent of adult Minnesotans favoring the House-passed type bill and 38 percent for your type proposal. In my north country the poll was even at 50 percent to 49 percent. As a Senator representing voters from the entire state it would seem your responsibility is clear. This resource is of importance to all Americans. Congressman Phillip Burton said his mail ran 15-1 for wilderness protection. This mail was greater in volume than any he had received on any issue.

I agree you have a responsibility to local area people also and think you have done very well in providing for them. Extending the time period for sale of resorts and tow-boats, inflation adjustment, and increasing the funding for intensive forest management to 170 million are all excellent provisions. I was among the first to suggest meeting the areas economic needs by expanding the investment in timber and other resources on the more fertile two million commercial acres of the Superior National Forest where a good return could be expected on the investment, and let the infertile, inaccessible, low-production BWCA a wilderness to provide what it can do best. This additional investment in timber management should be regarded as investment which should have been made long ago as I told the Minnesota Arrowhead Association in 1946, and is the same kind of increased investment which the Congress should make in all National Forests if we are to meet projected timber needs. If adequate management of forests had been provided in the past fifty years we would not have been arguing about timber shortages and whether we could afford wilderness. The present problem arises in part from failures of the past. Congress is considering measures to provide funds to resolve a reforestation backlog over an eight year period. Adequate investment can provide us with both timber and wilderness. My suggestion was that proper resolution of this matter could benefit everyone. We could protect the BWCA and also provide on the two million commercial acres of the Superior Forest increased lumbering, more campgrounds, increased tourism, snowmobile trails, fish stocking, new paper mills. Your bill could accomplish these things by adopting the motor provisions of the House bill. This would reflect the basic land-use capabilities of the two areas.

You mentioned environmental impact of snowmobiles. One effect they have had is to increase fishing pressure on these infertile lakes. The result has been a sharp decrease in fish populations. This is comparable to experience preceding the airplane ban when sea-planes would fly in from Chicago for a days fishing. Fifty or more planes on a small lake trout lake was not unusual and resulted in rapid fishing out of a lake. When the BWCA was first established it was said few would use it. Today we ration access. The same may be true in the decades ahead in use by cross-country skiers, snowshoers, back-packers and winter campers. We will probably see the day when all of the BWCA is used, both land and water.

No mention has been made of pollution by motors. Recently a staff member of the Fresh Water Biological Institute at Navarre, Minnesota, pointed out that the fragile BWCA lakes were especially susceptible to pollution by the hydrocarbons and heavy metals in motor fuel. This might provide a valuable research opportunity for studying lakes with and without motorized use. Two soviet scientists said after visiting the BWCA a number of years ago that this was the only place in the world their research could be done.

It is hoped that some of these too long comments will point out how the interests of local people are being met. You have properly considered their wishes and given them an opportunity for consideration. You have made excellent provision for their economic interests. You could now consider the overwhelming wishes and needs of most Minnesotans and people of the nation. Would anyone today introduce a bill to sell Yellowstone Park to a developer?

Yellowstone had many early problems similar to those of today. Now they are forgotten and the nation is grateful to those leaders who established it. After forty plus years working in behalf of the BWCA it is my hope that this last small problem with motors can be resolved and a real wilderness assured. If any one of several earlier BWCA battles had been lost, there would be *no* BWCA today. Every time the Congress, the President, the Legislature, or the Secretary of Agriculture has decided to protect the wilderness. This should tell us something—that when all the facts were in the decision has been for wilderness. We can only hope that will be the case this time; that the matter will be finally settled without the need to again take the attention of a busy Congress, and that coming generations will look back on you as now we do on those who gave us Yellowstone Park.

Respectfully yours,

WESLEY LIBBEY.

MINNEAPOLIS, MINN., July 19, 1978.

Senator WENDELL ANDERSON,  
Senate Office Building,  
Washington, D.C.

DEAR SENATOR ANDERSON: I know that you have introduced a different bill but you must reconsider and support the Boundary Waters Canoe Area bill recently passed by the House. It is enough to have combustion engines and their noise, pollution and in the case of motor boats, erosion due to waves, all over the rest of the State and the country. In a world increasingly engulfed by man, cars, boats, snowmobiles, etc. there must be an area of *quiet and peace*. This we must preserve for future generations as we would a piece of fine art. The Boundary Waters is already small enough so please support the House passed bill. Thank you.

Please make this letter part of the Senate hearing record.

Sincerely,

CARL JOHNSON.

GUNFLINT LAKES,  
Grand Marais, Minn., July 17, 1978.

HON. WENDELL ANDERSON.

DEAR SENATOR ANDERSON: I am opposed to the Vento-Burton BWCA bill. The bill is too restrictive and discriminates against the elderly and handicapped.

More lakes should be kept open to motorized travel so all people can enjoy the area.

I support your stand on the BWCA.

Very truly yours,

LILYAN K. ILEND.

GUNFLINT LAKE,  
Grand Marais, Minn., July 17, 1978.

HON. WENDELL ANDERSON.

DEAR SENATOR ANDERSON: I am opposed to the Vento-Burton BWCA bill. The bill is too restrictive and discriminates against the elderly and handicapped.

More lakes should be kept open to motorized travel so all people can enjoy the area.

I support your stand on the BWCA.

Very truly yours,

FRANK P. ILEND.

JULY 24, 1978.

Senator WENDELL ANDERSON,  
30 1/2 Russell Building,  
Washington, D.C.

DEAR SENATOR ANDERSON: We are an Indian people located on the north shore of Lac La Croix. We have a population of 240 year round residents whose very existence depends entirely on the local resources, and the moneys generated from them. Like all our permanent neighbors, both American and Canadian, we depend solely on the American tourist business. Any disruption of the tourist traffic through this area would in effect spell disaster for us.

I have had the personal privilege, along with a few of my people, to act as a fishing guide for your party several years ago. I am sure that you must have

been impressed with the fact that there is very little else here for us to do. During the last few years we have taken steps to take over our own destinies; to be completely responsible for our own lives. For example, it has been three years now since we banned the issuance of welfare to our people. For two years now, we have not had any problems with alcohol or drugs. We have forced our people to take the vast opportunities there are in the tourist business. We have been very successful in our attempts to improve on the quality of our lives by giving our people the dignity of working for a living. We no longer depend on handouts. We have established ourselves as a valuable asset to our neighbors and presently enjoy a mutually beneficial co-existence.

We are totally against H.R. 12250 and its inherent effect of completely isolating us from the rest of the world. It would mean that we would be completely dependent on air travel. This, as you may well know, is not economically possible. We are very dependent on the freedom to use any sized motor on our waterways for the transportation of our goods and also the opportunity of guiding those who use the waterways. We do not make any money, whatsoever, from the canoeists that have recently taken over our area. In fact we have had problems of abuse to our lands and people during the past ten years or so. We never hesitate to mention this fact because we have our survival at stake.

If it matters, we are against H.R. 12250 and are in support of all the permanent residents and businesses of this area who are dependent on the tourist trade. We would recommend unrestricted exemption for these permanent residents and their businesses.

We hope to hear from you in the near future and hope also that you will sensitize yourself to the plight of the permanent residents of this area.

Respectfully yours,

---

CHIEF STEVE JOURDAIN.

CAMP NORTHLAND,  
Ely, Minn.

Senator WENDELL ANDERSON,  
Senate Office Building,  
Washington, D.C.

DEAR SENATOR ANDERSON: I am writing to express my support of the Humphrey-Anderson bill No. 3242.

This area is a beautiful area by motorboat or snowmobile. There are bad points the logging. If you want to preserve the area logging simply preserves the area.

I feel very strongly about my points.

And hope you will consider them.

Thank you.

Very truly yours,

---

PAM GILBERT.

WOODBURY, MINN., July 20, 1978.

DEAR SENATOR ANDERSON: I am writing to you on behalf of Wood Lake in northern Minnesota. Its one of the boundary Lakes that is in question. Please consider keeping it available to us fishermen and permitable for us to use a small motor. I have been there quite a few times and very seldom see any canoeists so I can't see where we would interfere with them.

Sincerely,

---

GEO. E. BROSHARS.

CAMP NORTHLAND, ELY, MINN.

Senator WENDELL ANDERSON,  
Senate Office Building  
Washington, D.C.

DEAR SENATOR ANDERSON: We would like to express our opinions about the bills pertaining to the B.W.C.A. We feel the Humphrey-Anderson bill provides better opportunities for the use of this area.

Bill S. 3242 provides for the use of snowmobiles and outboard motors. The use of these will not damage the environment enough to cause problems. They provide transportation for those who are not physically able to canoe. They also provide for great recreational fun. The only reason we feel people are against

the use of snowmobiles and outboard motors is because of the noise they produce. We feel that because designated areas we be assigned throughout the area, this should solve most of the problems.

We all spend our summer in Ely, Minnesota, at Camp Northland. We live in Highland Park, Ill. We look forward each year to taking many trips through the boundary waters and to Canada. We would like other people to share this same experience for many years to come. Thank you for letting us express our feelings.

Sincerely yours,

SHELLY SILVERMAN,  
821 Kimball Rd., Highland Park, Ill.  
LAUREN SHAW,  
357 Charl Ln., Highland Pk. Ill.  
RANA LEVINE,  
1107 Thorn Tree Lane, Highland Park, Ill.  
JILL RUBIN,  
375 Green Bay Rd., Highland Park, Ill.

---

87 GUNFLINT TRAIL, GRAND MARAIS, MINN.

DEAR SENATOR ANDERSON: As a property owner and long time resident on the Gunflint Trail, I would like to express to you my concern about proposed wilderness legislation affecting this area. I share the environmentalists love for this land and recognize the need for preserving its unique beauty. However, I believe the Sierra Club and other environmental groups who are pushing this legislation are so obsessed with achieving their objective of total wilderness that they would do so at the expense of the rights and welfare of the people living here.

I strongly object to any legislation which would result in the deprivation of private property, loss of small businesses, narrowing of the tax base of this county, or further deterioration of an already depressed area.

There is room enough for all of us here. I see no need for any additional increase in wilderness acreage—I can still go by canoe into the B.W.C.A. just a few miles from my cabin and spend the day without seeing another soul.

You must act wisely in considering any wilderness legislation. We beg you to never forget the rights, well being, and welfare of the citizens living here. Thank you.

Sincerely,

ROY A. CARLSON.

---

CAMP NORTHLAND, ELY, MINN.

DEAR SENATOR ANDERSON: I think your bill, S. 3242, is a good idea. I don't agree with everything in it but I suppose few people do.

The main thing I disagree with is that there is no forest management. I don't see any harm in putting out forest fires or selective logging. If these things aren't done, the old trees will pile up and probably burn instead of decomposing. The area will be temporarily unusable for a long time. This might deprive many people from seeing the area as it is now.

The last thing I have to say is it would be a good idea to have a customs station on Ely. It would help relieve overcrowding at Moose and Fall Lake. I think the United States and Canada should work together.

Thank you for reading my letter. At present I am attending camp near Ely, but I live permanently in Blanchardville, Wisc.

Sincerely,

HEIDI SAETHER.

---

[Telegram]

FRIDLEY, MINN., July 18, 1978.

HON. WENDELL ANDERSON: Urge support of Burton-Vento BWCA bill. Please include in hearing record.

Mr. and Mrs. CHARLES CARLSON.

CAMP NORTHLAND, ELY, MINN.

SENATOR GAYLORD NELSON.

DEAR SENATOR: I am writing to express my support of the Humphrey-Anderson bill. This area is beautiful by motorboat and the logging is good to preserve new trees.

Thank You.

PAM GILBERT,  
Highland Park, Ill.

JESSICA MARCUS,  
1102 Jackson, River Forest.

CAMP NORTHLAND, ELY, MINN.

Senator MURIEL HUMPHREY,  
Senate Office Building,  
Washington, D.C.

DEAR SENATOR HUMPHREY: I am writing to express my support of the Humphrey-Anderson bill Number 3242.

I feel that this area is beautiful by motorboat or snowmobile even though I am not here in the winter I know many people that do! Also there is one bad point to the Humphrey-Anderson bill, like the logging. If you want to preserve the area there has to be logging, in my opinion.

I don't think anybody likes looking out and seeing all the beauty burnt to nothing. I honestly don't think we are disturbing nature by simply taking away the old trees leaving room for new trees to grow! I feel very strongly about the few points I made. I hope every thing turns out for the better.

I go to camp in Ely area over the summer, but I live in Highland Park.

Thank you.

Very truly yours,

PAM GILBERT,  
Highland Park, Ill.

ELY MINNESOTA CHAMBER OF COMMERCE,  
Ely, Minn., July 12, 1978.

To the visiting Senators, aides, and group personnel:

We hope you have a most informative while in the Boundary Waters Canoe Area; and we bid all of you a most sincere, cordial welcome! We *really* appreciate the time taken to make this personal tour.

At our Board of Directors' meeting yesterday, it was unanimously agreed to support the bill as proposed by Senators Anderson and Humphrey. The basic provisions for continued motorized use are, of course, the major reason for the support expressed. The authors of S. 3242 are to be complimented for the manner in which the bill was outlined and presented. Its consideration for the needs and desires for *all* people to adequately continue enjoying this area . . . including mechanized . . . is most commendable. We are concerned, however, that timber harvesting in the BWCA is not allowed. It deserves serious reconsideration as several hundred local workers are dependent upon a continuing supply . . . now.

Our Chamber represents approximately 155 business members who, with a few exceptions, will reflect the support and concerns expressed above.

Sincerely,

EL LUSTMAN, *Executive Director.*

GRAND MARAIS, MINN.,  
July 17, 1978.

DEAR SENATORS: No more private lands for parks and wilderness for following reasons.

1. It is unconstitutional! A (uninformed) majority is not supposed to be able to infringe on the rights of individuals. (in this case, landowners).
2. The people who live here love the area; they are not here because of cultural or economic advantages. (Income in many cases is below the national poverty level.)
3. There is only 6 percent of private owned lands left in the county. (Cook). "In lieu of taxes" for the county is 50¢ a head. With a constant population of about 3,500 for the past several decades, we were discriminated against again

about 3,500 for the past several decades, we were discriminated against because our number is small.

4. Motor size should be gauged according to lake size for safety reasons with no "phase-out"—unless you plan to diminish the size of the large lakes by legislation too.

We need a plan we can live with and not have to live in fear of losing our homes.

Sincerely,

LORETTA BLOOMQUIST.

GRAND MARAIS, MINN., *July 17, 1978.*

DEAR SENATORS: You are in position to lend sanity to this BWCA controversy. My primary concern is the federal take over of private lands against the wishes of the landowners themselves. Eminent domain for parks and wilderness is unconstitutional! Also the manner in which these private lands are taken is not equitable. These lands are the homes of many retired couples who are here because they love it—not because they plan to spoil it.

As for adding more government lands to the BWCA—why does our government want to tie up these resources? The forestry can manage the area as a wilderness without having the area locked in.

How far will anyone traveling by non-motorized means go with the limited time most will have? More dispersment and access points are necessary, otherwise the vast area will never be seen.

Motorized travel (boats) should be planned with safety and lake size in mind. A sudden blow on a large lake will put canoes in a fatal position. The extreme cold of these waters is also a factor.

Sincerely,

J. W. TWIEST.

GRAND MARAIS, MINN., *July 17, 1978.*

DEAR SENATORS: No more private land for parks and wildness!

How would you like to get chased out of a place where you have spent all of your life? And have to leave it to some irresponsible persons that don't know how to take care of a wilderness?

Think it over please!

Yours truly,

GILBERT BLOOMQUIST.

DEAR SENATOR: Our Grandfathers on both side homesteaded in this county. Since then our families have worked only in the woods or farmed. We now own and operate a small logging firm of Bloomquist and Son employing 10 people. Last year our gross income was about \$266,000.

Most goods and services are brought in the county. If this new program goes into effect we will have to sell out. Homes-Business but who will buy them? There is no employment for them.

Where are we to go? When this has been our roots for 100 years.

Please see our land through our eyes. We'll share its beauty with you all; just let us continue to be here and off the welfare roll.

Thank you.

SHARON BLOOMQUIST.

GUNFLINT LAKE, GRAND MARAIS, MINN.

THE SENATE COMMITTEE RESPONSIBLE FOR MATTERS PERTAINING TO THE BWCA.

DEAR SIRs: I am greatly concerned about legislation that is being proposed for much of North Eastern Minnesota. Presently known as the Wilderness area.

First of all this is not a Wilderness area. This is one of the most beautiful areas in our country where thousands of people live and its their home, and many more make it their vacation land.

I have a home on Gunflint lake and have been coming and going to this area for 24 years.

Generally speaking, the people living here are preserving the natural beauty of this great land. We make some mistakes but we must learn better how to live here and not be driven out.

Following are some suggestions for your consideration.

1. Close all public landings to all lakes and rivers where there are resorts available. People using any body of water must check in and check out through a responsible person. Those using public landings now can launch their boats at a resort. We must have better supervision of this element both coming and leaving. In my opinion better than 50% of our problems come from these people.

2. Do not close the resorts. They are absolutely necessary in issuing permits, law enforcement, and as a source of supplies and emergency aid for the thousands of vacationing people.

3. Reduce the motor size. I would suggest nothing larger than 25 h.p. We do not need the large motors and boats.

4. Better County health supervision and enforcement of homes and resorts. Especially improved septic systems. We have a property owners association on Gunflint lake that helps the camp sights clean, puts the fires out for the canoe groups and install lanterns at camp sights.

5. Better control of timber cutting and improved restoration of our forests. This is a land of rapidly growing timber that must be properly harvested and we must have a good program of timber restoration.

6. I consider myself an environmentalist, having spent better than 50 years actively engaged in the conservation of all forms of wildlife.

7. You are in a position to help the fine people that live here. Don't be carried away with this radical selfish group that call themselves environmentalist and does not know what this country is really like.

Sincerely,

LESTER VICKERS.

P.S. If I can be of any assistance to you, feel free to contact me.

---

MEMBERS OF THE SENATE SUBCOMMITTEE CONSIDERING THE BOUNDARY WATERS  
CANOE AREA WILDERNESS ACT—S. 3242.

DEAR SIRs: Ten years ago my husband and I built our cabin on Gunflint Lake so that we could enjoy our retirement summers in this beautiful area we love so much. There was no limit at that time that our government would take over the management of our property and possibly even the confiscation of our summer home.

This possibility, as well as not being able to use motors on this large lake, in the near future have been matters of grave concern to us. Neither of us can paddle a canoe any longer, and would thus deprive us of any travel on the water.

The restricted use of motors on the lakes adjacent to the BWCA would result in a great falling off of business at the Resorts which would force them to close. They are a major source of taxes, and business for Grand Marais stores as are the hundreds of visitors who come up, each year for business at least.

Our taxes would go way up, if the tax base is reduced by the resorts and many summer residents put out of their homes.

Already, the Government owns 94% plus of our country, and we feel that is enough. The resorts on our lake, and many others, help fight forest fires and preserve our precious forests. Their motor boats have rescued many canoeists in rough waters.

The 88 families on our lake have formed an organization to help preserve this beautiful area. We try to clean up litter thrown out along our roads and left at campsites by transient canoeists or tourists. We feel that we are the real environmentalists who want to see the beauty of this area preserved.

Please do not take away our homes and our privilege of enjoying this great wilderness area!

Sincerely,

JACK AND VIRGINIA WILLIAMS.

P.S. We feel that the Anderson Humphrey bill is the fairest to our county.

---

DEAR SENATORS: As a self employed logger I feel very strong about the multi-  
ple use of the area, the BWCA is large enough for 4 million people *Do Not* need  
to use this area every year, other area's closer to metropolitan area's could be  
utilized more by the people who can't afford to travel for this area can only

be used by the few. If we as Loggers can be kept out of the BWCA the people of the wilderness can also be kept out of logging areas, also with the amount of Lumber, paper, wood products that come in from Canada Duty free could be stopped. If this were the case every available tree in Minnesota, Wisconsin, Michigan, Iowa, would have to be utilized to supply 50% of the demand, must the logger watch the timber rot, while lumber comes from Canada, farmers rotate crops we could rotate loggers, canoeists, by logging one area planting then letting people enjoy a plantation, animals, wilderness, without waste of raw materials, many supporters of the wilderness bill do not understand what goes on, other than it's nice to have a wilderness, also when 4 million people trample down the same trails it is not a wilderness any longer. Many speaker's come here and start out with you don't know what you have here! We must we don't live in a city, and do not want to.

Thank you.

JOHN BLOOMQUIST.

WEST DES MOINES, IOWA.

PARKS AND RECREATION COMMITTEE,  
U.S. Senate,  
Washington, D.C.

DEAR SIR: I hope you will support the Anderson-Humphrey bill on the BWCA management, as the best compromise on uses of the area.

I am a retired, summer resident on Gunflint Lake, Minnesota. I have worked to build and make comfortable a place for these retirement summers. Now the tax base of Cook County is being undermined by Federal expansion of lands and also by the loss of industry in the area which would have helped support the county. Therefore the taxes I pay must rise at a time when my fixed income is being strained by inflation and other forces.

I have enjoyed the beauty of this area and helped keep it cleared from those who deface it. Now that I need the help of motorized travel I hope you will support the Anderson-Humphrey bill which will leave me access to the fringe areas.

Thank you for your attention.

Sincerely,

SUE S. BROCK,  
Gunflint Lake, Minn.

LOON LAKE, GUNFLINT TRAIL, GRAND MARIAS, MINN.

*To Whom It May Concern:*

I feel that the Burton-Vento-Fraser compromise bill is an outrageous injustice to the residents of this area. As it is now less than 10 percent of the land in the proposed National Recreation Area is under private control. I cannot see the point of the Federal Government taking over this land. The tax money from this land which the U.S. Government will not have to pay helps keep cook county functioning.

Also the closing of the resorts will stop most of the tourists flow, whose trade is such a large part of the Grand Marais economy. Also, taking away the land will mean taking away the residents, of this area. For example, during the summer of 1976, when, during the outbreak of numerous forest fires, the forestry service was short of manpower, it was the residents of this area that volunteered and helped to fight the fires, not the transient campers, canoeists, and tourists. Also the residents of the south shore of Gunflint Lake, have just recently purchased three high-pressure pumps for use in fire-fighting the loss of the residents will undoubtedly also mean the loss of this valuable fire fighting equipment.

The main reason I am against this bill is because it means the loss of our homes. Our property here was purchased by my grandparents in 1952. For 26 years our family has come here every year for vacations, family gatherings, or just to get away from the rush of the city. It holds countless memories of our childhood, times gone by, deeds long past, and of close friends and relatives that have passed away, or have not been seen for years. It is a very large and important part of our lives that would be impossible to replace. This is the main reason we are fighting so hard to keep our homes.

As for the outlawing of outboard motors on the handful of lakes that now permit them. I feel this is just as ridiculous. Most of these lakes are so large that

they make canoeing or rowing impracticable, and oftentimes they get so rough that it is dangerous to go on the lake in less than a motorboat. Also some of the people who use this area are older people, who are not able to paddle a canoe or row a boat anymore. Should they be locked out of the area for this reason. The idea of outlawing motors seems ridiculous to me. The area sees so little use that the motors are harmless. Since July 12th of this year, I have seen only one boat other than ours on Loon Lake, and it, like all that I have ever seen on the lake was a small (under 10 horsepower) motors being used for trolling.

Our family averages less than 28 hours of use a week, and this is usually only for two or three weeks out of the year. I cannot see that the use of motors has harmed this area at all, for we have used water supply for drinking, cooking, and cleaning directly from the lake, and we have never felt it to be any thing but 100 percent pure. In conclusion, I would just like to say that this area has always been open to anyone at all that wanted to come and enjoy it, and I don't see how this proposed bill can do anything other than close it to many of the people who now enjoy its use.

---

ART SCHMIDT.

ELY, MINN., *July 17, 1978.*

DEAR SENATOR: Thank you for coming and for your interest and concern with our problem.

We resent these takeovers of this country we live in and we don't want anyone to restrict our movements in our own back yard.

Thank you again. Hopefully you will be able to resolve this issue the way we want.

Yours truly,

---

SARAH LAINE.

ELY, MINN.

DEAR SENATOR: Please be fair and take into consideration the feelings and needs of the local residents here and Ely when the final vote on the BWCA is made. We love our area and don't want it destroyed—please leave it as it is *now* without taking any more state and county lands. The ones who it is being preserved for are the ones who are giving it the most use and abuse. There is room for multiple use.

---

Mrs. A. SALISKAL.

ELY, MINN.

DEAR SENATOR: I am a former fisherman who can no longer use our motors on Basswood due to the size limit.

Being from Illinois and now a resident of Ely, Minn., I wish to see this area returned to the 1964 Bill—Guaranteeing our Rights.

---

VIRGINIA SCHNEIDER.

THE MERRY'S,

*Grand Marais, Minn., July 17, 1978.*

HONORABLE MEMBERS: As residents of Gunflint Lake for over 40 years we wish to urge you to protect our homes from government take-over and to allow us to use small motors on our lakes.

We also wish to ask you to keep this region available to older people and the disabled.

We are counting on you.

Thank you,

---

VIOLET M. MERRY.  
RUTH E. MERRY.

GRAND MARAIS, *Minn., July 17, 1978.*

To: Senate subcommittee on the BWCA bill.

We have owned property on Gunflint Lake since 1940. In 1947 we realized our dream of building a permanent residence and retiring here. We are here because we love the Wilderness. We do not wish to see it exploited or destroyed. In our younger days we paddled and portaged throughout this beautiful country. Now

we can no longer do this strenuous work, but as senior citizens, we still wish to enjoy this country.

We believe the Anderson-Humphrey BWCA bill comes the closest to the way our friends and neighbors would like to see our wilderness controlled. However, as tax payers here, we feel there should be some tax relief for Cook County. There is all ready so much federal land here that a few of us have to pay for the services for all the people who want to visit here. The Federal government should pay something toward the county expenses. Please provide this in the bill.

The BWCA bill of 1956 was supposed to be the final one for this area. Our cabin on Saganaga Lake plus 40 acres of island wilderness was taken by the U.S. Forestry at that time. We do not want our new permanent home taken this time nor do we want it threatened in the future.

Sincerely,

CLIFFORD A. LUSH.  
CATHERINE B. LUSH.

---

GRAND MARAIS, MINN., *July 17, 1978.*

Re BWCA controversy.

DEAR COMMITTEE MEMBERS: We are homeowners on Gunflint Lake and have been visiting this area or living up here in the summer months for over thirty years. During the past years we have paid taxes, paid land use rent, and also made a large investment in our property here.

We have been very active in the BWCA controversy, both in St. Paul and in Washington, D.C. We feel that retired people, like us, will be denied the use of the Border Waters if we can no longer use motorized means of travel in this area.

Therefore we support and urge the passage of the Humphrey-Anderson bill, which provides for protection of this beautiful area, takes into consideration the issues of the 1964 Act, and allows the residents to continue with rescue and emergency work needed, also keeps the area open to everyone.

Sincerely,

DELORES B. CLAYBAUGH.  
WILLIAM S. CLAYBAUGH.

---

GRAND MARAIS, MINN., *July 17, 1978.*

To: Members of the Senate subcommittee.

GENTLEMEN: Regarding the situation of the BWCA as it applies to Cook County, Minnesota, please take into consideration the following:

(1) The addition of more land to the BWCA will reduce employment possibilities in an area already short of such potential.

(2) The addition of more land to the BWCA will increase local taxes on those of us now residing in Cook County to a point where payment of such taxes will become a real hardship.

(3) The addition of more land to the BWCA and the condemnation of homes and resorts will remove people from an area in which they have worked an entire lifetime, paying taxes to Federal and State Governments, sacrificing in their personal lives in order to have a peaceful retirement in a place of their choice.

(4) The addition of more land to the BWCA at this point in time will mean that promises by our Government are to be disbelieved in the future, as such promises have not been honored in the past.

(5) The addition of more land to the BWCA will mean that our representatives in Washington Do NOT Listen to the voice of the people who are directly involved in a given question and hence we must remove those persons from Government by our future votes.

(6) The addition of more land to the BWCA will mean that our members in Congress listen only to the sound of money and persons "controlling" Votes instead of evaluating problems with an Open and Educated mind.

I am firmly opposed to the concept of changing the BWCA in any manner other than it is at this date.

Sincerely,

FREDERICK R. MAUCK.

GUNFLINT LAKE, MINN., July 17, 1978.

PARKS AND RECREATION COMMITTEE,  
U.S. Senate, Washington, D.C.

DEAR SIR: After listening and weighing the problems on the B.W.C.A. I hope you support the Anderson-Humphrey bill.

Being retired and planning for years to enjoy this area we do not wish to have it taken from us nor deprive us the use of motors on the lakes.

Thank you for your support.

Sincerely,

EDWIN R. BARK.

---

RESOLUTION ON BOUNDARY WATERS CANOE AREA

Whereas, the Official National Policy of the National Association of Counties adopted at the Annual Conference on July 26, 1977 under Subsection F. of Section 9.1, Statement of Basic Philosophy relating to Public Lands provides for "A 'multiple use' concept, by area, of public lands management over the so-called 'dominant use' approach," and,

Whereas, the recognition of this basic philosophy in advancement of the multiple use concept is deemed appropriate and related to be critical to present and future land use management programs which foster a proper balance between economic development and preservation of the environment in individual Counties.

*Resolved*, That the Public Lands Steering Committee of the National Association of Counties approves of the multiple use concept as applied within the Boundary Waters Canoe Area and accordingly supports continued multiple use practice(s) within said area.

Adopted July 8, 1978 by the NACO Public Land Steering Committee.

---

TOWER, MINN.

We the people of these United States of America do not want more land or lakes—We just want to be able to use what we have.

We live here—we have many friends from all over the U.S. come to visit us—we all love this country and love this area of the country.

We ask no more than to leave us with the 1964 Wilderness Act.

There is plenty of room for everyone. We certainly invite anyone and everyone to come to northern Minnesota and enjoy what we love, live, and work for.

Thank you for your consideration.

JIM CARLSON.

---

NEW HAVEN, IND.

BWCA: 1,077,000 acres, 1,249 lakes, 1,060 open to motors; mining and logging agreed out.

1964 Wilderness Act, U.S.C. 16, 1133 Ch. 23, provides for management of BWCA and other Minnesota areas by the Secretary of Agriculture and I quote: "Without unnecessary restrictions on other uses, including that of timber, the primitive character of the area and that nothing in this chapter shall preclude the continuance within the area of already established use of motorboats."

The 1964, 88th Congress told the citizens of Minnesota and United States that they could continue to use *some* of the lakes with their motorboats. The U.S. Forest Service issued regulations opening 124 lakes using 19 routes for access permanently.

Burton-Vento, 16 lakes open to motors and after 30 years, 11 lakes or 50 percent of present water surface area now; Humphrey-Anderson, 92, from 124 now; 1976, 21 snowmobile routes utilized; 124 lakes open in the summer until the U.S. Forest Service arbitrarily banned snowmobiles.

I favor Congressman Oberstar's approach allowing usage of all motorized summer lakes for snowmobiles. Favor State-Federal administration of BWCA.

HUGH J. BEEBE.

---

GRAND MARAIS, MINN., July 17, 1978.

DEAR CONGRESSMAN: Why must the Government take more land away from us? The Government cannot take care of what they took away from us in former years. There are so many more important issues in the U.S. that should be taken care of rather than harassing the good people who are preserving this area.

How would you feel if someone was evicting you and your family out of your home of 35 years or more? I hate to think of these thousands of people going on welfare after you have evicted them.

Why disrupt this peaceful existence between the canoe and motor boat? There is enough wilderness for the canoeist now, and who will help the drowning canoeist when we are evicted.

The government is supposed to be here to help us, but they are taking our rights away from us. I could go on and on; however, I will close with, Where will the tax monies come from after we are evicted?

Sincerely,

PEG HESTON.

---

GRAND MARAIS, MINN., *July 7, 1978.*

CONGRESSMAN: This is totally absurd! You don't really think that chasing the residents out and allowing only the canoeists to come up here will preserve the wilderness, do you? Now who is more likely to keep this place clear, the people who live here or the people who just pass through for a couple days out of the year? Naturally the people who live here will! E.g. we have clean-ups a couple of times each year and every year we haul out boatload upon boatload of garbage from the designated canoe campsites.

And who will rescue these canoeists when the lake gets too rough, when they get sick, or when they shoot rapids which are not meant for shooting? Don't think this doesn't happen often, because after being up here for all of my 19 years, I've had to rescue more and more canoeists each year.

After all, compare this area which is maintained by homeowners with Yellowstone or Yosemite which is maintained by the park service. Now tell me, Which is more of a wilderness, eh?

Sincerely,

GREG GECAS.

---

GRAND MARAIS, MINN., *July 17, 1978.*

DEAR CONGRESSMAN: I wish to take this opportunity to voice my protest over the government land-grab in the BWCA. The existing boundaries of the BWCA allow for ample use of the land by canoeists. To enlarge these boundaries and take the homes and livelihood away from the residents is tantamount to Socialism.

Why should an elite group of people (canoeists) dislodge us from our homes so they can trample the earth until nothing grows, leave their excrement for everyone to see and then to be washed into our clean water, and leave the land littered with plastic bags and containers (no, they don't disintegrate in a campfire).

We, the residents, spend much of our summer cleaning up after these so-called purists and feel we have done a good job in repairing the damages left by those who are just passing through. We accept this; there is room for all of us. Please don't push us off our beloved land.

Sincerely,

SHARLENE GECAS.

P.S.—94 percent of Cook County is already federally owned. Is it fair that the burden be spread even thinner?

---

GRAND MARAIS, MINN., *July 17, 1978.*

WASHINGTON BUREAUCRATS: I am writing in protest of the Burton-Vento Bill. I don't approve of the stupid bill. I don't think that someone from California should dictate to us as to what we should do with the land we live on and work so hard to preserve.

It's those stupid canoeists that are littering and killing trees. The canoeists don't care as to what happens here. They're too busy trying to get to where they're going to clean up after themselves.

After you kick us out who will be here to clean up after them? Leave this land like it is so people can enjoy it.

JEFF GECAS.

Please vote to keep the BWCA open to all.  
Thank you for coming here.

Mr. and Mrs. CHARLES ARNOLD,  
Minneapolis, Minn.

ELY, MINN.

I would like to make a trip into the BWCA, but am slightly handicapped. A motorized boat would be a great help. Keep the BWCA open.

ANN DYHR.

P.S.—As on TV advocate keeping National Parks open to the handicapped.

*To Whom It May Concern:*

My son had a cabin on SeaLull which he had built when he was 15 or 16. Never had any trouble with people trespassing until it was declared a "Wilderness Area." Then it was broken into twice, the door left open, dirty dishes and food left on table for the mice—his belongings laying all over and boat left so it was filled with water—this is what the canoe people do in a great many places.

Sincerely,

Mrs. LAMMERS.



