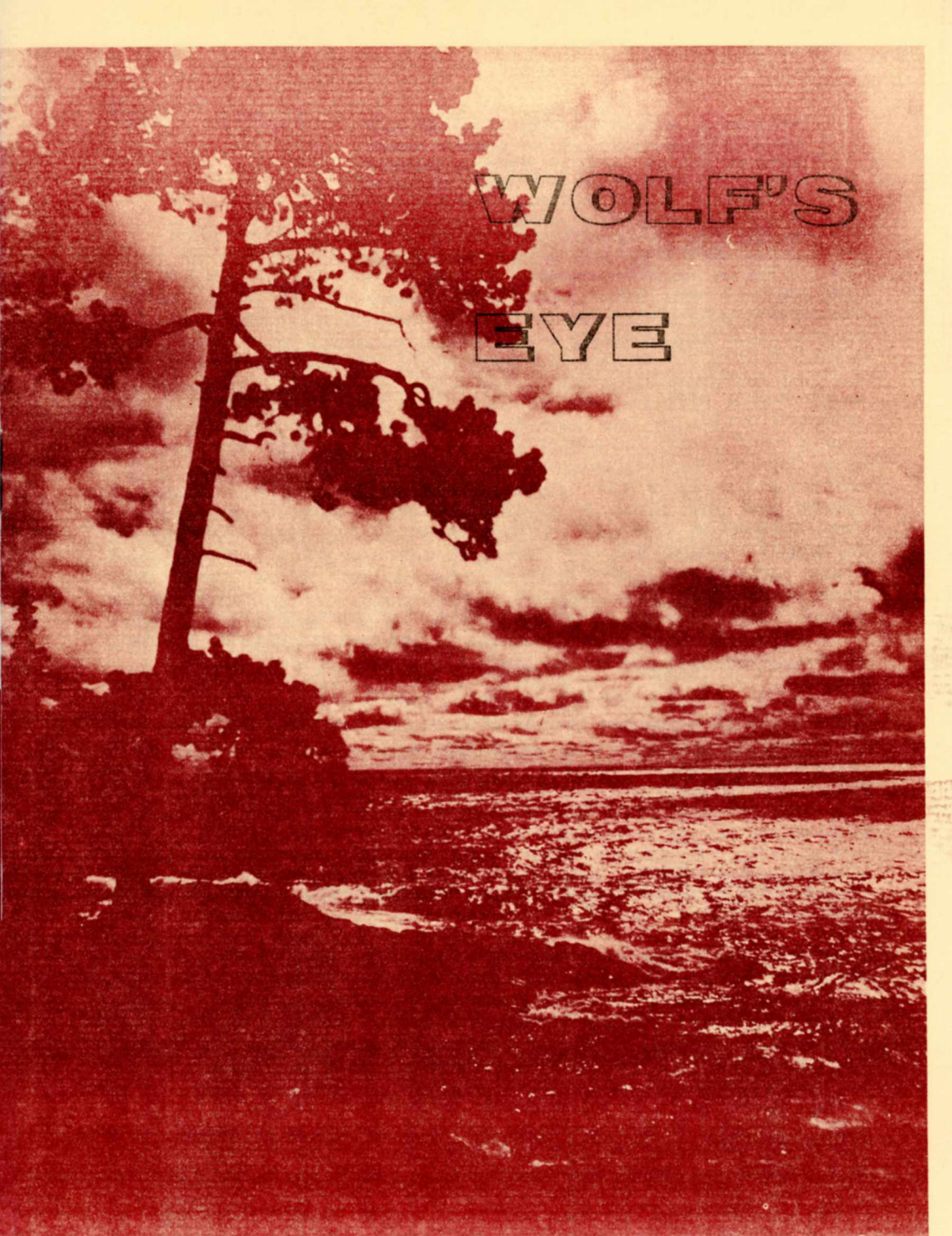




WOLF'S EYE

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WOLF'S EYE is published and printed by the Isle Royale Natural History Association for the purpose of disseminating the news and the natural history and historical lore of Isle Royale National Park. Copies are sent to each member of the Isle Royale Natural History Association and to Park employees and they may be obtained for 10¢ each at the time of publication, or \$1.00 in advance for each copy of 12 successive editions. News and items of interest should be addressed to the editor, WOLF'S EYE, Isle Royale National Park, Houghton, Michigan. Your comments and suggestions are always welcome.

The following article is from the book, "History of the Upper Peninsula of Michigan," printed in Chicago by the Western Historical Company, A. T. Andreas, Proprietor, in 1883. Thanks are due to Mott Island radio operator Tom Keast for loaning us his copy of this section of the book. Tom has collected many such items concerning Isle Royale and Lake Superior and we hope to have an opportunity to reprint more of them in subsequent issues of Wolf's Eye.

Early Navigation of Lake Superior

Early Navigation of Lake Superior

Long before the French voyageurs dipped an oar in the blue waters of Lake Superior, the surface had only been rippled here and there by the Indian with his "birchen" canoe. Some time between 1800 and 1810, the Hudson Bay Company and the American Fur Company each had large schooners for those early days, navigating the great lake. One called the Recovery, belonging to the British Northwestern Company, it is said, at the breaking-out of the war of 1812, was secreted in one of the deep bays among the "fingers" at the northeast end of Isle Royale, to prevent her capture. It is reported that her spars were taken out and the vessel covered with brush and boughs, where she lay hidden until the close of the war between the United States and England, when she was again brought out and put in commission. She was afterward run down the Sault Rapids and employed in the lumber trade on Lake Erie, under the command of Capt. Fellows, being owned by Mr. Merwin, of Cleveland. Fragments of her wreck were long visible near Fort Erie, opposite to Buffalo, where she was finally wrecked.

The Mink was another schooner which was employed on Lake Superior previous to the war. This vessel was afterward taken over the rapids, and was for a number of years employed in the general trade on Lake Erie, under the command of Capt. Tom Hammond, one of the officers in Perry's fleet. She was finally sunk in Riviere Rouge, which empties into the Detroit River, a few miles below Detroit. Another vessel, which had been a contemporary of the Recovery and Mink, in attempting to pass the rapids, struck a rock and was so shattered she soon after went to pieces. Only a single sail remained on Lake Superior from that period up to 1822. This was a small craft, but she also left for the Lower Lakes and was merged into their fleet.

In 1834, the fur business revived and the American Fur Company issued orders for the commission of a large vessel for Lake Superior, placing the management of the matter in the hands of Messrs. Ramsey, Crooks, and O. Newberry, of Detroit, and the John Jacob Astor, a schooner of 112 tons burthen, the first American vessel launched upon Lake Superior, was got ready and placed under the command of Capt. Charles C. Stanard. The Astor was built for the American Fur Co. in 1835, by G. W. Jones. Her frame, timber and plank were got out in the fall of 1834, at Charleston, Ohio, and were shipped on board the schooner Bridget from that place, in April, 1835, arriving at the Sault Ste. Marie on the 1st of May. From there they were carried across the portage to the head of the rapids, where the Astor was built and launched. Her keel was laid the 17th of May, and she was completed and ready to launch about the 1st of August, and sailed on her upward bound trip to La Pointe August 15, 1835. On the 26th of August, with the weather thick and near night,

Capt. Stanard discovered what appeared to be a capsized bateau with the sea breaking over it. The lake was so rough and the weather so thick that he could not make it out until within half a mile of it, when he found it to be the singular rock which has since borne his name. At the time, he did not approach very near it on account of the roughness of the lake, but that fall he went and examined it. It is a Scylla, which mariners need to avoid in rough weather, and a curiosity for the tourist to see. As it and surrounding rocks are all submerged in calm weather, a monument has been built on it to mark its location. Capt. Charles C. Stanard sailed the Astor until the close of the season in 1842, after which time she was commanded by his brother, Capt. Benjamin A. Stanard, who sailed her until she went ashore from parting her cable and was wrecked, at Copper Harbor, September 21, 1844. Fortunately no lives were lost and most of her cargo was saved. Her skeleton can still be seen on the rocks near the entrance to the harbor.

In 1837, the American Fur Co. had two small vessels--about twenty tons each--built for their trade, and one of them was so badly constructed that it was never launched. The other, called the Madaline, built by a Frenchman, was employed principally in the fishing trade, and was sailed by Capt. Angus. In 1838, the schooner William Brewster, of seventy-three tons, was built by the same company. She was launched some time in August, and sailed in Sept., Capt. John Wood, Master. In Sept., 1842, the company, supposing she would rot before she would pay for herself on Lake Superior, the Brewster was run down the rapids and subsequently put in service on Lake Erie. The timbers of the Brewster were got out at Euclid, Ohio, and carried above the Sault, where the vessel was built.

Previous to the opening of the Sault Canal, the following vessels composed the fleet on Lake Superior: Propeller Independence and steamer Julia Palmer, each 280 tons; schooner Napoleon, 180 tons; Algonquin, Swallow and Merchant, about seventy tons each; White Fish, fifty tons; Uncle Tom, Chippewa, Fur Trader, and Siskowit, each forty tons.

The steamers Independence, Julia Palmer, Traveler, Monticello, Peninsula, Sam Ward, Baltimore, and Manhattan, and the schooners Chippewa and Merchant, were brought over on "ways" before the Sault Canal was opened.

The Independence was the first steamer brought over. The Julia Palmer was afterward sunk at the Sault, and the Independence, Manhattan, Monticello and Peninsula were wrecked on Lake Superior. Most of the others passed to the lower lakes after the canal was completed.

The following are the dates of the opening of navigation at Mackinac since 1854:

1854 - April 25	1864 - April 23	1874 - April 29
1855 - May 1	1865 - April 21	1875 - May 5
1856 - May 2	1866 - April 29	1876 - April 22
1857 - May 1	1867 - April 23	1877 - April 20
1858 - April 6	1868 - April 19	1878 - No record
1859 - April 4	1869 - April 23	1879 - April 22
1860 - April 13	1870 - April 3	1880 - April 3
1861 - April 25	1871 - April 3	1881 - April 29
1862 - April 17	1872 - April 28	1882 - April 4
1863 - April 18	1873 - April 30	

The Van Raalte, of Cheboygan, arrived April 29, and the Flora, of Detroit May 4, 1881.

AIDS TO NAVIGATION

These lights are in the Eleventh Inspection District. They comprise Spectacle Reef, built in 1873, with a steam fog whistle in connection; Detour, at the mouth of the St. Mary's River, built in 1847, rebuilt in 1861, and refitted in 1870, has a fog whistle in connection; Bois Blanc, built in 1839, rebuilt in 1867; St. Helena Island, built in 1873; Waugoshance, built in 1851; Ile aux Galets light, on the Skelligalle rock, built in 1850, rebuilt in 1870, and S. Light, built in 1861, refitted in 1868; South Fox Island Light, built in 1867; Point Peninsula, built in 1865, refitted in 1870; Escanaba light, built in 1867, Eagle Bluff, built in 1868; Chamber's Island, built in 1868, light near entrance to St. Mary's River built in 1855, Point Iroquois, in 1857; White Fish Point, built in 1857, improved in 1861-63; Big Sable, in 1874; Grand Island (three), built in 1868; Huron Island, in 1868; Portage River and Range lights, in 1853 and 1868; Manitow, in 1849, 1861, 1867; Gull' Rock, in 1867; Copper Harbor was erected in 1848, and rebuilt in 1866; C. H. Range lights were placed in 1865; Eagle Harbor, built in 1850, rebuilt in 1871; Eagle River, built in 1858; Portage Lake Ship Canal Light was built in 1874; Ontonagon River light, in 1852, rebuilt in 1866. Outer Isle (Apostle Group), built in 1874, has a ten-inch fog whistle in connection; Michigan Island light was built in 1857, and refitted in 1869; light at La Pointe was built in 1858; Raspberry Island, in 1862; Rock Harbor, Isle Royale, built in 1855, improved in 1874. Stannard Rock light, July 4, 1882, completed in 1882; Sand Beach light, in Keweenaw Bay, and many other aids to navigation along the lake and river shores, have been established within the last few years.

IN MEMORIAM

JACOB S. BANGSUND, 1887-1959

On Saturday, October 10, Jack Bangsund of Rock Harbor celebrated his 72nd birthday with friends at the home of Peter and Laura Edisen. We were all shocked the next day when Pete Edisen reported that Jack had passed away, peacefully in his sleep, that night. Evidently death occurred as a result of heart disease.

Jack Bangsund was born October 10th, 1887, in Bangsund, Norway -- the town from which he got his name. He came to the United States in 1911 and to Isle Royale in 1915. He began his commercial fishing career at Isle Royale as an employee of Mr. Mike Johnson (father of Milford and Arnold Johnson and Laura Edisen). In the ensuing years he was in partnership with Peter Edisen, and still later was in partnership with his nephew, Bill Bangsund, until 1949 when he carried on his commercial fishing on-his-own. He also did sport fisherman guiding at Rock Harbor Lodge some years ago. Jack made two return trips to Norway to visit relatives -- once in the 1920's and again in 1949.

Jack is survived by a brother, Peter, in Washington (state); two sisters, Bertha and Olifine, in Norway; a sister-in-law, Helga Bangsund, of Two Harbors, Minn.; nephews Bill and Morris, and nieces Carrie, Mildred and Myrtle.

We all loved Jack and his quiet way and we shall always remember his unfailing helping hand on many emergency occasions. (Your editor remembers one occasion very vividly: It was 1950 and I was an Assistant Post Advisor of an Explorer Scout Post on a camping trip at Moskey Basin. One of our boys had a rather serious accident in which his shoulder bone was broken. One of the boys and I hiked to the Daisy Farm where we borrowed a rowboat from a camper there, rowed to Jack Bangsund's place just across Rock Harbor, and Jack helped us immediately and efficiently to get the injured boy to Park Headquarters and medical aid.) And there are the many little things we'll remember about Jack -- like his term, "stern motor" for an outboard, and his cheerful wave as he passed us going down the harbor.

IN MEMORIAM
ROY JUDSON SNELL, 1878-1959

Several days ago we were grieved to learn of the passing of Mr. Roy J. Snell, "Grand Old Man of Tobin Harbor" on September 21, 1959.

Roy Snell was born in Missouri on November 12, 1878. As a young boy he moved with his family to Sycamore, Illinois, where he helped his father in the building of windmills. He entered Wheaton Academy at Wheaton, Illinois, and later graduated from Wheaton College. He then attended Harvard University and the Chicago Theological Seminary where he earned his Bachelor of Divinity degree, and the University of Chicago where he earned the Master of Arts.

During World War I, Roy Snell was overseas where he carried on visual education work in the YMCA. After the war he taught school in the "feud-hills" of Old Kentucky. The spirit of adventure was always in him and this spirit carried him to Alaska in the early days where he became a school teacher and missionary to the Eskimo people. (He once traveled in an Umiak -- a frame boat covered with skins -- to Big Diomed Island in the Bering Straits.) And he was also a storekeeper in Alaska.

Some 30 summers ago Mr. and Mrs. Snell began coming to Isle Royale where they have maintained a cabin on the shores of Tobin Harbor. Roy Snell was the author of over 70 books for children and teen-agers. At least one of these, The Phantom Violin, has Isle Royale as its "locale". As one of the Isle Royalty, Roy is well remembered for his inspirational living, his wit, his fishing, his delicious planked fish, and his trained squirrels.

Roy is survived by his widow, Lucille, and 3 sons: Judson, of Minneapolis; John, of Omaha; and Lorry, teacher of Mathematics at Dartmouth College.

He who loved the shining water,
Loved the shores of Gitchee-Gumie,
Rowed his boat with rolling motion
As he lured the wily steelhead --

He now skims that vaster water
Where one may toil but ne'er grow weary:
No more hindered, no more earthbound,
Free to roam God's vast expanses!
His the spirit of our Island
Holding commune with God's Nature.

"When the dragon flies assemble"
At the reef where trout are taken
We no more will see his figure --
But we know he'll be there with us,
And we'll feel his presence!

-- Coach H. T. Orsborn
September 25, 1959

THE SUPERINTENDENCY

A short time ago, Director Conrad L. Wirth announced a long list of transfers within the National Park Service that would take place before 1960. Several retirements of key personnel within the Service triggered the more than 20 transfers being made.

From Isle Royale, Superintendent John G. Lewis has been transferred to Superintendent, Virgin Islands National Park. A farewell dinner and get-together of all Isle Royale Park Service personnel was held at Mott Island on October 3 and the Lewis' departed from the Park on October 4. We all wish John, Lucy and Jeanette much luck and happiness in their new location.

Mr. George W. Fry, former Assistant Superintendent of Everglades National Park, has been transferred to Superintendent of Isle Royale National Park. Mr. Fry is a graduate of Penn State where he studied forestry. After earning his degree he was a forester in the CCC in Durban, West Virginia from 1933 to 1936. He entered the Park Service in 1936 as Park Ranger at Crater Lake National Park and later transferred to Rocky Mountain National Park. In 1944 he again joined the U. S. Forest Service in the West Virginia - Virginia area, returning to the National Park Service in 1946 as Chief Park Ranger at Lake Texoma. He has also served as Chief Ranger at Mammoth Cave National Park, and Everglades National Park before being promoted to Assistant Superintendent in the Everglades.

Mr. Fry is married (his wife's name is Helen) and has four children: Georgiana Jean, 19, a Junior at Florida State University; Carolyn Sylvia, 16, a Junior at Houghton High School; Douglas Sterling, 13, in the 8th grade; and John Peter, 7, in the 3rd grade.

All of us at Isle Royale heartily welcome our new Superintendent and sincerely hope that he and his family enjoy what we consider "God's Country". The Fry's now reside at 106 E. Houghton Avenue in Houghton and Mr. Fry came to the Park aboard Ranger III on October 15th.

THE ISLE ROYALTY

Roy, Susie and little Sharon Stamey departed early from Isle Royale this fall enroute to Acadia National Park where Roy will have temporary ranger duties. We'll look forward to seeing the Stamey's again in the spring and we hope they have a good experience in Acadia.

A daughter, Sharon Elizabeth, was born to Dave and Betty Ann Mech on August 26. Dave and Betty Ann resided at Wright's Island until August 19 when they returned to Purdue University after Dave's summer session of the Wolf ecology study here. We'd call that pretty close timing!

With much apology to former Seasonal Ranger Tom and Lynne Smith, we've lost our notes regarding the birth of their son in early summer. Please write us Tom and we'll set the record straight.

The Hiawatha, new Sivertson Bros. Fisheries passenger boat running between Grand Portage and Windigo each day this past summer, had Frank Johnson as the engineer. Frank and his wife, Sharon, now reside in Grand Marais (Minn.).

"Commodore" Joe Colombe spent most of the summer at Rock Harbor Lodge helping out on most everything from spud peeling and boat piloting to yarn spinning. Joe's retirement seems to be doing him a lot of good, from the rosy glow we saw in his cheeks.

Ed and Ingeborg Holte were not on the island this summer because of the current lack of commercial fish. Wright's Island has therefore become quite a lonely spot -- especially now that the Mech's have left for the year. The Holte's have been busily engaged operating the Grand Marais (Minn.) Tourist Park and Ed has additional duties in the Municipal Building. We hope to see you back here, though, you two!

Former Chief Clerk, Martin Christianson, is now stationed at Region 5 (Philadelphia) office after several years at Region 2 (Omaha) office.

Former Tonawanda skipper Bob Johnson spent some time working at the Park during late summer and fall. Bob's position as linesman on the Tug Edna G. of Two Harbors was temporarily affected by the steel strike. Still?

Also a victim of the steel strike, Gene Skadberg spent the late summer season fishing with his Dad, John, at Hay Bay.

WHAT'S NEW ?

The cruiser Conrad L. (named in honor of NPS Director Conrad L. Wirth). Now instead of taking 2 hours for a patrol to Malone Bay or Belle Isle, Chief Ranger Ben Zerbey or one of his able staff can do it in one.

Housekeeping Cabins at Rock Harbor Lodge --- 10 buildings with two family units each --- are now ready, after disappointing delays, for occupancy next summer. They're very nice, we think.

Rock Harbor Marina -- almost completed and ready for use. This has made a remarkable change at Rock Harbor Lodge. Finger piers and a place to gas up boats -- finally!

The new U S Geological Survey map of Isle Royale (new, early summer) is the most accurate and complete map of Isle Royale ever made. Readers may remember Peter Bermel who was here heading-up the mapping survey. There are 2 different editions: Forested lands shown in green and the shaded-relief edition. They may be purchased for \$1.50 each from either the U. S. Geological Survey, Washington, D. C., or from the Isle Royale Natural History Association.

A nice display at Rock Harbor by Ranger-Naturalist Bob Johnsson illustrating the geological formation of the Lake Superior Basin. Be sure to see it next summer.

BOUQUETS

Thanks go out to former Superintendent John Lewis for his donation of the 2¼ x 3¼ Federal enlarger and of a model B-15 aerial camera to the Isle Royale Natural History Association. The enlarger is the one which has been used for several years in the production of photo enlargements at the Park. The aerial camera is currently being modified into a combination copy camera and lithographic camera to replace the completely homemade camera we now use for all our lithographic negatives. These negatives are used to make the aluminum lithographic plates from which WOLF'S EYE and other publications of the Isle Royale Natural History Association are printed. It is anticipated that the new camera will vastly improve these negatives -- hence our printed results -- and we're SURE it will be easier to operate than the present device.



Isle Royale Natural History Association

The Wolf's Eye Press

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