

American

WHITE WATER

the Journal of the American White-Water Affiliation



WINTER, 1968/69

Vol. XIV, No. 3

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Continued on Inside Back Cover

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Occupation: _____ Type of Boat: _____ Club: _____

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Suggested articles: _____

Mail to: Amer. Whitewater Affil., P. O. Box 1584, San Bruno, Calif. 94066



A . WHITE WATER

Sponsored by The American Whitewater Affiliation

WINTER, 1968/69

Vol. XIV, No. 3



The American Whitewater Affiliation

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How to Write to American White Water

Please send only editorial matter to the Editors.
Send all **subscriptions**, checks, changes of address and queries about non-receipt of copies to the **Circulation Manager** (address below).
Send advertising matter and payments to the **Business Manager**, or to the **Advertising Manager** nearest you (address below).
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American **WHITE WATER** is mailed to all members of the American Whitewater Affiliation in June, September, December and March. **Membership is open** to all who are interested in river sport, for the sum of \$5.50 per year.

The magazine welcomes contributions of articles, photographs and **drawings**, but assumes no responsibility for them. Address all **editorial** material to the Managing Editor or to the nearest **Regional Editor**. Correspondence **regarding** the Affiliation or boating information should be sent to any member of the Board of Directors.

Deadline for insertion of copy or advertising — first of month prior to month of issue.

Printed in the United States of America

Bill Waters (bow) and Alden Wright (stern), 1968 Western Div. (ACA) Championships.

Photo by Alfred Stamm



Dear Peter,

I thought the article by Ted Young on Bourg St. Maurice was great. It is helpful to have the benefit of his thinking and observations on the site as only a few of the U. S. Team will have seen the site before this summer. I think that Ted may have some talent with ESP since his suggestions closely parallel the thinking of the Slalom Committee and we have already reached the same conclusions. Our vote on the subject was concluded just before the article appeared.

By vote of the National Slalom Committee, Jay Evans has been appointed as Trainer/Coach and Bill Riley as Manager of the 1969 U. S. Whitewater team. It is our expectation that this will be an important step forward in organizing as strong a team effort as possible for the World Championships in France. Although we have been making substantial progress during the last two or three World Championships, we have been handicapped by a lack of a Coach who can put together and carry through an organized team training program. With Bill and Jay having the experience and qualifications to organize a training program and back it up with their enthusiasm I think we will learn much and provide a firm foundation for the future. We have many handicaps to overcome in overtaking the strong European teams but I believe, as I am sure most other members of the 1967 and 165 teams do, that we are closing the gap.

Regards,
 Mark Fawcett
 ACA Racing Chairman
 Chadds Ford, Pa 19317
 March 4, 1969

(Ed. Note: With this issue, Tom Wilson, 37 Union St., Cambridge, Mass. 02141 becomes our Racing Editor. Welcome aboard!)

American Whitewater Affiliation Financial Statement

GENERAL FUND

Charles E. Smith, Custodian

For The Year Ended December 31, 1968

Cash in Bank, Jan. 1, 1968.....	\$1,935.35
Cash Receipts:	
Membership Dues	\$3,676.70
Advertising (note 1)	517.65
Affiliation Dues	501.00
Film Rental	38.17
Sundry	2.00
Sale of:	
Hack Issues	179.75
Decals	38.00
Shoulder Patches	37.00
Safety Codes	20.84
Total Cash Receipts	<u>\$5,011.11</u>
Cash Disbursements:	
Printing & Engraving	
(Note 2)	\$3,669.45
Postage	490.55
Member Processing Services..	401.30
Mailing Envelopes	139.00
Stationery	63.34
Total Cash Disbursements	<u>\$4,763.64</u>
Net Increase in Cash from Operations	<u>247.47</u>
Cash in Bank, Dec. 31, 1968....	<u>\$2,182.82</u>

The notes which accompany this statement are an integral part of the statement.

AMERICAN WHITE WATER AFFILIATION NOTES TO FINANCIAL STATEMENTS GENERAL FUND December 31, 1968

1. Outstanding accounts receivable for advertising in the "summer" issue billed Dec. 15, 1968 comprise all advertisers and amount to \$196.30.
2. Basic costs applicable to AWW for only three issues were as follows:

	Printing	Engraving
Fall, 67-68		
250 additional copies	\$ 154.00	\$211.56
Winter, 67-68		
2000 copies, 36p. 3 color	1,284.54	\$211.56
Spring, 68		
2000 copies, 32p.	806.00	13472
Summer, 68		
1750 copies, 32 p.	<u>*916.00</u>	162.63
Total	<u>\$3,669.45</u>	<u>\$3,160.54</u>

*Includes 3,000 insert envelopes.

Fall issue of '68 was paid for in February '69 and comprised \$869.00 printing and \$96.71 engravings.

3. This fund was audited, by **Robert Hawley**, Sierra Cluh River Touring Section, on February 28, 1969.

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All other Klepper models in stock: complete line of accessories, paddles, and Sawyer canoes.

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The Ragged Range on the South Nahanni River, Northwest Territories. Photos by John Lentz

Wilderness River Touring

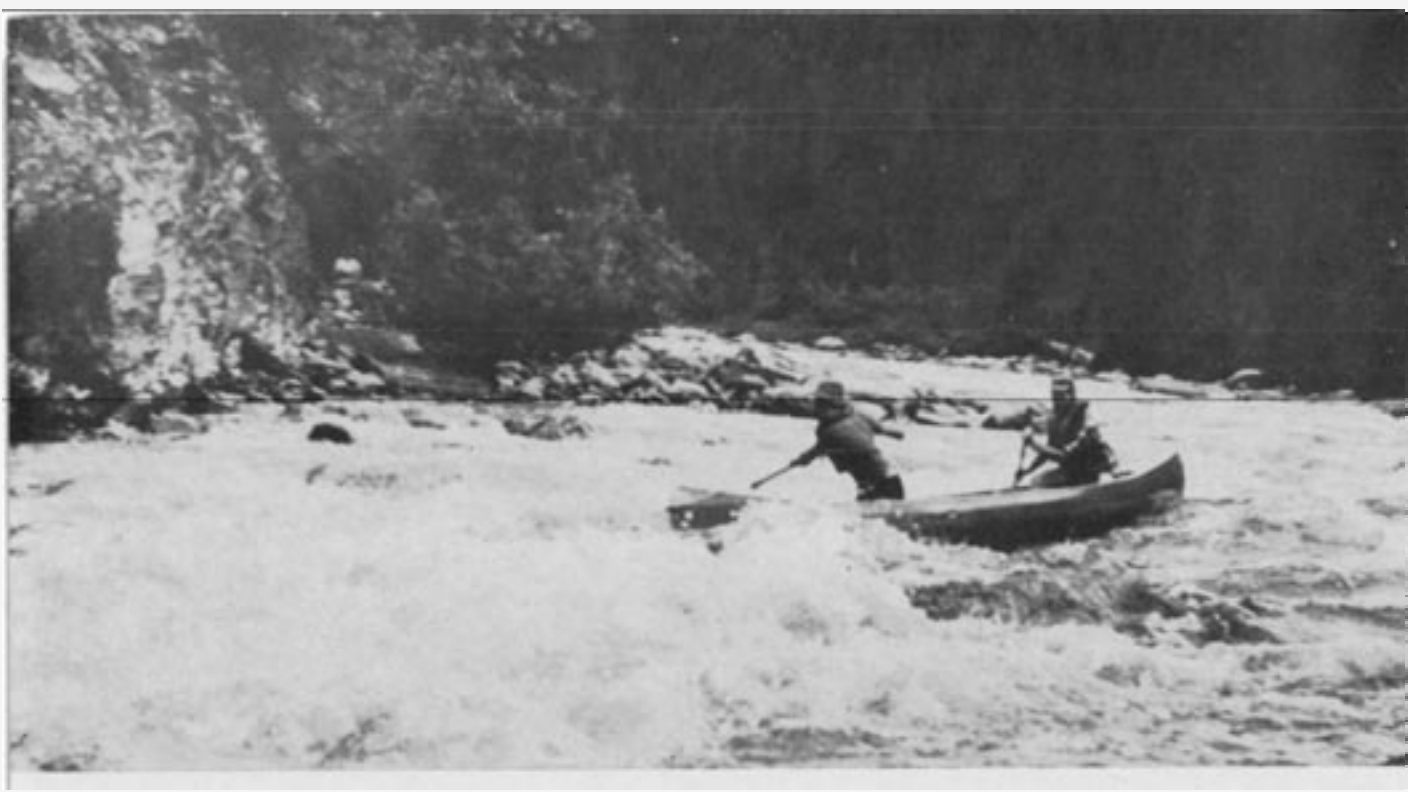
By John W. Lentz

A steamy Washington summer looms ahead. Local streams will be at scraping levels, and crowds, on the river and elsewhere, have got you down. My tonic for all this is to tackle a Canadian wilderness river; five up to now, three in the Northwest Territories and two in Quebec. While my remarks on the unique aspects of wilderness canoe tripping are drawn from these Canadian experiences, they are largely relevant to U.S. waters as well. Much of what is put down below is self-evident to experienced paddlers, but still worth

repeating; elsewhere, my opinion intrudes.

Route

High quality 4 mi. = 1" maps are available for almost all of Canada from the Map Distribution Office, Department of Energy, Mines and Resources, Ottawa. Each member of the party should have his own set. Aerial photos at about $\frac{3}{4}$ mile to the inch can be purchased from the National Air Photo Library, same Department, and a few will prove handy to indicate the best side of the river to be on in approach-



Running empty near the headwaters, South Nahanni River

ing a heavy rapid or fall. One of my pleasures in planning a long trip is the library research into the reports of early explorers. These men often turn out to be personnel of the Geological Survey of Canada or the Hudson's Bay Company, and their journals deserve careful study. I follow up with a barrage of letters to local HBC posts, bush airlines, and the Royal Canadian Mounted Police asking about recent travellers on my river.

Even though your group may be a veteran group, give some thought to hiring an English-speaking Indian guide. His wages of about \$12 per day will be repaid many times through the knowledge gained of wilderness survival techniques and the companionship of an "unforgettable character." Get in touch with the manager of the local HBC post for his recommendations on the right man.

Before putting or flying in never fail to check with the RCMP or Provincial Police as they must know the details of your route to organize any rescue effort. If this thought leaves you a bit apprehensive, two-way radios can often be rented or arrangements made for a plane to overfly part of your route while on another mission. Since this is a vacation and not some masochistic ordeal, I plan lots of time. It has

usually been possible to do 120-140 miles per week which includes one or two rest days dictated by scenic features or bad weather.

Once out there, stress safety. An accident involving you or your equipment places a burden on the whole group. I think this boils down to don't **rush** and don't get overconfident. Let me illustrate. A three-canoe party on the Dubawnt River, N.W.T. (which I hope to run this summer) thought they were behind schedule so made the "rule" they would run any rapid that looked passible from the top. It was only a matter of time until they started running one that was great at the top, turned a corner, and all hell broke loose as they barrelled over a 20-foot chute. Miraculously one canoe made it without swamping. Air and water temperatures were in the 35°-40° range. In this tense situation where speed was of the essence, the two dry men proceeded to collect all floating packs — and then their buddies! Result: the trip leader died of exposure.

I scout all rapids where I can't see the other end plus a route through. If we decide to run, only one canoe is committed to the rapid at a time. Otherwise, the alternatives include walking down, roping, or portaging. Life-jackets are a must. On the subject of



Lining is easier than portaging, when possible.

scouting, it's also helpful to become familiar with the frequency of and pre-conditions, if any, for a big blow. With this dope in the back of your head, you should better be able to judge whether to cross a large stretch of flat water or stick to the shore.

The Group

A good size is either four men in two canoes or six in three. Fewer would be unsafe, while a party larger than six increases the possibility of two men not hitting it off or the formation of divisive cliques. Re the individuals selected, there should be one experienced paddler per canoe, but not necessarily two since basic techniques can be taught a new man in the month or so before leaving home. You don't have to be a mountain of muscle either; the river will shape you up soon enough. What then are the ideal personal criteria? They are traits that cannot be taught, but if present will cement your isolated, compact group: **desire for the life, good judgment, and a sense of humor.** On a secondary, less important

level, try to garner some talent in cookery, hunting, fishing, photography and first aid. Hints on the latter: take lots of non - allergy - producing antibiotics. With all the wet and work, cuts heal slowly, and may easily become infected. Also, don't stint on remedies to counter "distress in the lower tract."

As a final point, I should stress the need to avoid direct adverse criticism unless absolutely necessary. Your meaning can usually be conveyed by indirection with the happy result that your group is still a group.

Equipment

While I realize that almost all of our advanced white-water paddling is done in fully decked fiberglass canoes or kayaks, I believe this style of boat has many strikes against it on a long wilderness trip. First off, you just can't carry the required weight of food and equipment efficiently. In 1962 on the Back River, N.W.T. we watched some Englishmen spend about half an hour to load or unload their kayaks, and go through pure agony on a portage strug-



Portage loads up to 90 lbs.

gling over with the unwieldy boat or half a dozen undersized rucksacks. You may be able to paddle empty followed by a "mother" raft, but this would not have been feasible on any of my Canadian rivers. A second disadvantage is the necessity to sit all day in one rather confining position. Personally I prefer to stretch my legs or shift about every now and then.. Next, there is a question of the durability of fiberglass versus heavy-gauge aluminum considering the abrasion and knocking about that a canoe must absorb. Finally, I think most will agree that decked boats are not designed for comfort on the portage.

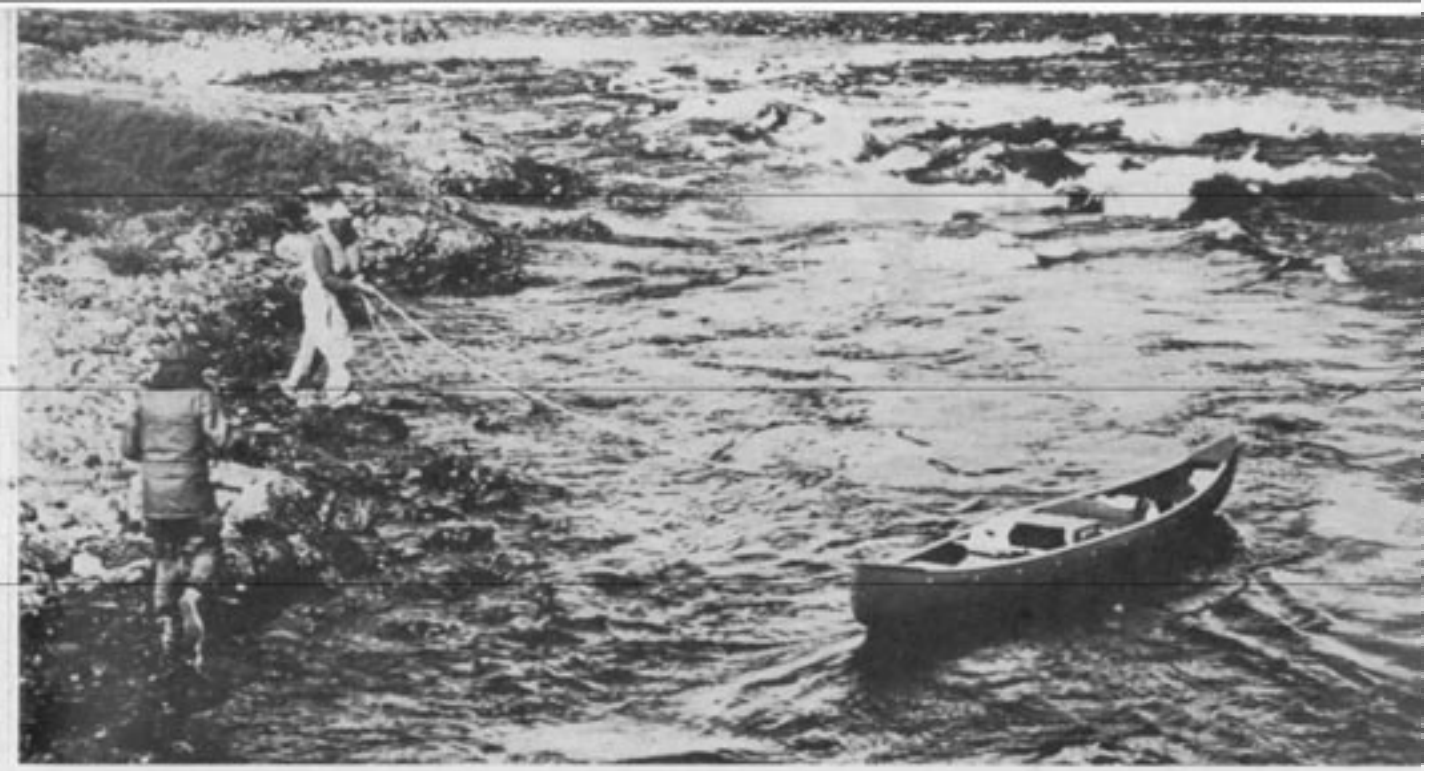
It's probably no secret by now that I favor the 18-foot Grumman for wilderness travel. With two men and a 400-lb. load they can buck a hefty swell, are no real problem to portage, and empty will carry you through a Class IV rapid hardly shipping a gal-

lon. Although it may smack of heresy, I am opposed to the use of a deck on these northern rivers, feeling that if you won't run a rapid unless your boat is decked you shouldn't run at all in a wilderness environment. Remember my comments about haste and overconfidence. It only takes a few minutes to portage your load, and with the bowman set back one section you can run some wild water.

I don't think it's necessary to go over specific food or personal gear items as we all have our own ideas. Most foods, of course, will be a dehydrated variety of one sort or another, and the object is to keep them dry. For the last three trips I've had success with the following sequence: the food is placed in a double thickness of medium or heavy-gauge plastic bags each tied individually; these are then put in a cloth sack which is labeled, and put in heavy large plastic bags which are liners for our canvas packs. Plastic food containers are fine, but make every effort to eliminate tin cans, and if you must carry glass at least tape it. These rigid



Mosquitoes cover photographer



Both men wear headnets while lining. Ankiguni Lake, Kazan River

items are carried in a wood or aluminum grub box along with the pots and pans, etc. All in all, a rough standard for food is 1%-2 lbs. per man per day which should cost about \$15 per man per week. When I'm going to be out for more than three weeks and there's no post on the river I have a food cache flown in. These are either buried or secured in gas drums to keep out nosey animals, primarily the wolverine.

Lugging the whole outfit over a portage requires two or three trips. All loads, both canoes and packs, usually weigh between 80 and 90 lbs. Much less is inefficient, while much more can lead to the unwanted heroics attendant to a pulled muscle or sprained ankle. On portages over a mile it is a good idea for a canoe and pack carrier to pair up. They can switch loads and rest as often as necessary. Never feel embarrassed to call for a break.

Munitions and Money

Miscellaneous: Take a common beavertail paddle along with your white-water model; one for the lakes, the other for rapids. If you somehow lose most of your food, there should be no real hunger if you carry a gill net plus a firearm. I favor a net with a 1½" mesh, and on weapons the Savage over-under with a .22 magnum barrel over a 20 ga. shotgun. Each person should

be responsible for carrying a share of the ammunition. Many a trip has started off on the wrong foot when the group shipped equipment ahead, particularly to a remote post in Canada, then breezed in to find nobody had ever heard of their stuff. I suggest taking everything with you or shipping early enough so that you get a confirmation of arrival at the put-in before you leave home.

In traveling throughout northern Canada be prepared to do combat with the black flies and mosquitos. Tents must have netting sewn in, while everyone should carry a head net and lots of bug dope.

Finally, I feel obliged to say something on total costs. Food and equipment are pretty standard, but transportation to and from the river is not. Flying a food cache in plus the party in and out can easily run the total to \$600 each. Add on personal expenses and you can reach \$700 for a seven-week trip, but it's time and money better spent than squatting in some gilded resort.

All of the above can only lead to the conclusion that the wilderness canoeist had better think of **everything** before he takes that first paddle stroke. This planning is vital, but lots of fun. It makes the days out there a pleasure never to be forgotten.

Meet Your New 'Exec'

It is a special pleasure to say "welcome aboard" to the first holder of the post of Executive Director of AWA under the new Constitution. Bob Burlison has been a valued contributor and friend since his fine two-part article, illustrated with magnificent photos, on "Running the Rio Grande" (AWA, Winter and Spring, 1965/66 Vol. XI, Nos. 3, 4).

As an attorney, Bob supplied much of the expertise that went into the Constitution and By Laws adopted last year, and it is appropriate that he should be the first "Exec." to take the helm under their terms.

Among other things, it's a fine thing for our Affiliation to have leadership from West of the Brazos, where it frequently takes a lot of enthusiasm and a tremendous amount of driving to find water that can be run, most times of the year. Temple, Tex., where Bob lives, is near the confluence of the Lampasas and the Little Brazos, so that the Texas Explorers Club can sometimes mount an ad-hoc trip on "brown water" after a cloudburst in the hills.

Bob's own account of himself:

"Born in Temple, October 24, 1937, and has lived there ever since. Married to an avid canoeist, Mickey Burlison, with one child presently on the way. Pre-natal influence aimed at the child consists of river trips each weekend. The child can already be observed making paddling motions in amniotic fluid.

"Trial attorney by profession. Partner in firm of Bowmer, Courtney & Burlison, Box 844, Temple, Texas 76501.

"Active in Sierra Club (leader on several Sierra Club trips), National Parks Association, Texas Explorers Club (President), Wilderness Society. Presently working with other conservationists to have a Wild Rivers Bill enacted for Texas at this term of the Legislature.

"**Boating Experience:** Believes firmly in a boat for every special purpose

(wife calls him a boat-collector), proud owner of one C-2, two C-1's, one K-1, two standard canoes, one fishing boat, and three rubber rafts. All bear battle scars, tops and bottom. Has been running rivers seriously for about ten years, learning most lessons the hard way due to lack of any experienced white-water boaters in Texas. In recent years, has concentrated on the wilderness areas of the Rio Grande, in Texas and New Mexico, both of which have excellent white-water canyons of the first magnitude. Has joined with other pioneering canoeists to run Mexican canyons draining the eastern Sierra Madre, and finds excellent white-water streams in that area that should be explored further by competent boaters.

"Basically is an exploratory canoeist, who prefers to search out little-known rivers and catch them on high water during rainy seasons. Prefers white-water paddling to anything else, but is more a cruiser than a competitor. Feels that the only salvation for our rivers is to get more people aware of them and out on the rivers in canoes, on the theory that most people will not act to protect rivers until they are introduced to them in person."



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Bette Suffers Cheerfully

By Dean Norman

Canoeing is not a sport for people who like to be comfortable. I Mean there are times during a canoe trip when you have to suffer a little bit, and a good canoeing companion is one who will suffer cheerfully.

Wives, as a rule, do not suffer cheerfully. Anyway, not if their husbands are around, and can by any stretch of the imagination be blamed for causing the wifely discomfort.

So if you are going to take your wife on a canoe trip, you should manage it so that she ASKS to go with you. Then if she starts to complain about anything you can say, "You ASKED for it, Baby! So suffer CHEERFULLY, or shut up."

I'll tell you how I did it. I told my wife that I was going canoeing with Gil and June Barnhill in the Minnesota wilderness. Bette figured that two wives could veto any scheme that didn't suit them, so she said, "I'm going, too."

"O.K.," I said, "But you have to get the doctor's permission."

Doctor's Orders

The doctor said that at her five-month stage of pregnancy Bette could travel in a car and a canoe if she didn't exercise too much, and was never very far from a doctor. I assured him that us guys would do the hard paddling, and we would camp only a few miles from civilization.

Now the problem was a proper canoeing outfit for a five-months pregnant woman. We didn't know it then, but Bette was carrying twins, and she was enormous. No sort of maternity dress would do, because Minnesota mosquitoes are fierce, and you have to cover all the skin you can when you go canoeing there.

Women's slacks just didn't come in her size, and we had to allow for expansion anyway.

"There's only one thing to do, Bette," I said. "We go to Sears and get you the biggest pair of bib overalls we can find. My uncle on the farm was bigger than you are, and he always wore bib



overalls, so I know we can find some big enough to cover you."

She balked a little at first, saying things like, "Absolutely not! Never!" I couldn't argue with her, because the thought of her wearing bib overalls broke me up, and all I could do was laugh hysterically.

The Fitting

Finally, I had my laugh out, and I promised not to laugh or even smile while we were in the store buying her overalls. I offered to buy them for her and bring them home, but she decided she would have to try them on first anyway to make sure they fit.

The clerk managed to choke back his laughter, too, while we were selecting the overalls. When Bette asked where she could try them on, the clerk waved toward the nearest dressing rooms, and said, "Use any of those."

As Bette started to enter a dressing

room, a man's voice shouted alarm. Bette had thought the clerk meant all of these dressing rooms were unoccupied, and she was furious at him for causing her embarrassment.

With her face turning purple from rage, she stomped to the next dressing room, and knocked on the door so loudly that everyone on the floor turned to look.

This dressing room was empty, so Bette walked in and slammed the door shut. I was violating my promise not to smile, but at least I wasn't laughing. The clerk struggled to keep a straight face, and went back to waiting on another customer.

Ten minutes later Bette waddled out of the dressing room with the bib overalls over her arm, and the clerk asked loudly, "Was there a man in there, Lady?"

"No," Bette answered calmly, and a moment later she realized how funny it sounded. Anyway, I thought it was pretty funny, but true to my promise I didn't laugh out loud.

We bought the overalls, walked out of the store, and then Bette exploded. "Why didn't you punch that clerk for insulting me!"

"You asked for it," I said. "The way you pounded on the dressing room door, and stomped in and slammed the door. Everybody in the store looked to see what was going on. Anyway, he was bigger than me, so why should I punch him? You got the overalls, and I didn't laugh, so let's go home and forget the whole thing. Soon as we get home, I'm going to laugh, though. I can hardly hold it back."

Bette was almost violent. The madder she got, the funnier it seemed to me, and soon I was laughing and she was scolding as she walked along the street to the parking lot. By the time we got to our car, Bette decided maybe it had been pretty funny if you didn't happen to be the person who was embarrassed.

Second Fitting

We had done our shopping several weeks before the canoe trip, and Bette continued to expand. I was worried that even the enormous bib overalls wouldn't be large enough, so I asked her to put them on again. She hadn't

been wearing them, saving them for the trip, I guess.

"All right, I'll put them on, but no laughing!" she warned me.

"I won't laugh unless you do or say something funny," I promised.

The bib overalls were a snug fit, but they still did fit. That is, they fit where it was crucial. The big, floppy pants legs did look funny, but I didn't laugh. I sensed that Bette was self-conscious of her appearance in the overalls, so to help her overcome this I said, "Gosh, you don't even look pregnant in them. You just look like a great, big, fat farmer."

She got mad, and I hadn't even laughed.

Except for the bib overalls we didn't have much trouble outfitting ourselves for the canoe trip. We were going to rent canoes and camping equipment from an outfitter, so all we needed to pack was clothing and personal items.

"Go Light"

This was going to be Bette's first experience at canoeing and camping. I hadn't done much canoeing either, but I knew that when you go into the wilderness you take only the bare essentials. "Go Light!" is the motto, I read somewhere.

Bette wanted to take all sorts of non-essential things along, and my answer was, "You can live without it for a week."

Some things Bette just would not live without for a week, and if they were not unreasonably heavy or bulky I gave in. But there was one item I told her she absolutely could not take on the canoe trip — her big, fluffy pillow.

"Why can't I take my big, fluffy pillow?" Bette demanded

"Because it will fill up a whole damn packsack," I explained. "There is only so much room in a canoe, and if you fill it up with big, fluffy pillows there won't be room for tents, food and sleeping bags. You'll suffer a hell of a lot more if you get hungry than you will without your big, fluffy pillow. When you sleep in the wilderness, you just roll up a jacket and put it under your air mattress to prop up your head."

She listened to this and said, "But I want my big, fluffy pillow!"



I told Bette to leave the pillow in the car.

"NO, GODDAMMIT!" There are times when the leader of an expedition must be brutally firm to save the followers from the consequences of their own folly.

"Well, can I at least take my big, fluffy pillow along in the car?" Bette asked.

"O.K.," I agreed, "but don't try to sneak it into the canoe. I'll catch you if you do, because there just isn't room for a big, fluffy pillow in a canoe."

As we drove north to Minneapolis Bette clutched her big, fluffy pillow, and lamented because she wouldn't have it with her on the canoe trip.

We met Gil and June Barnhill in Minneapolis, and then the four of us drove to Grand Marais where we took the Gunflint Trail northeast to the outfitter's lodge on Gunflint Lake.

I suggested that Bette get used to sleeping without her big, fluffy pillow that night in the cabin at the lodge, but she insisted that she have it for one more night at least.

Change of Vessel

The next morning Bette put on her bib overalls, and we went to pick up our camping equipment from the outfitter, Janet Hansen.

Janet took one look at Bette in her bib overalls, and said, "Honey, I can't punt you into a canoe on those lakes."

I was afraid the trip was off, but then Janet said, "You might tip over a canoe. I'll give you a motorboat and a canoe. All four of you can ride in the motorboat, and tow your canoe with camping equipment."

We drove to the outfitter's landing at the tip of a bay on Big Saganaga

Lake with the packs of camping gear. We found the motorboat and canoe there, and soon had everything neatly packed and were ready to take off into the wilderness.

As I helped Bette get into the boat I noticed a peculiar smirk on her face. I wondered about it, but I was glad that she was quiet and cheerful, so I didn't start anything.

Laughter Again

We had traveled a few miles on the lake, and I was sitting in the bow admiring the magnificent scene of northwoods wilderness, when I heard mocking laughter from amidships. I turned my head, and saw Bette pull her big, fluffy pillow out of her bib overalls, and wave it triumphantly in my face.

"Ha!" she cried. "You said there wasn't room for it, and you said I couldn't sneak it aboard! Ha!!"

Having made a fool of me at the beginning sort of set up the whole trip for Bette, and she enjoyed the whole week. We camped on an island in Big Saganaga Lake, and each day we made short trips to explore bays of the lake. The bib overalls protected Bette from the mosquitoes, and she slept soundly on her big, fluffy pillow.

Her attitude toward the bib overalls changed. From the beginning they had been my idea that had caused her a lot of embarrassment. But when the overalls helped her outsmart me by providing smuggling space for her big, fluffy pillow, Bette decided that she liked them.

Her bib overalls never seemed funny to me after that.

The Moose River of New York

By David E. Binger

Moose River trip, May 18th. Driving time, Mount Kisco, N.Y., to bridge over Moose at McKeever, N.Y., 5 hours. **Weather:** cool, overcast. **Water level:** 4' 2" at McKeever gauging station. **Paddlers:** Everett Erlinger, Walter Blank, Jan and David Binger.

This was a slim showing, considering the challenge and beauty of the river, and the fact that the trip had been scheduled **months** previous to this date! Where were the gung-ho types of yesterday? There was a day, not too long gone, when a KCCNY-sponsored trip of this nature would have gathered 15 to 20 top paddlers from all over the east. In 1964, for instance, on a trip down the Farmington in late March, we had among our numbers, Bickham, Wright, Hauthaway, Coffin, Prime, Hoiberg, etc. Lots of paddlers of the first water, in other words, (and I can only recall the names of a fraction of those who were there). It seems almost insulting, in fact, to schedule a trip in good faith and have only four people show up!

At 4' 2", the river was another kettle of fish, if you'll pardon the expression, than it was when Jan, Bill Heinzerling and I ran it last Labor Day at 3' 1". My notes from then say that "the river is full of fierce little rapids and boulder patches, almost vertical falls and very tricky passages. To quote Burmeister, this is 'a somber giant coursing in primordial fury through a semi-wilderness of jagged ledges and dense woods'. Well, times have changed. We weren't aware of any primordial fury, although the river certainly commands respect."

Everett, Walter, Jan and I decided that maybe Burmeister had been right after all when Jan and Ev went over in a nasty little (?) sluice above the start of the real guts of the run. Walter, who is a very good river-rat, and I, discussed our lack of support on the trip that lay ahead of us. In typical K.C.C.N.Y. fashion, we lacked such essentials as a top map of the river, a compass, "walking-out" clothes and boots, and an extra paddle. We had a throw-rope, and lots of enthusiasm, but

we were spare in numbers and had started out as if we were about to run the Beaverkill instead of a hairy monster. In point of fact, since the most difficult river that we members of the K.C.C.N.Y. run nowadays is the relatively harmless gorge of the Hudson River, I think that we have become even more unaware of the inherent dangers of white water than we were as careless beginners.

Passing the Impassable — Just!

At "Impassable Falls" which last summer had been very passable, we began to realize that we were up against something quite different. The road was still nearby and we could easily have taken out and called it a day, but we hadn't driven all that way for a two mile run. We started down the "Falls," which in fact is a series of ledges with huge quantities of water flowing over them in separate "rivers," with flat, turbulent stretches in between. There was an obvious way down if one wanted to avoid certain smash-eroo. Far right was the cry, regardless of one's political stance. Then an absolutely flawless ferry was required across about $\frac{3}{4}$ of the river, and a plunge down, straightaway, for about 100 feet, followed by a desperate ferry to the left bank, and thence out into calm water. Jan and Everett went over again at this point, and I began to have doubts as to the wisdom of the rest of the endeavor. Nonetheless, we went on. At the next cataract, (no other term adequately describes the series of **stepped**-ledges that one encounters on the Moose and other streams on the western slope of the Adirondacks), we were tantalized by an enormous staircase which almost **asked** to be run, and nearly teased us into making an awful mistake. Jan, Walter and I managed to get down the first two "risers" of the ladder, and were then confronted with another tremendous bow-upstream ferry, (once again, the ferry had to be flawless. Slipping downstream or tipping over was not healthy), which would take us to a point where we could hurtle over the inevitable water-

fall, (well, almost, and with an angry souse-hole at the bottom.) We saw the error of our ways and walked around, if you call sweating, swearing and dragging one's boat through scarcely penetrable undergrowth walking.

And so, on and on. We were still having fun. In fact, we were exhilarated by the fantastic water, the beauty of our surroundings and a feeling of pioneering that only such an experience can foster.

Three-stage Drop

At the next cataract, I was in the lead. I went half-way down what looked like a three-stage drop when I realized that two stages was all that one could go. Walter and Everett were right behind me. Walter made it into the small eddy pool in which I had stopped, but Everett got caught broadside in some major turbulence through which we had gone. He braced downstream, for a while, but couldn't get out. He changed his brace instead of powering out, and then bang! Over! He came up, on the edge of the watery cliff which I would not care to dream about in a nightmare, much less watch

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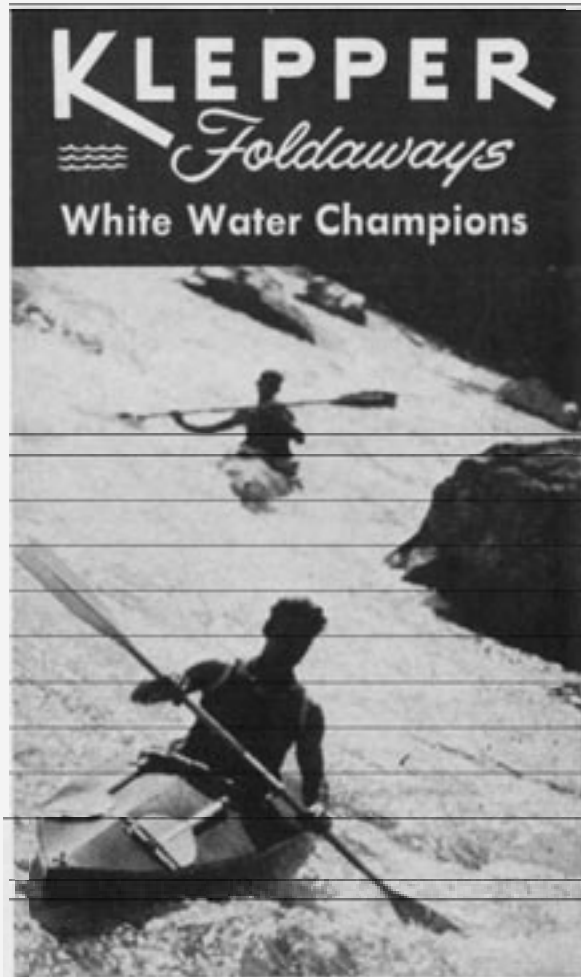
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again in the flesh. To give you an idea, however, I can say that the whole episode seemed to be in horrible slow-motion, as if, stuck to the chair in your sixth-floor office, you saw your secretary slowly but surely walk toward the window and pitch herself out.

When I got disentangled from my small-bore cockpit and out into the woods and up onto the rock on top of the suck-hole . . . nothing! I ran as fast as I could downstream through the woods, where I found Walter looking Blank . . . Holy Smokes! . . . no Erlinger was to be seen . . . Jan was swimming hard downstream after Everett's upturned boat . . . Walter and I, with the same horrid thought in mind, started combing the banks. Then, Thank God, Walter saw Ev sitting on the bank downstream. Mrs. Binger really saved the day by overtaking Ev's boat before it got away forever, using

a West River Crawl, and later by ferrying it across a **very** wide stretch of river with the painter of Everett's boat between her teeth while she paddled her own. In the meantime, I sprinted down the river as fast as my short breath would take me, and by a miracle, found Ev's paddle stuck in some rocks about half a mile below the rescue site.

From then on, things tamed down a good deal, in spite of the fact that we had to carry several times more. We got out in good stead, had a good dinner, and went to bed.

A word to the wise: handle the Moose with extreme caution in anything over four feet of water, and take an extra paddle and a compass and map. Chances are you won't use these things, but better safe than sorry.

Reprinted from K.C.C.N.Y. News Letter.

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1969 Racing Schedule

May
 3-4 — WESTERN DIV. W.W. CHAMPIONSHIPS: Kettle River (Minn.) Wildwater & Slalom. Bob Haug, 5222 34th Ave., S., Minneapolis, Minn. 55417
 3-4 — Hudson River Derby Sterling Goodspeed, North Creek, N.Y.
 3 — Seneca Slalom, Wash. D.C. Rosemary Bridge, 8-A Ridge Rd. Greenbelt, Md.
 4 — Potomac River Wildwater Race, Wash. D.C. Rosemary Bridge, 8-A Ridge Rd., Greenbelt, Md.
 10-11 — WEST RIVER SLALOM AND WILDWATER RACE, NATIONAL CANOE AND EASTERN KAYAK SLALOM CHAMPIONSHIPS, NATIONAL CANOE WILDWATER CHAMPIONSHIPS (Vt.) Peter Richardson Room 10-100, M.I.T., Cambridge, Mass. 02139
 17-18 — Capilano Canyon Slalom and Wildwater Race (C.C.) Brian Creer 4022 W. 27th, Vancouver, B.C.
 17 — Front Royal Wildwater Race (Va.) Joe Swiger, Front Royal, Va.
 24-25 — Elora Wildwater Race Gord Ramsay 29 Snowden Dr., Toronto, Ont.
May-June
 31-1 — Esopus Slalom (N.Y.) Ed Alexander 6 Winslow Ave., East Brunswick, N.J. 08816
 31-1 — Wolf River (Wis.) Wildwater George Steed, P.O. Box 297, Neenah, Wis.
June
 7-8 — Saco Slalom and Wildwater Race (Novice and Int.), N.H. Rim Perkins, North Conway, N.H.
 7-8 — Salmon La Sac Slalom Tom Derrer 13702 Ashworth N., Seattle, Wash. 98133
 7-8 — Merano International Slalom Italy
 14-15 — Lipno International Slalom, Czechoslovakia
 21-22 — Muotatal International Slalom, Switzerland
 28-39 — Lieser International Slalom and Wildwater Austria
July
 2-3 — International Moll Regatta — Wildwater Austria

5-6 — Tacen International Slalom, Yugoslavia
 12-13 — Rockwaad Flatwater Slalom (Ontario) John Grobho, 223 Bristol St., Guelph, Ont.
 19-20 — Androscoggin Slalom and Wildwater (Novice and Int.) John Wilson, Lancaster, N.H.
 19-20 — Augsburg International Slalom, W. Germany
 25-31 — WORLD SLALOM AKD WILDWATER CHAMPIONSHIPS, Bourg St. Maurice, France
 26-27 — Wenatchee River Slalom Al Zob 1818 125th Ave. SE, Bellevue, Wash. 98004
 26 — Delaware River Slalom, Penna. (Novice and Int.) Walter Dauh 224 Coach Rd., Langhorne, R.D. 1, Pa. 19047
August
 16-17 — Feather River Slalom and Whitewater Race, Cal. Mike Chamberlin 231 Lake Dr., Kensington, Calif.
 23-24 — Burleigh Falls Slalom Harry Godau 2435 Maryvale Ct., Burlington, Ontario
 24 — Columbia (Md.) Flatwater Slalom Doug Woodward, 117 Colonial Dr. Ellicott City, Md. 21043
Aug.-Sept.
 30-1 — Canadian International Slalom, Ontario Tom Jack, 140 Kina St., Weston, Ontario
September
 6-7 — Youghioghney Slalom, Pa. Rosemary Bridge 8-A Ridge Rd., Greenbelt, Md.
 13-14 — Androscoggin Whitewater Weekend (Slalom and WW) (Int. and Exp.) John Wilson, Lancaster, N.H.
 20-21 — Elora Slalom, Ontario Dave Jack 11 Sykes St., Weston, Ontario
 28 — Frostbite Slalom, N.H. (Beginner) Jay Evans, 210 McNutt Hall, Hanover, N.H.
October
 4-5 — Oneonta Slalom, N.Y. Thomas W. Jones Unadilla, N.Y. 13849
 20 — Belefonte Slalom, Pa. David Kurtz 623 W. College Ave., State College, Pa. 16801

Race Results

Dartmouth Carnival Slalom

Feb. 9, 1969

K-1

Eric Evans 122.0
 Sandy Campbell 123.0
 Jay Evans 134.7

C-1

John Burton 130.3
 Mac Rubel 182.7

K-1 W

Peggy Nutt 193.2

Dartmouth Training Slalom

Yough River, Pa.

March 29, 1969

K-1

Eric Evans 179.4
 Dave Nutt 232.8
 Dwight Campbell 233.2

K-1W

Peggy Nutt 435.0
 Lucile McKee 534.0
 Nancy Southworth INR

C-1

Tom Southworth 326.0
 John Burton 366.0
 Rowan Osborne 382.0



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Race Results (Cont.)

Western Division Slalom Championships

St. Francis River (Mo.)

March 29-30, 1969

K-1

Church Seaman	389.5
Allen Button	422.6
Dennis Withers	504.4

C-1

Eric Olsen	543.9
Joe Conrad	562.5
Steve Ransberg	580.9

C-2

Eric Olsen-Stexe Ransberg	393.2
Joe Conrad-Dennis Withers	604.0
Jim Fahey-Gil Bartleson	696.4

C-2M

Cindy Woodside-Eric Olsen	715.9
Judy Woltjen-Duane Woltjen	843.9
Laura Muellenbach-Joe Conrad ..	962.6

K-1W

[Not held due to Class IV water: six-foot drop-off and great turbulence.]



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Flothochoc life jacket recommended by AWA Safety Chairman, John Bombay.



Margaret Nelson (now Mrs. Scott Arrighi) K-1W winner Western Div., Wolf River, Wis., 1968

(below) Eric Olsen, Mascoma Slalom, 1968.

Photos by Alfred Stamm, Bart Hauthaway.





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Almost everywhere there are signs that white-water sport is becoming popular, perhaps even a bit "in." An article in the New York Times Boat Show section in January produced a flood of requests for information to both KCCNY and AWA: it will probably yield many new memberships. The number of white-water races scheduled for this year is unprecedented. (See the Racing Schedule). And we're listing 84 affiliates — a new high.

One significant form of recognition should give unalloyed satisfaction to all in AWA's family circle: Old Town, that greatest, but staidest, of U.S. canoe builders, has decided to go into the manufacture of white-water kayaks! And the designs they are tooling up with are those of our brilliant photographer, former Executive Secretary and boat-builder, Bart Hawthaway.

Most of the boats being shown on these pages have been illustrated before, in Bart's own fine photos. The line includes Bart's junior model, a slalom and two downrivers. All have the five-position adjustable footbrace in addition to seat and leg braces.

Old Town also is handling Bart's feathered double-bladed paddle designs in a spooned model, adult and junior, as well as his familiar pear-shaped flat blade. They have fiberglass blades, fir shafts; there is also a T-gripped canoe paddle.

The fact that an outfit as renowned as Old Town thinks there may be profit in our sport should give us all a lift.

Mention American White Water when you write for Old Town's kayak brochure!

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The Hawthaway Slalom (above) and junior kayaks are now Old Towns



THE EXEC'S SOAP BOX

By **BOB BURLESON**

AWA Executive Director

As Executive Director **pro tem** I have an opportunity to speak to a wide and captive audience. Hopefully, this will instill in me a sense of responsibility so that I won't be shooting off my mouth as much as I usually do.

Sticking for the moment to things that I do know something about, I think that the membership of AWA is entitled to know where I stand on several issues.

On the basic question of merger of AWA with other canoeing and kayaking organizations after considerable thought I must align myself with those who favor the continued independent existence of our Affiliation. To my way of thinking, river runners who search out white-water streams are already operating at the apex of the sport. In general, the best boaters and most imaginative people are found in the local white-water fraternity. White-water sport is soul-satisfying, and appealing to the majority of other hundreds of thousands of canoeists and kayakists in North America. Our Affiliation can serve as a voice, a guiding hand, and a rallying point for all such boaters, particularly the new crop of youngsters that are coming along in such swelling numbers. As long as the economics of the situation will permit us to remain independent, then I feel that we should do so.

Our Journal

On the question of content of the Journal, it seems to me that we are presently failing, as members, in a couple of im-

portant aspects. The Editor, remarkable man that he is, cannot do the job alone. He needs grist for his mill in the form of good articles and photographs. It is my understanding that the material now in his hands is mostly conservation articles. We owe it to our sport and to our rivers to give wholehearted support to the conservation movement that is at long last getting into swing in the United States. For that reason, we should always devote a fair percentage of our Journal to conservation articles. On the other hand, although I have no statistics to back me up, I would wager that a great majority of our members already concern themselves with conservation work in their areas. What I think we really need to emphasize at this time are articles on technique, equipment, and specific articles on runnable rivers. We need to re-create the spirit of the older issues of AWA in which there was a free and exciting exchange of information between paddlers in all parts of the country. By submitting articles giving detailed guides to your particular favorite rivers, you will directly encourage their conservation by building up a body of people who are actively using the streams.

My theory is that most people do not get excited about the loss of a natural stream to dams or pollution until they have been personally introduced to the stream. By concentrating on articles that get readers out on the rivers, you



ELECTION RESULTS

Oscar Hawksley
President, pro tem
American White Water Affiliation
Route 5, Warrensburg, Mo. 64093

Dear Oz:

Following instructions (based on [your] poll of the Board), I have counted all votes received through March 15. The four candidates elected with the number of votes received by each are:

Bob Harrigan	180	John Bombay	141
Bart Hawthaway	160	Edgar Alexander	139

The remaining candidates with their votes are:

Eric Olsen	128	Andres Peekna	100
Liz Hull	106	Dean Norman	91
Tom Cooper	105	Donald Bodley	56

Three hundred and seventeen ballots were counted.

Sincerely,
Eliot DuBois, Elections Secretary, AWA

will be spreading the word and at the same time will develop a solid group of paddlers who are committed to the preservation of these important streams. Therefore, my suggestion is that we all submit articles containing detailed guides to favorite sections of scenic or white-water streams, with the idea in mind of sharing our experiences and encouraging other paddlers to come and try them on for size.

I believe that this will be beneficial. Here in Texas we regularly drive five and six hundred miles just to get to a white-water stream. We go deep into Mexico looking for white-water canyons, and go north and west to Colorado and New Mexico. The usual problem is lack of reliable information about the seasonal fluctuations and the problems of the particular stream, the AWA's Journal should be the sourcebook for the exploring white-water boater from now on.

Finally, on the over-taxed discussions between those who

are primarily cruisers and those who are primarily competitors, I see no insoluble problem. There is a place for boaters who don't fit neatly into any category. Throughout the history of mankind, rivers have served as a source of enjoyment to many diverse groups of people. They are, in fact, necessary to man's spiritual well-being as well as to the ecology of the earth. As long as all paddlers realize that the river and the paddled craft are the common denominators of our sport, there can be no excuse for anyone's looking down his nose at another boater who uses a different boat or enjoys the river in a different way. Without clean and free-flowing rivers, our sport is doomed to an early death, or at least to a very limited scope and depth, and what is needed most right now is a spirit of mutual interest and cooperation between all paddlers in the fight to locate and preserve the river as the fundamental requirement to our sport.



Safety Note



The Wardco Beach Barge

(Ed. Note: Your Editor and the Safety Chairman received a press release from the manufacturer of the Wardco Beach Barge some time ago, along *with* a photo showing a standing subject *with* a double-bladed paddle on what appeared to be a mild rifle.

(Vern Rupp and your Editor have given considerable grave thought on how to handle this offering. Shall we denounce it as an irresponsible promotion by a manufacturer who cannot possibly know what white water really is like? Shall *we* treat it with earnest Consumers-Union-type objectivity *and* end up by *mark-it* "Not Acceptable"? Shall we deploy our *well-known* high-pressure spray of humor and ridicule?

(After considerable give-and-take, *we* had a quiet *inspiration*. For the readers of *American White Water*, any sauce *we* poured on this bird would be redundant and unnecessary. *We* reprint below the entire text and enclosed photo; only *remarking* by way of background that the Kings River originates as a torrent in the High Sierra, has rapids of Class VI-plus as it bursts through the foothill gorges, becomes a mild Class **IIII** stream and then is captured in irrigation impoundments.)

Subject: Wardco Beach Barge.

Uses **SAFE Family Fun in the Sun; Skin Diving Adventure; Wild Rapid Riding.**

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Barge and in so doing created a whole new sport. (Rapid Riding).

The enclosed action picture was developed from motion picture film of the first contact of Beach Barge and Rapids; a picture of something that has never been done before! The Beach Barge was ridden in a standing position for over a mile on this wild section of the Kings River and the rider was nearly killed at one particularly bad spot! Luckily his injuries were of a minor nature. Even so, after coming this close to disaster it was decided that all of our future "Rapid Riding" would be done while wearing a Crash Helmet, a Mae West type Life Jacket, and Tennis Shoes for safe footing on slick, wet

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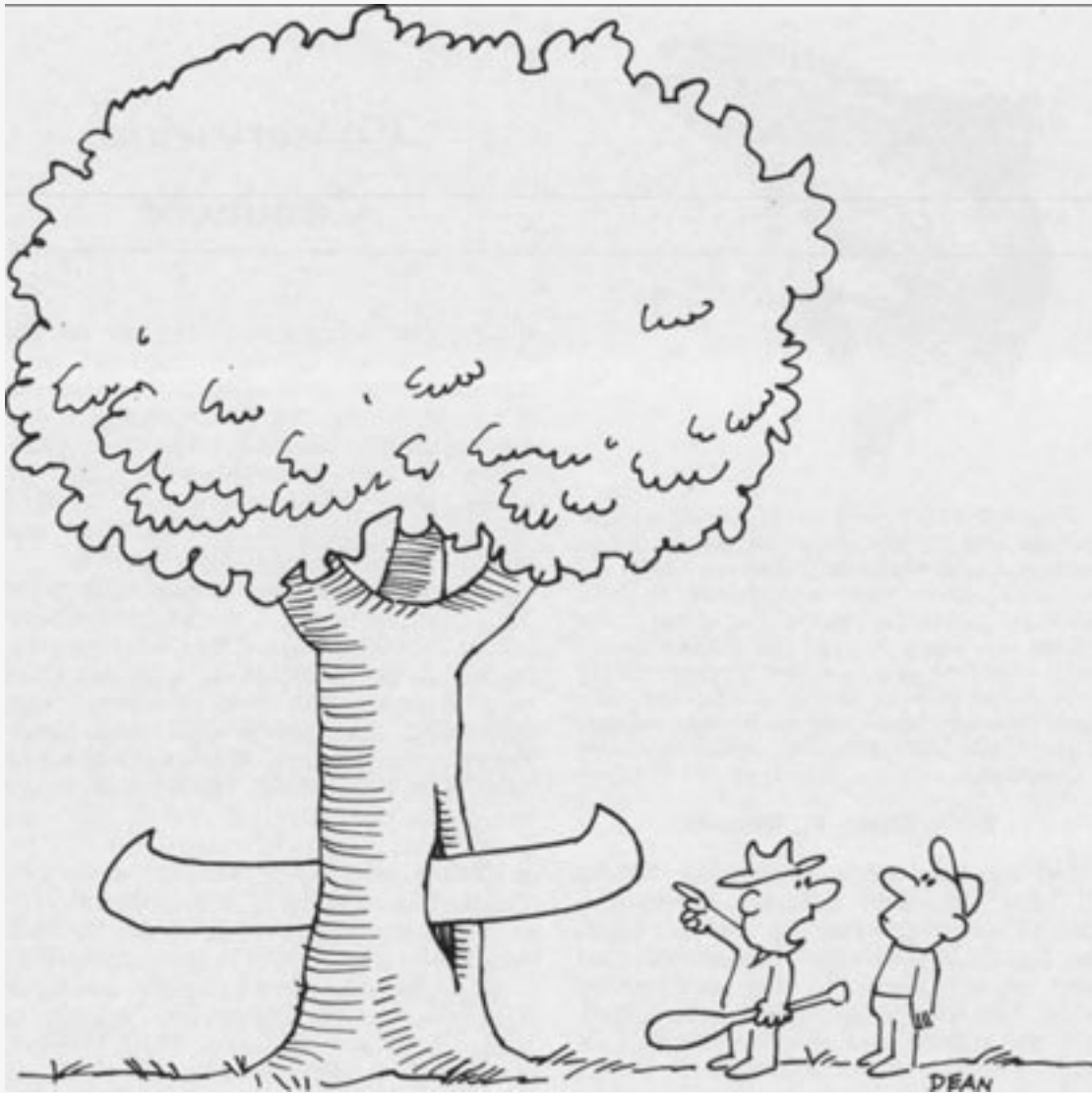
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Dean's Cartoon



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rocks. We agreed that to do otherwise would invite death or serious injury.

Rapid Riding ranks among one of the most dangerous sports in the world, so it should be done cautiously. It should never be attempted unless there are at least two people present. One should be stationed as a Guard at a smooth spot on the river, downstream of the Rider attempting to ride the rapids. This enables the "Guard" to safely retrieve a paddle or a Beach Barge or both if lost by the "Rider" upstream of the Guard's position. It also places the

Guard in a good position to help an injured rider to safety. It should be pointed out that prudent use of a Beach Barge for almost any other purpose is quite safe, very relaxing, and an excellent form of healthy exercise.

An attempt to conquer the savage rapids of the world famous Colorado River will be made by us late this spring. We would welcome any coverage your organization cares to give this action packed first time event. Additional details will be gladly furnished upon request.



(Triumph and tragedy would be only a slight overstatement for the events chronicled below. Tennessee conservationists last year ~~won~~ the first State scenic rivers act—bound to be a model for future enactments. But already irate farmers are trying to take the Buffalo out of the Tennessee system, and the Missouri Legislature turned down a parallel scenic rivers proposal. Missouri boasts the most river mileage of any of the "old" 48 states, so that this is no mean defeat.)

By William L. Russell

During the week beginning March 31, 1968, President Johnson announced that he would not run for another term, the North Vietnamese announced that they would come to the conference table, Martin Luther King was killed, and the subsequent rioting reached its peak. There was not much room in the newspapers for local news, and it is not surprising that the passage and signing into law, during that week, of "The Tennessee Scenic Rivers Act of 1968" received only small attention even from Tennessee news media. The act is, however, of more than local interest, and the events surrounding its passage, as I shall describe, were intensely dramatic to those closely involved.

The national significance of the act was immediately recognized by conservation organizations. L. S. Clapper of the National Wildlife Federation wrote: "Tennessee has become the first state to establish a comprehensive scenic rivers system, an action completed only hours before the legislature recently was adjourned. Signed into law by Governor Buford Ellington, the bill

Conservation Comment

thus gives Tennessee a 'leg up' on the U.S. Congress, which is considering a National Wild or Scenic Rivers system." It is refreshing for Tennesseans, who are painfully used to having their State listed as forty-something in rank on many progressive measures, to find themselves, for once, out in front and ahead of the Federal Legislature.

Although Tennessee is first with what Mr. Clapper calls "a comprehensive, scenic rivers system," this achievement may also be regarded as a culmination of a movement started in other states that have designated and even established scenic rivers. Wisconsin has pioneered in this field, Maine has saved the Allagash, Missouri has a National Scenic Riverway. In return for the inspiration received from these successes, Tennessee is happily handing out copies of its act to the many states through which the movement is now spreading.

The act contains twenty sections. There is a long statement of purpose which begins as follows: "The General Assembly finds that certain rivers of Tennessee possess outstanding scenic, recreational, geological, fish and wildlife, botanical, historical, archaeological and other scientific and cultural values of great present and future benefit to the people. The General Assembly further finds that the policy that has resulted in dam and other construction on many of the rivers of Tennessee needs to be complemented by a policy that would preserve other valuable selected rivers or sections thereof in their free-flowing natural or scenic condition and protect their water quality and adjacent lands." Later, it is stated: "The General Assembly affirms that it must not deny the people of this generation and their descendants the opportunity to refresh their spirits with the infinite beauties of the unspoiled stream."

Rivers eligible for inclusion in the

system are classified into three types. Since this classification differs somewhat from any of those in the proposed national bills it is given here in full:

Class I: Natural River Areas

"Those free-flowing rivers or sections of rivers with shorelines and scenic vistas unchanged, or essentially unchanged, by man, with no extensive paralleling roads closer than one mile except in river gorges where there must be no extensive paralleling roads within the gorge or within one quarter mile back from the gorge rim), and with only a limited number of crossing roads or spur roads existing at the time of designation as a state scenic river. Additional access would be limited to trails. Waters would be kept unpolluted. Lands adjacent to these rivers that are not already in state or other public ownership should be protected by acquisition of fee title or by conservation easements to the full extent necessary to preserve a true natural environment. These river areas should be managed in accordance with the concepts embodied in the national Wilderness Act 78 Stat. 890; 16 U.S.C. ch. 23), and would represent samples of natural America saved unspoiled for this and future generations to enjoy as precious pieces of our natural heritage.

Class II: Pastoral River Areas

"Those free-flowing rivers or sections of rivers the lands adjacent to which are partially or predominantly used for agriculture and other dispersed human activities which do not substantially interfere with public use and enjoyment of the rivers and their shores. Waters would be kept unpolluted. Lands adjacent to any such river would remain primarily in the type of use existing at the time of designation as a state scenic river or else be allowed to revert to natural conditions. Scenic values should be preserved by acquisition of conservation easements, zoning and similar means, and by acquisition of fee title of areas set aside for access, camping and recreation. Acquisition of fee title of other areas would not be precluded, particularly where the cost of alternative methods of land use control is comparable to the cost of acquiring the fee with lease-back or other similar arrangements.

Class III: Partially Developed River Areas

"Those rivers or sections of rivers in areas affected by the works of man, but which still possess actual or potential scenic values. Included would be rivers with some housing or other building developments near their shorelines, rivers with parallel roads or railroads, rivers with some impoundments, and rivers polluted, for example, by strip-mine run-off. These rivers would be managed to prevent further loss of scenic values, to improve the scenic aspects of their surroundings, and to restore the quality of their waters. A polluted river section in an otherwise natural area could be improved to the point where it would be upgraded to Class I. Lands adjacent to any such river, and the use thereof, should be subject to public control by zoning, tax incentives, acquisition of easements or fee title and other means sufficient to realize the purposes for which such river is designated a state scenic river."

The inclusion of Class III rivers enlarges on the concepts of the original so-called "Wild Rivers" bills, which were aimed primarily at the preservation of rivers in the western half of the United States. In the following statement, however, the act attaches prime importance to the Class I rivers: "For aesthetic as well as ecological and other scientific reasons, priority and especial emphasis shall be given to the preservation of natural, unspoiled, undeveloped river areas. Few of these are left in the Eastern United States and the General Assembly feels a strong obligation to the American people to protect the remarkably beautiful ones in Tennessee."

Eight rivers and a small creek are initially included in the system. Classification of these, or segments of them, puts three in Class I, six in Class II, and four in Class III. Altogether, excluding the small creek, this provides approximately 358 river miles.

Other sections of the act provide a procedure for protecting the lands and waters in the system; prescribe the powers and duties of the Commissioner of Conservation who is charged with the administration of the system; pro-

vide criteria for the management of the system; prescribe the methods and standards for adding new components to the system; provide for cooperative agreements with other agencies and authorize appropriation of funds; prescribe penalties for violations and provide otherwise for the enforcement of the act. These are all dealt with in considerable detail, but rather than spell this out here, since the act is available on request, it might be of more interest to recount something of the story behind the origin and passage of this piece of legislation.

Citizen Lobby

This is a story of success achieved by citizen organizations. Many groups and individuals played vital roles at various stages, but special credit must be given to two organizations. The first of these to be formed was the Tennessee Citizens for Wilderness Planning, founded in Oak Ridge in June, 1966, when two informal groups joined forces, one of these being concerned with the preservation of wilderness areas in the Smoky Mountains National Park and the other with the preservation of two East Tennessee rivers threatened by dams. The new organization immediately enlarged its aims and purposes. A few months later the Tennessee Scenic Rivers Association was formed in Nashville.

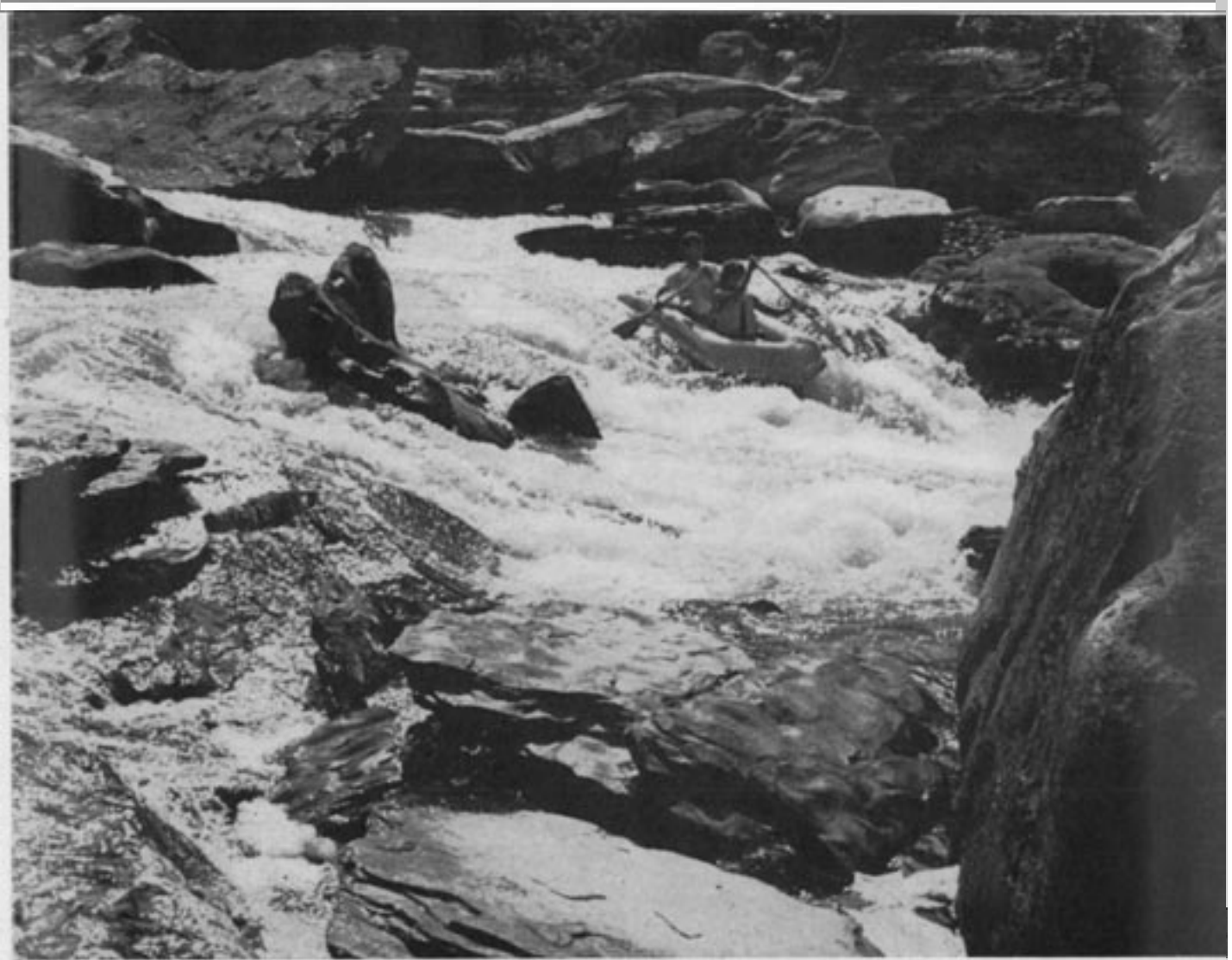
TSRA and TCWP have operated in close coordination. They have worked hard and with imagination, but success came much faster than anyone dared hope. One individual, Robert A. Miller, President of TSRA, must be given special mention. A native Tennessean, he had become increasingly depressed to see more and more rivers that he loved turned into dead reservoirs. He has a mind that is both imaginative and eminently practical, and he drafted a set of suggestions for a scenic rivers system that would be financially feasible. We originally intended to present this to the State Legislative Council in the summer of 1968, and on February 1, 1968, Bob Miller read it at a TCWP meeting in Oak Ridge organized to discuss "Needed State Legislation to Preserve the Aesthetic Assets of Tennessee's Lands and Waters."

We had invited to this meeting State Representative J. William Pope, Jr., who had successfully sponsored Tennessee's 1967 Strip Mine Act. Bill Pope responded beyond our best hopes and said we did not have to wait to go through the Legislative Council, because if we could write a scenic rivers bill ourselves he would introduce it in the 1968 Session of the General Assembly which was about to convene.

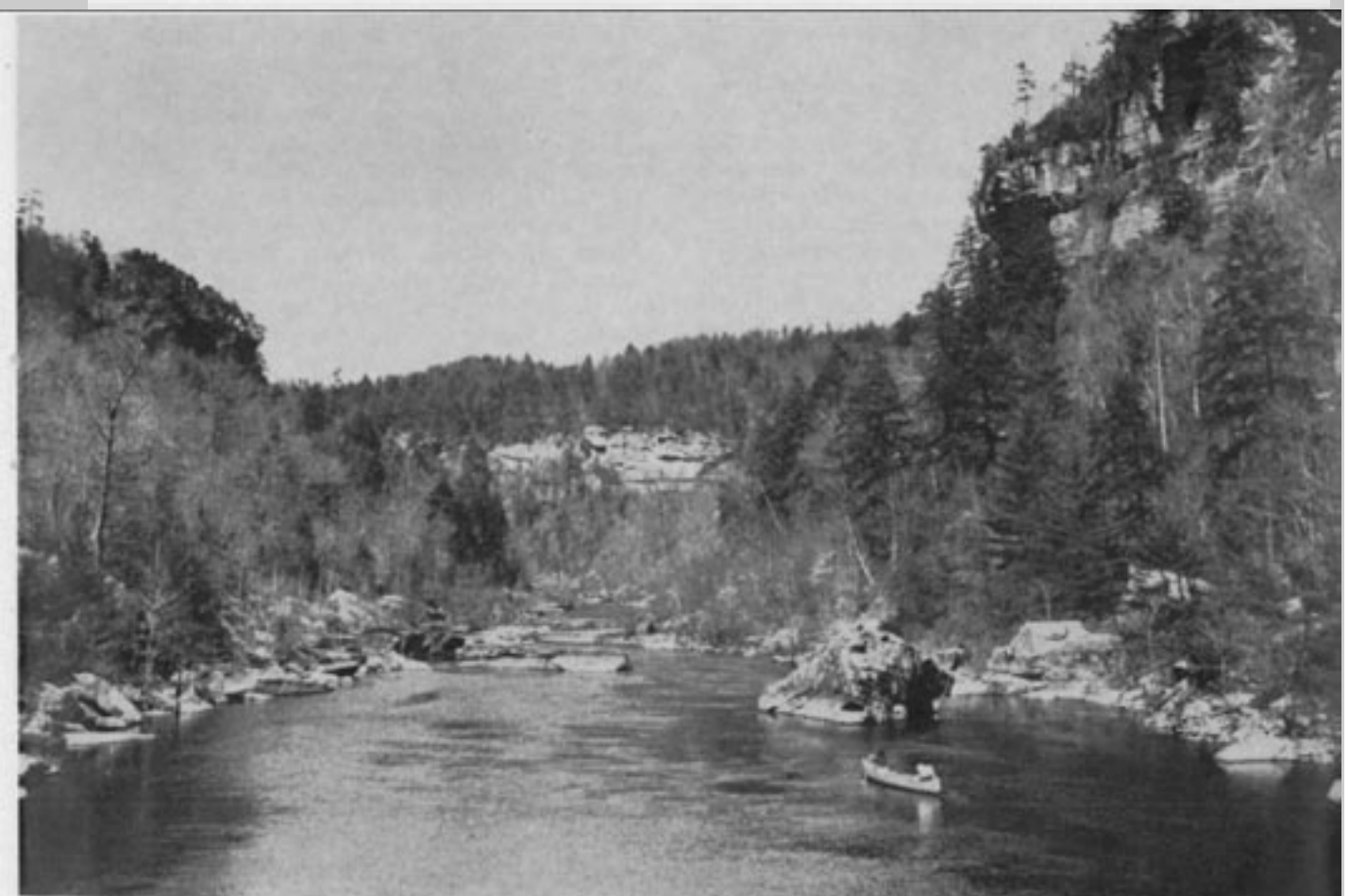
Two-Week Writing Job

Bob Miller, my wife, who is President of TCWP, and I met with Bill Pope four days later, and he gave us two weeks in which to draft the bill. Since we are, all four of us, busy with other jobs, it was a struggle to meet this deadline, and we had practically no time in which to consult others. However, after exactly two weeks of hard work, the four of us met again to settle the final form. The next day the bill was typed, and the following day Bill Pope introduced it into the House. He had already succeeded in getting enough co-sponsors to ensure passage. Shortly thereafter, Senator Don Moore introduced the bill in the Senate.

The bill then went through various vicissitudes. Dam promoters in one area demanded an open hearing, and, following this, eight of the sixteen rivers originally in the bill were removed by amendment before the bill passed the House. One small creek was added. We then worked hard to get the deleted rivers restored by amendments in the Senate, but the bill was held up in the Calendar Committee. It finally reached the floor of the Senate in the last few hours of the last day of the Session. Several days before, we had reluctantly decided that it was now so late that introduction of any amendments might jeopardize the bill itself. There was not enough time left for a Conference Committee to resolve any Senate-House differences. To our horror, on this last half day of the Session, two amendments were passed in the Senate, one to restore a river, and the other to take a river off. At this point we gave up all hope, but Bill Pope walked the bill to the House, and by some miracle, after an initial tie vote, was able, on a second vote, to get con-



Deleted: Big So. Fork, Cumberland (above) and Obed rivers.



currence minutes before the General Assembly closed.

Many Joined Us

In the hectic race to success, many organizations and individuals joined forces with us. The Tennessee Conservation League with its large membership and many affiliated clubs gave us strong support. Other conservation groups, white-water and canoe clubs, and a regional development group, Hull-York-Lakeland Association, aided us. At the risk of showing family immodesty I must mention the work of Lee Russell, my wife, who was a tireless fount of intelligent persuasion, spraying authoritative factual information, careful documentation and clearly reasoned arguments to everyone of influence we thought ought to be informed. One legislator told me that never before had he received so much information on one issue.

Looking back, we attribute success not to any single action, but to playing all the honorable angles we could think of. Although the bill had become very popular, originally passing the House reportedly 70 to 11 and the Senate with no real dissent, the vagaries of politics nearly killed it in the final stretch. We can see now that if any one out of dozens of people had failed on some particular action, the balance on that final day could have swung the other way.

Another factor of undoubtedly great importance was the fight waged a few years ago by those who opposed the Tellico Dam on the Little Tennessee River. Although it was unsuccessful, the battle drew the public's attention to the need to save some of Tennessee's free-flowing rivers. Conservationists were heartened by the fact that the State Game and Fish Commission had the courage to oppose TVA vigorously on that dam.

Something to Build On

Although several fine rivers were removed by pre-passage amendments, the wording of the bill passed almost unscathed. With a good act to build on, it should be possible to restore some or all of the deleted rivers. Much of the opposition seems to be based on misunderstanding, ignorance, and years of brain-washing by the well-financed

public-relations activities of dam-building agencies.

It comes as a shock to most people to hear that the reservoir shoreline in the TVA system alone is more than 10,000 miles long, more than that of all the Great Lakes combined. After hearing this, one is more receptive to the view stated in the act that "It is the policy of the General Assembly to maintain a proper balance between reservoirs and free-flowing rivers, to provide, thereby, a desirable variety of scenic, recreational, scientific and other values." It is easy to demonstrate that a proper balance does, indeed, require the addition of more rivers to the system. The minimum land acreage required by the act for the rivers now in the system is only 0.4% of the acreage acquired for TVA reservoirs alone. This omits Corps of Engineers, and other reservoirs in Tennessee. Furthermore, the scenic river land can be protected mostly by scenic easement rather than, as with TVA, acquired predominantly in fee. Another startling comparison is that this same minimum acreage for the whole present scenic rivers system amounts to only 3% of that in "Land Between The Lakes", a single recreation area acquired by TVA for a "demonstration" project.

In the face of such facts, it is hard to see how there could be much opposition to the scenic rivers act or to the addition of more rivers. However, our citizen organizations are realistic enough to know that continued vigor and vigilance are necessary for the survival and enrichment of any conservation legislation. As an official of a national conservation society put it to me recently: "We start each day by getting together and asking, 'Well, what's going to hell today?'"

Our present mood, however, is one of jubilation, and almost disbelief, that, in less than two years, the spare-time work of a handful of citizens could stimulate a successful drive for a major piece of conservation legislation. The encouraging conclusion is that the climate must now be right for such achievements.

— Reprinted from
The Sierra Club Bulletin



Above: Roaring River, Class I and below: The Collins, Class II.



A Defeat in Missouri for Scenic Rivers

By Bill Bernt

Missouri Scenic Rivers bills 2 and 3 were killed in House committee March 13, three days following a public hearing. Opposition consisted chiefly of farmers along the included rivers who objected to an eminent domain clause and so-called control of land use by the administrator of the system. They also felt that the bill contained insufficient limitation on amount of land the administrator could include in the system.

The bill provided for preservation of segments of 11 Ozark stream systems for "permanent enjoyment of wilderness type recreation" and of "certain outstanding recreational, scenic, ecological, and other natural and physical features of unusual significance."

Land was to be included in the system by outright purchase (negotiated, where possible) and by "conservation restrictions," or scenic easements, in which the natural landscape is preserved but good farming, grazing and timbering practices are permitted. Change in land use, such as clearing of timber, required approval of the administrator.

Access to Key Spots

House Bill 432 permitted eminent domain for access points when no access existed within seven miles up or downstream, for areas of unique or outstanding natural beauty, and for areas where land use was not consistent with the purposes of the act.

The similar HB 793, little-discussed at the hearing, differed from HB 432 by permitting eminent domain only to obtain access points. The Missouri Conservation Commission, the administrator named in both bills, can presently obtain accesses through eminent domain, but has only used this power three times in over 30 years.

A clause in prototype bills would have limited purchase of conservation restrictions and scenic easements to one-eighth mile from stream center of line of sight, whichever was less, but this provision was not in either of the two bills considered.

Representative J. C. Skaggs, Chairman of the House Committee on State Parks and Recreation which killed the bills, said it was "... opposed to the Conservation Commission going down there and telling the farmers what they could do with their property. There was no limit on how much land they could take."

Chance in Senate

A bill identical to HB 432 is presently before the Conservation, Parks, and Forestry Committee of the Missouri Senate, and the measure may have a chance to be passed by the Senate.

House opponents of the bill are expected to propose a compromise in the next session of the Legislature, in two years. Meanwhile, land prices will escalate and river habitat will deteriorate.

Rivers or sections of rivers included in the bill were: lower Eleven Point, Gasconade-Big Piney-Osage Fork, North Fork-Bryant Creek, Niangua, St. Francis-Big Creek-Little St. Francis, Big Sugar-Indian Creeks, Beaver Creek, upper Meramec-Huzzah-Courtois, Black River, Bull-Swan Creeks, and the James River.



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The Army Engineers and the Potomac

The final report on the Potomac River Basin submitted recently to the President of the United States by the retiring Secretary of the Interior is an unfortunate document.

Some four years ago the President gave the Secretary an assignment unique in history, to develop a model program of water management and conservation for this great river basin.

The reason for this assignment was well known to all; namely, that a broad coalition of farm, labor, conservation, and citizens' organizations had successfully opposed the plans of the Army Engineers to construct 16 major deep-drawdown mass-eviction reservoirs on the main river and its tributaries, mainly for diluting and flushing sewage.

The reasons for the opposition were also well known: the reservoirs would flood out farms, homes, businesses and communities needlessly, destroying stream valleys valuable in themselves, and for the forest, wildlife, scenic, and historic treasures they contain.

Tragic Compromise

The constructive alternatives proposed were the prevention of pollution at source instead of storage for dilution and flushing: headwaters impoundments for flood control and local water supply; and a supplemental intake and pumping plant on the broad fresh-water estuary of the Potomac at Washington to meet the needs of the Metropolitan Area during periods of low flow and drought.

This past summer, after so-called hearings which were utterly contemptuous of due process, the Army produced a compromise plan (the second in a series) to get its foot in the door, involving seven of its destructive impoundments. Interior, by way of fulfilling its assignment from the President, and from the people of the Basin and the Nation, has now endorsed the Army's program for these seven Army-type dams.

This capitulation to the Army has been published in attractive documentary form, with pretty pictures, simplistic maps and diagrams, and much rhetoric, as "The Nation's River."

The report constitutes an abject surrender and an abdication of responsibility, and returns the struggle to the point where it stood seven years ago when the Army first broached its archaic proposals.

Small Concessions

True, the computerized planners in Army and Interior have now recognized certain elemental truths which we have been preaching for some time, as for example:

(1) The estuary of the Potomac at Washington contains 125 billion gallons of fresh water, not a mere 5 billion as they were contending as recently as a year ago;

(2) Releases of water stored in reservoirs will not work to dilute or flush pollution in the estuary;

(3) Pollution is a problem to be dealt with by prevention at source, not dilution and flushing afterwards;

(4) Big reservoirs will not solve the flood problem, which should be handled by headwaters management, flood plain protection against occupation, flood proofing, flood insurance, and local protective works, even at Washington.

To grasp the full significance of the capitulation, one must understand that the choice was between launching a program promptly for the utilization of the fresh-water estuary to satisfy Washington's emergency needs for the indefinite future, or on the other hand, initiating the construction of a number of Army-type dams now as a starter, and because the correct solution had not been undertaken, moving ahead over the next few years with a total of perhaps 20 of these destructive impoundments.

The basis of the decision purports to be that although the quantity of fresh water available in the estuary is adequate (a fact now only admitted), the quality is uncertain and we must await more miracles of modern technology.

Ample Water

■■■■■ fundamental premise of the report is completely erroneous. Both the quantity and the quality of the water of the estuary are amply sufficient for

the emergency needs of the Washington Area for the foreseeable future. No recycling is now involved; purification of effluents from treatment plants will be essential, but this will be true regardless of water supply methods. These facts were amply set out in the engineering study **The Potomac River Estuary** by Ellery R. Fosdick, published last January by this Association.

The Army program, which Interior has now endorsed, will involve the expenditure of from \$500 million to \$1 billion in big dam construction before it is completed; counting the minimum time required for legislation and construction, the first dams cannot be completed for six or eight years; meanwhile the hypothetical drought may well occur.

The superior alternative, which we and others defending the Basin have recommended, construction of a supplemental intake and pumping plant on the estuary a short distance below Little Falls, could be accomplished quickly at a cost of about \$5 million for the first phase, and another \$5 million 25 years later, and it would solve the problem permanently.

At a time when vast expenditures are still required for military purposes, it seems unlikely that the necessary authorization and appropriations for the Army Engineers' program, as endorsed by the Interior, will get very far very fast; the water problems of Washington and the Basin may remain unsolved for a long time.

At a time when America's cities are crying for rehabilitation, and the Nation is torn by factional wars, arising in part from a prolonged neglect of urban problems, the expenditure of hundreds of millions of dollars on useless and destructive dams and reservoirs is inexcusable.

The realities in this situation are in our judgment as follows:

(1) an agreement was reached between the Army Engineers and the Secretary of the Interior as long ago as the spring of 1965, shortly after the President gave the job to the Secretary.

(2) The deal was to build three reservoirs in the Middle Basin, ostensibly for Washington's water supply. Interior

may have thought of the agreement as workable solution; the Army made it clear that it was merely the first step.

(3) Certain powerful and harmful economic and political forces are at work in the Potomac Basin, but these realities do not show for a moment through the untroubled surface of the document the Secretary has given us.

(4) The industrial and municipal polluters of the upper reaches of the tributaries want the people of the United States to finance the dilution and flushing of their filth in the river and have applied powerful pressures toward that end.

(5) Well-entrenched real estate speculators of the hit-and-run variety, waiting to sell second homes to unsuspecting buyers on the banks of deep-drawdown reservoirs, have also been employing heavy pressures for construction.

(6) A powerful bureaucratic-profit-eering combination is at work here, consisting of the job holders and career men in the Army Engineers, and the big urban construction contractors who sell sand and gravel, and pour concrete for dams.

It was within this context that the Secretary, wittingly or unwittingly, made his crucial decision. As a retiring public official, he had a great opportunity to take a courageous stand for the right solution, but abandoned the fight.

It is within this context, furthermore, that the coalition which stopped the Army Engineers' program, beginning in 1961, which will not be without powerful allies, will unquestionably regroup and continue the battle.

Anthony Wayne Smith
(Reprinted from **National Parks Magazine**).



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Designed by Bart Hauthaway

Old Town **KAYAKS**

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