

Wolff's Eye

March-April 1960

Volume 4 Number 2

our 20th

WESTERN UNION TELEGRAM

DOMESTIC SERVICE
Check the class of service desired, otherwise the message will be sent as a day telegram.

TELEGRAM	
DAY LETTER	
NIGHT LETTER	

INTERNATIONAL SERVICE
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FULLY RATE	
LETTER TELEGRAM	
ANGRY SOAP	

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GEORGE F BAGGLEY =
REPR IN CHARGE ISLE ROYALE NATL PARK
REYOUTLET MARCH 30. COMMISSION'S DEEDS OF JANUARY 17 AND
FEBRUARY 14 ACCEPTED BY DEPARTMENT. OUR RECORDS SHOW TITLE
ALL LANDS NECESSARY FOR ESTABLISHMENT PARK NOW VESTED IN
UNITED STATES. LETTER FOLLOWS =
A E DEMARAY ASSOCIATE DIRECTOR.

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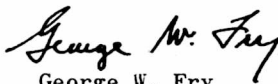
Isle Royale National Park

1940-1960

As we celebrate the 20th Anniversary of the Establishment of Isle Royale National Park today, I want to pay respect to the "old timers" on the island, the Park employees, and friends, who have been loyal to the National Park Service, and who have kept their faith down through the years. We owe them our appreciation and gratitude.

Our task is not finished, and we will need the continued support of our friends. We are only half way through our MISSION 66 Conservation and Development Program.

The Wolf's Eye is to be commended for bringing you this wealth of information on Isle Royale National Park, which is your park. The entire staff here are ever willing and ready to make your visit to the Park a most enjoyable experience.


George W. Fry
Superintendent

April 3, 1960

ISLE ROYALE'S 20th ANNIVERSARY AS A NATIONAL PARK

by George W. Fry
Park Superintendent

Isle Royale National Park will celebrate the 20th anniversary of its establishment, Sunday, April 3. Local celebrations will consist of "Open House " aboard the MV Ranger III. The public is invited.

The Park was established by Secretarial Order on April 3, 1940, when Secretary of the Interior Harold L. Ickes accepted the deeds and title to lands conveyed by the State of Michigan. Arno B. Cammerer was then Director of the National Park Service.

Since the establishment of the Park, a total of 102,750 persons visited the area. Isle Royale still remains "the finest water and trail Park" in the System as it was declared by former Director Steven T. Mather, when he cruised around the island waters in 1924.

Albert Stoll, Jr., in an editorial in the Detroit News on December 3 1921, declared that Isle Royale "...is today practically the only bit of unspoiled nature east of the Mississippi." On February 1, 1931, Representative Cramton of Michigan introduced a bill into the House to establish Isle Royale National Park. Senator Vandenberg introduced a companion bill into the Senate. On March 3, 1931, President Hoover approved and signed the measure, following joint action of Congress.

"Open House" will be held Sunday afternoon, April 3, from 1:00 p.m. to 5:00 p.m., aboard the MV Ranger III at the Isle Royale National Park dock. The Superintendent and uniformed employees will be on board to conduct visitors through the boat, and slide talks are scheduled, showing scenes of Isle Royale. Refreshments will be served by the Isle Royale Recreation Association, an organization of Isle Royale employees. The public is invited and visitors will be welcome aboard for this special occasion.

ISLE ROYALE NATIONAL PARK IN THE MAKING

by Robert M. Linn
Chief Park Naturalist

April 3, 1940, witnessed the deliverance of a telegram as follows to the Superintendent, Isle Royale National Park Project:

C37 31/30 GOVT = ID WASHINGTON DC 3 516P

GEORGE F BAGGLEY=

REPR IN CHARGE ISLE ROYALE NATL PARK

REYOURSLET MARCH 30. COMMISSION'S DEEDS OF JANUARY 17 AND
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A E DEMARAY ASSOCIATE DIRECTOR.

Thus, an exclamation point was placed at the end of over 20 years worth of events, major and minor in nature, which led to the establishment of a National Park at Isle Royale. As with any such project as this there were times when the whole thing seemed doomed to complete failure. But, there were also times when the wisdom and courage of many adherents gathered to open another door toward their goal.

After copper mining came to its end at Isle Royale in the 1890's, Isle Royale became mostly a commercial fishing and summer tourist attraction. David R. Jones, head of Michigan's State Parks and Albert Stoll, Jr. of the Detroit News were among those who visited the island in 1921 and it was suggested by Stoll at this time that Jones consider Isle Royale as a state park area. In turn, Jones urged Stoll to foster the movement, and the Detroit News featured an editorial by Stoll in December, 1921, to this effect. The idea caught on and appeared to have the blessings of most conservation-minded people.

In 1922, Rep. James C. Cramton of Michigan suggested to Director Steven Mather of the National Park Service that Isle Royale would make a good national park. This was the first mention of national park status for the island. In 1924, Director Mather and several prominent citizens of the lake states cruised to Isle Royale aboard the Michigan Conservation Department Patrol Boat No. 1. Mather's remark, "Isle Royale...."would make the finest water and trail park I can think of," seemed to sum-up the thinking of many people. Perhaps the greatest single force bringing about the eventual establishment of Isle Royale National Park was the Detroit News and its conservation editor, Albert Stoll, Jr. However, there were many others, without whose assistance

the whole project would have failed. Finally, in 1931, companion bills were introduced in the House by Rep. Cramton and in the Senate by Sen. Vandenberg to create Isle Royale National Park Project. The bills were passed and signed by President Hoover in March 1931. The ensuing nine years were busy ones -- occupied largely by obtaining all of the lands within the Isle Royale archipelago. This was finally accomplished and when Secretary of the Interior Ickes accepted the deeds to all these lands, Isle Royale became a full-fledged National Park.

As early as 1935, in the midst of national depression, the CCC was hard at work building Camp Siskiwit at Siskiwit Bay. The great fire which burned over about 1/3 of Isle Royale in 1936 was fought by men largely from this camp. In succeeding years CCC camps were also established at Rock Harbor and at Windigo. The construction work done by the CCC proved to be quite valuable --- the present park headquarters, two still-existent fire towers, trails and bridges, as well as many barracks buildings which have been since used for housing and meeting halls.

The ten employees who were on duty in 1940 and 1941 barely got started in the planning and development of the new national park when this and other nations became embroiled in World War II. The park was nearly naked of personnel and, of course, most available federal funds were going into the war effort. And so the future again looked bright in 1946 when the war with the Axis powers was terminated and Isle Royale had been officially dedicated as a National Park. The Ranger II and the tug Tonawanda were acquired from the Army in 1947, a new dormitory and a ranger station at Windigo were built, and then nothing. Instead of an increasing budget, funds became less. Instead of much needed building replacements, structures began to deteriorate. Instead of much needed additional personnel, many of those positions forfeited at the onset of the war were not even refilled. The nation which had financed a large part of the conflict to exterminate totalitarianism was conserving its cash and forgetting about its national parks.

Around the entire nation similar distressing things were happening to our national parks -- the situation had become desperate. Articles in newspapers and magazines began to echo the idea: "either get the national parks back on their feet or close them down entirely." And as it many times happens, a deplorable, desperate situation led to the formation of a laudable program -- "MISSION 66". MISSION 66 became "a program designed to be completed by 1966 which will assure the maximum protection of the scenic, scientific, wilderness, and historic resources of the National Park System in such ways and by such means as will make them available for the use and enjoyment of present and future generations.

At Isle Royale, MISSION 66 began slowly -- but it did begin. Perhaps the biggest single item ever contracted for by the National Park Service was Ranger III which began passenger service to the park in 1959. Ranger III was needed and talked about for many years and finally the MISSION 66 program provided it. Also provided have been two new residences for personnel, two new multiple cabin units and housekeeping cabins at Rock Harbor Lodge and many campgrounds to date. The future of MISSION 66 at Isle Royale is to offer other desperately needed things: additional lodge facilities; additional campsites; and an adequate staff to manage, maintain, protect and interpret the natural, historic, geologic and archeological heritage that is embodied in Isle Royale National Park.

In looking back upon twenty years of national parkhood we can envisage the tireless efforts of many, like Albert Stoll, Jr., Ben East, Senator Vandenberg, Rep. Cramton, and Steve Mather who were instrumental in getting the ball rolling. And we can look back with pride on those who have worked hard to keep the ball rolling, often with no great pay or public recognition, like Joe Colombe and Louis Baranowski and a multitude of others like them.



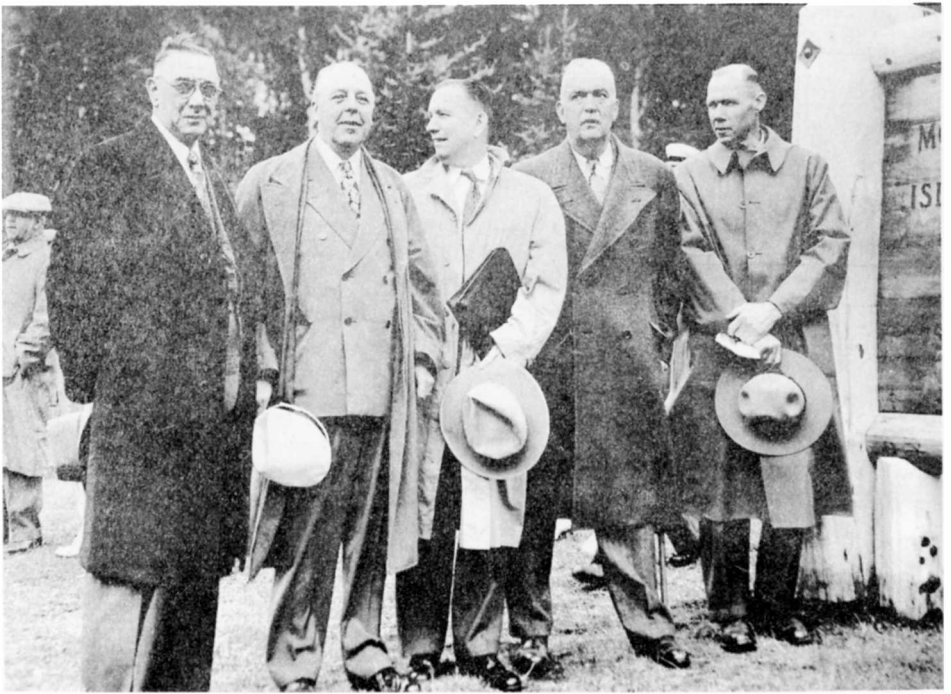
TWO OLD HANDS AT WINTER ON ISLE ROYALE. ON THE LEFT IS LOUIS BARANOWSKI, ON THE RIGHT IS CARL GILBERT. BOTH MEN SPENT SEVERAL WINTERS ON ISLE ROYALE WHEN THE PARK WAS PATROLLED ALL WINTER LONG. CURRENTLY NO ONE STAYS AT THE PARK DURING THE ENTIRE WINTER, BUT PERIODIC CHECKS ARE MADE BY SKI-PLANE. MR. BARANOWSKI REMAINED WITH THE PARK AS ELECTRONICS ENGINEER UNTIL HIS UNTIMELY DEATH IN DECEMBER 1955. MR. GILBERT IS NOW THE CHIEF PARK RANGER AT BLUERIDGE PARKWAY.



THIS IS THE ISLE ROYALE CREW IN ABOUT 1940. FROM LEFT TO RIGHT, STANDING: SUPERINTENDENT GEORGE BAGGLEY, CLERK CALHOUN, RANGER FRANCIS CROUCH, ?, CAPTAIN RUSSEL GREENLEAF, ?, ?, ?, FIRE GUARD ?, CCC FORMAN CASMIR LENHARDT, ?, A CCC MD. KNEELING: FORESTER FRANK CHILDS, CCC FORMAN WALTER COUTHOU, ENGINEER (BOAT) - KOSKI, SALEM LAHTI, ENGINEER (BOAT) GEORGE WHITE, STOREKEEPER ?, CAPTAIN EDWIN JOHNSON, AND MELVIN (CHIPS) LARSON. SO FAR AS WE KNOW, ONLY FOUR, GEORGE BAGGLEY, CAPTAIN GREENLEAF, FRANK CHILDS AND SALEM LAHTI ARE STILL WITH THE SERVICE. NOT IN THE PICTURE IS JOSEPH E COLOMBE WHO SERVED WITH THE PARK FROM THE MIDDLE 1930's UNTIL DECEMBER 1957 WHEN HE RETIRED FROM SERVICE.



BELLE ISLE LODGE ON THE NORTH SIDE OF ISLE ROYALE WAS IN OPERATION UNTIL 1946 WHEN IT CLOSED FOR LACK OF BUSINESS. THE LODGE BOASTED A GOLF COURSE AND A MOST MAGNIFICENT VIEW OF BELLE HARBOR.



PRESENT AT THE ISLE ROYALE NATIONAL PARK DEDICATION CEREMONIES IN 1946, ARE, LEFT TO RIGHT: ALBERT STOLL, JR., CONSERVATION EDITOR OF THE DETROIT NEWS; FORMER GOV. WILBER M. BRUCKER; OSCAR L. CHAPMAN, ACTING SECRETARY OF THE INTERIOR; GOV. KELLY; AND SUPERINTENDENT GEORGE BAGGLEY.



THE CEREMONIES DEDICATING ISLE ROYALE AS A NATIONAL PARK TOOK PLACE ON MOTT ISLAND ON AUGUST 27, 1946. THIS IS A VIEW OF THE CEREMONIES FROM THE DECK OF THE SOUTH AMERICAN.

TRAVEL TO ISLE ROYALE NATIONAL PARK

by Benjamin J. Zerbey
Chief Park Ranger

Beginning next summer both the M. V. Ranger III of Houghton and the new "Isle Royale Queen II" will be carrying visitors to Isle Royale National Park. 1960 should provide the beginning of a steady increase in park travel. The "Ranger III" operating alone last season was mainly responsible for an increase of about 1,800 visitors over the 1958 total. The projected travel figures indicate an estimated 12,000 visitors annually by 1966.

Travel to Isle Royale National Park has had its ups and downs since establishment in 1940. Most of the fluctuations during the past were due to irregular boat service. The years of highest visitation were from 1945 to 1949 when the big cruise ships, such as the "South American", "Alabama", and "North American" stopped at the Park. From 1950 on these boats did not put in to Isle Royale thereby causing a significant drop in travel. Annual totals started back up again until 1958 when more stringent passenger boating regulations passed by Congress eliminated service of a number of charter boats serving the Park.

Visitors reaching Isle Royale from the Minnesota mainland are also expected to increase. The completion of a new portion of U. S. Highway 61, the North Shore Drive, will bring over a million motorists within easy access of the Isle Royale boat dock at Grand Portage, Minnesota.

Because of its isolation and short visitor season, Isle Royale is still the least visited of all the National Parks. However, visitors stay longer at Isle Royale than at any other park - the average length of visitor stay being about five days.

Below is a summary of yearly travel to Isle Royale since its establishment as a park:

1941 -- 7,257	1947 -- 7,867	1954 -- 4,292
1942 -- 6,128	1948 -- 7,922	1955 -- 5,231
1943 -- 5,376	1949 -- 9,518	1956 -- 5,183
1944 -- 3,751	1950 -- 3,100	1957 -- 5,234
1945 -- 6,139	1951 -- 2,370	1958 -- 4,037
1946 -- 7,068	1952 -- 2,830	1959 -- 5,836
	1953 -- 3,611	

ISLE ROYALE NATIONAL PARK ACCOMMODATIONS

by Benjamin J. Zerbey
Chief Park Ranger

Since the advent of the "Mission 66" development program of the National Park Service four years ago there has been a steady increase in the number and types of visitor accommodations available at Isle Royale National Park. The major building program thus far has been at Rock Harbor Lodge. Developments at Windigo Inn will take place at a later date.

New accommodations at Rock Harbor are as follows:

The Multiple Cabins "Saginaw" and "Chippewa" were completed in 1957. These buildings have a total of 30 rooms and are placed on the shore of Rock Harbor. Each room is afforded with an excellent view of Lake Superior, Rock Harbor, and the rocky chain of islands forming the harbor's outer limits. These buildings and furnishings compare favorably with the most modern motor hotels on the mainland.

Ten duplex Housekeeping Cabins were completed in 1959 and will be open to visitors in 1960. Each unit has one double bed, two bunkbeds, complete kitchenette with all utensils, dressing room, and bath. Equally impressive views of Tobin Harbor can be had from the cabins' giant picture windows. Reasonable weekly and daily rates make these cabins within reach of the family man.

For the camper a total of 53 campsites have been completed in the past four years at various locations in the Park. Each campsite is provided with an Isle Royale Shelter (a screened-in variation of the Adirondack Shelter), picnic table, cooking grill and restrooms. Some campgrounds have running water. There is no charge for camping at Isle Royale and shelters are open to all on a first come-first serve basis.

There are two comfortable multiple cabins at Windigo Inn plus dining room and camping facilities. Windigo is located on Washington Harbor at the far southwest end of Isle Royale. It is here that visitors have the best chance to see moose. The 45-mile Greenstone Ridge Trail connects Rock Harbor Lodge and Windigo Inn. This is a real test for the experienced hiker. Usually 50-75 visitors make this trek each year.

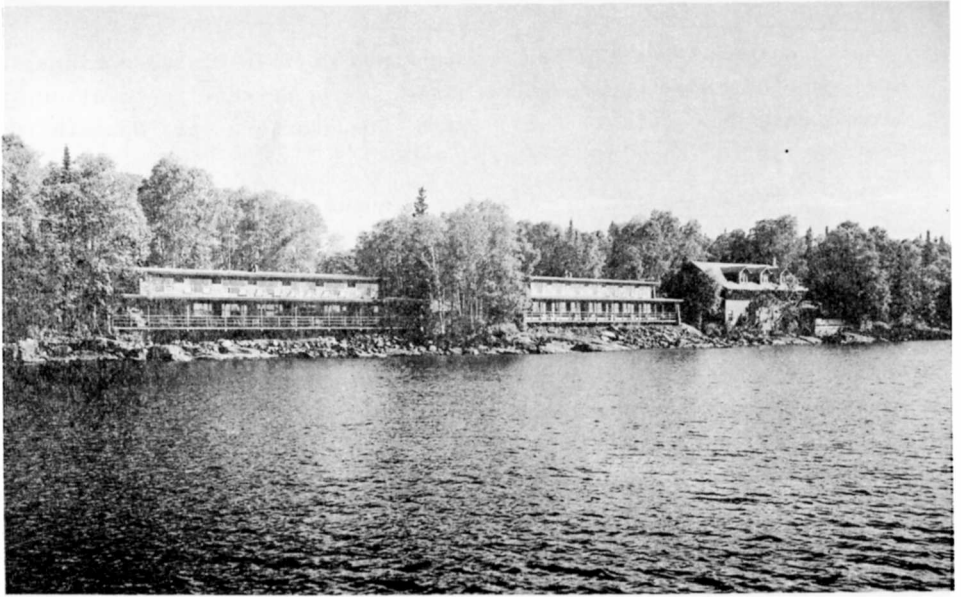
All accommodations except campgrounds at Isle Royale National Park are operated under government contract by a private corporation. National Park Concessions, Inc., with headquarters at Mammoth Cave, Kentucky is the present operator.

The private yachtsman also has figured in Isle Royale development plans. Seven new docks have been completed at various campgrounds and

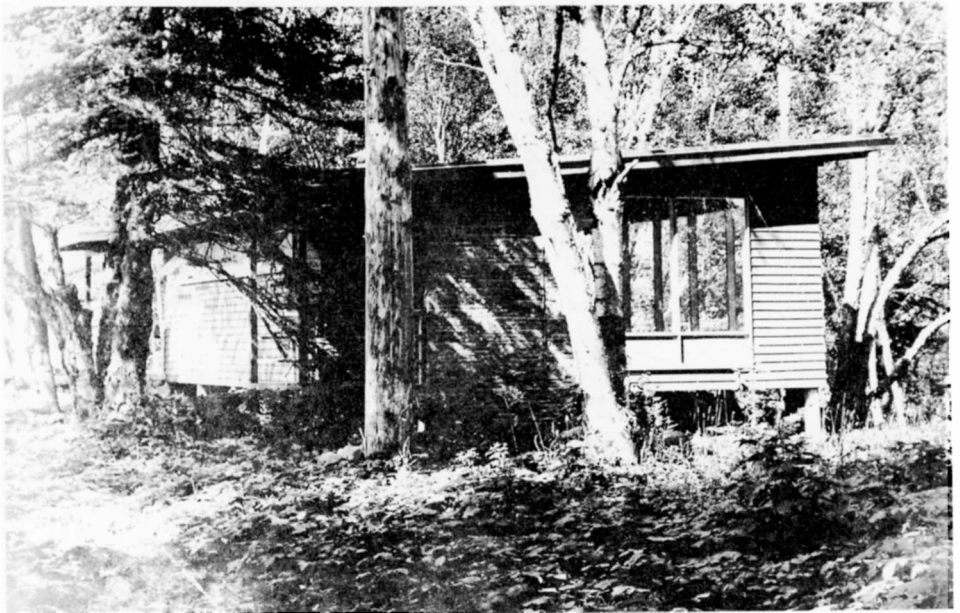
The private yachtsman also has figured in Isle Royale development plans. Seven new docks have been completed at various campgrounds and beginning this year the Rock Harbor Marina will be placed in operation. The new marina will provide berthing for up to 12 cruisers. Water and electric service will be available. A new small boat dock will also be completed in Tobin Harbor for the 1960 visitor.



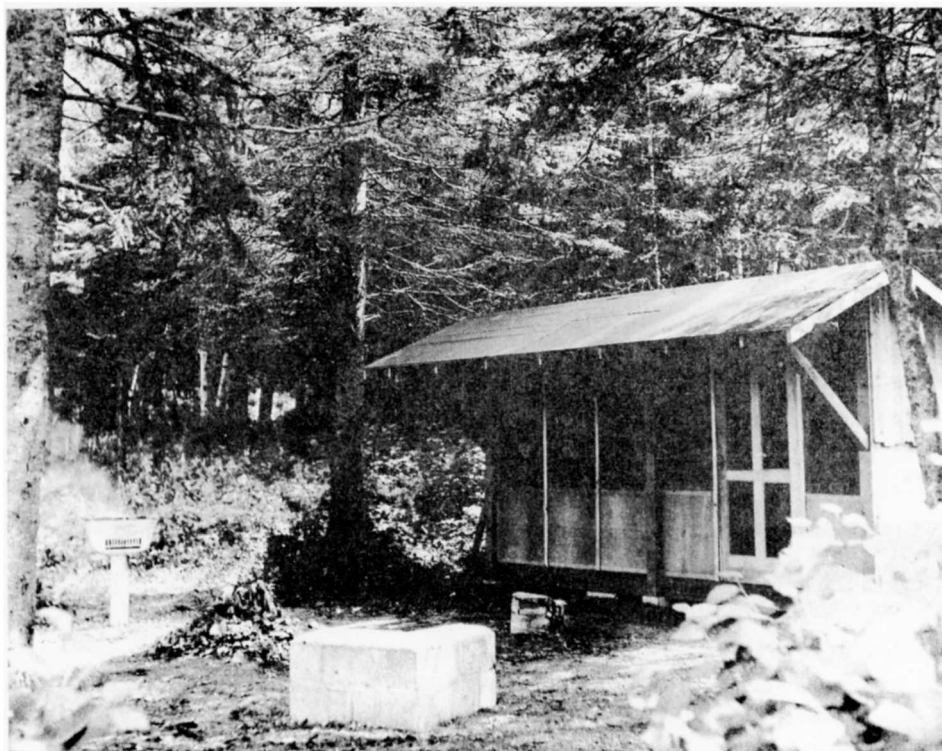
ONE OF THE MISSION 66 PROJECTS IS THIS LARGE, DEEP-WATER DOCK COMPLETED IN 1958 AT ROCK HARBOR LODGE. THE RANGER III, ANOTHER MISSION 66 PROJECT DOCKS HERE THREE TIMES WEEKLY.



THE MULTIPLE CABINS "SAGINAW" AND "CHIPPEWA" WERE THE FIRST MISSION 66 PROJECTS UNDERTAKEN AT ISLE ROYALE. THEY WERE COMPLETED IN 1957 AT ROCK HARBOR LODGE ON THE NORTHEASTERN END OF ISLE ROYALE.



THE HOUSEKEEPING CABINS WERE COMPLETED AT ROCK HARBOR LODGE IN 1959. ABOVE IS ONE OF THE BUILDINGS WHICH CONTAINS TWO HOUSEKEEPING UNITS. LARGE PICTURE WINDOWS BRING THE OUTDOORS INDOORS!



A MODERN CAMPSITE AT ISLE ROYALE NATIONAL PARK CONSISTS OF AN ISLE ROYALE SHELTER, FIREPLACE AND/OR GRILL, OUTDOOR TOILET, TABLE AND BENCHES AND A DOCK NEARBY.

FUTURE MISSION 66 PLANS FOR ISLE ROYALE

by George W. Fry
Park Superintendent

When the MISSION 66 program for Isle Royale National Park was initiated four years ago, the greatest needs for development were transportation to the Park, and visitor accommodations in the Park. These have been partially met with the construction of the MV RANGER III, and the multiple cabin units and housekeeping cabins at Rock Harbor. Improvements in utility systems, campground development, docks, and a marina at various locations have improved the situation. The original Prospectus proposed a development schedule of \$9,112,880.⁰⁰. To date, approximately one-fourth of the proposed projects have been accomplished.

The greatest needs exist in the completion of the Rock Harbor area where facilities will be provided for concessioner employees' dormitory, Park Ranger residence, main lodge including kitchen, dining room, and visitor center.

In the Mott Island area, summer headquarters of the National Park Service, facilities to be constructed will be a new dock, administration building, employee quarters, and expansion of water and sewer systems.

Additional campgrounds, small boat docks, and connecting trails will be constructed to accommodate the increased number of hikers and campers visiting the Park.

When a Master Plan has been developed for the Washington Harbor area, an entire new facility will be constructed there, consisting of docks, multiple cabin and housekeeping units, main lodge building and utilities.

All the proposed work is dependent upon annual appropriations made by the Congress for developments in the National Park System. The target date for completion of MISSION 66 is 1966 when the National Park Service celebrates its 50th Anniversary on August 25, 1966.

The development of facilities in Isle Royale National Park is geared to an annual visitation of 12,000 persons, or a total of 52,000 visitor use days per year.

Another objective of MISSION 66 is to provide sufficient staff and operating funds to adequately administer, maintain, protect, and interpret the Park. This is consistent with National Park Service policies "to conserve the scenery and to make the Parks available for the benefit and enjoyment of the people".

HAS ISLE ROYALE FULFILLED ITS PURPOSES AND OBJECTIVES
AS A NATIONAL PARK?

by Robert M. Linn
Chief Park Naturalist

In looking back over 20 years as a National Park with the above question in mind, one finds himself confronted with another question: what were and are the purposes and objectives of Isle Royale National Park, or of any National Park?

Back in 1870 when the famous campfire meeting took place in the Yellowstone country, an idea was born that would have tremendous impact upon the thinking of every intelligent American citizen. The men who sat around this campfire decided that the Yellowstone country was of such outstanding scenic value that no one man or small group should control it - it belonged to all the people of the United States. This was the beginning of the National Parks and Congress in March, 1872, enacted a bill which stated that this tract of land near the headwaters of the Yellowstone River was ".....dedicated and set apart as a public park or pleasuring ground for the benefit and enjoyment of the people." The National Park Service was established in 1916 to administer the growing number of National Parks. The act which created the Service charges: "The Service thus established shall promote and regulate the use of the Federal areas known as national parks, monuments, and reservations.....by such means and measures as conform to the fundamental purpose of the said parks, monuments, and reservations, which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations." And so it was that the groundwork had been laid for this and other national Parks.

When Isle Royale became a National Park, the purpose for its being was that it contained some scenic and/or natural and/or historic phenomenon that gave it an outstanding character of national importance. It was not created only as a public playground, but rather as an area that contained scenic and natural wonders which, in the mind of Congress at that time, ought to be conserved and enjoyed in such manner and by such means as would leave those scenic, natural and historic wonders unimpaired for future generations.

One of the most unique aspects of Isle Royale is its diversity -- there are outstanding scenic, natural, historic and prehistoric values that are a part of our heritage as a people.

Isle Royale, named in the 1600's in honor of the French Royal Throne, is many things.

Isle Royale is the rim of an ancient lava flow formed about one billion years ago.

Isle Royale was covered by a mile or so of ice in glacial times and emerged from the Glacial Great Lakes about 9,000 years ago.

Isle Royale is where a primitive peoples, about whom little is known, mined copper 3 to 4,000 years ago.

Isle Royale is where white man mined copper in the late 1800's with eventual financial downfalls.

Isle Royale is where one of the greatest Great Lakes commercial fisheries have existed right up to the present time.

Isle Royale is where the northern spruce-fir forest abruptly meets the northern hardwood sugar maples.

Isle Royale is where the moose and timber wolf create fascinating situations of isolation and ecological balance.

Isle Royale is rocks and reefs; calm and stormy waters; magnificent sunsets followed by the rising moon casting its brilliance upon the waters;

Where the call of the loon rises to meet the shimmering lights of the northern sky.

Isle Royale is all at once tremendous and delicate, violent and peaceful, evident and mysterious.

Isle Royale certainly has come up to the high standards of the National Parks. With the advent of MISSION 66 we seem to be assured that these outstanding values will be adequately protected for future generations, that physical facilities will be such that we the people can enjoy these values, and that we the people can go to Isle Royale National Park and be assured that someone is there to interpret these values to us so that we may understand a little bit more about the world that the Creator hath wrought. To perpetuate such a program is in the realm of highest human values.



THE M. V. RANGER III, THE LARGEST MISSION 66 PROJECT COMPLETED AT ISLE ROYALE AT A COST OF \$1,225,000.



MISSION 66 is a program designed to be completed by 1966 which will assure the maximum protection of the scenic, scientific, wilderness, and historic resources of the National Park System in such ways and by such means as will make them available for the use and enjoyment of present and future generations.

Isle Royale Natural History Association

The Wolf's Eye Press

Isle Royale National Park, Houghton, Michigan