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State of Washington; to the Committee on the Judiciary:

"SENATE JOINT RESOLUTION No. 36

"Be it resolved, by the Senate and House of Representatives of the State of Washington in legislative session assembled:

"Whereas, both Houses of the Ninety-second Congress of the United States of America by a constitutional majority of two-thirds thereof proposed an amendment to the Constitution of the United States, which is in words and figures as follows, to-wit:

"JOINT RESOLUTION

"Resolved, by the Senate and House of Representatives of the United States of America in Congress Assembled: (two-thirds of each House concurring therein), That the following article is proposed as an amendment to the Constitution of the United States, which shall be valid to all intents and purposes as part of the Constitution when ratified by the legislatures of three-fourths of the several States within seven years from the date of its submission by the Congress:

"ARTICLE —

"SECTION 1. The right of citizens of the United States, who are eighteen years of age or older, to vote shall not be denied or abridged by the United States or by any State on account of age.

"SEC. 2. The Congress shall have power to enforce this article by appropriate legislation."

"Now, therefore, be it resolved, That said proposed amendment to the Constitution of the United States of America be, and the same is, hereby ratified by the legislature of the State of Washington.

"And be it further resolved, That certified copies of this joint resolution be forwarded by the Secretary of State of the State of Washington to the Secretary of State of the United States, to the presiding officer of the United States Senate, and to the Speaker of the House of Representatives of the United States."

A resolution adopted by the American Personnel and Guidance Association urging the repeal of the draft law; to the Committee on Armed Services.

A resolution adopted by the Council of the City of Brook Park, Ohio, requesting that the densely populated area of Greater Cleveland be included in the Amtrak System of National Railroads; to the Committee on Commerce.

A resolution of the Common Council of the City of Buffalo, N.Y., supporting the revenue-sharing proposals before Congress; to the Committee on Finance.

A letter from the employees of the First National Bank of Boston, Cuba branches, requesting a pension plan; to the Committee on Finance.

A resolution of the Council of the City of New York, N.Y., calling upon the Congress to provide issuance of special visas to Jews of the Soviet Union; to the Committee on the Judiciary.

REPORT OF A COMMITTEE

The following report of a committee was submitted:

By Mr. BYRD of West Virginia, for Mr. LONG, from the Committee on Commerce, with amendments:

H.R. 4724. An act to authorize appropriations for certain maritime programs of the Department of Commerce (Rept. No. 92-132).

BILLS AND JOINT RESOLUTIONS INTRODUCED

The following bills and joint resolutions were introduced, read the first time

and, by unanimous consent, the second time, and referred as indicated:

By Mr. NELSON (for himself and Mr. MONDALE):

S. 1928. A bill to amend the Wild and Scenic Rivers Act by designating a segment of the St. Croix River, Minn., and Wis., and as a component of the national wild and scenic rivers system. Referred to the Committee on Interior and Insular Affairs.

By Mr. HUMPHREY:

S. 1929. A bill for the relief of Mrs. Josefa Buenpipo. Referred to the Committee on the Judiciary.

By Mr. HARRIS (for himself, Mr. CRANSTON, Mr. FULBRIGHT, Mr. GRAVEL, Mr. HUMPHREY, Mr. MONDALE, Mr. RANDOLPH, and Mr. STEVENSON):

S. 1930. A bill entitled "American Folklife Foundation Act". Referred to the Committee on Rules and Administration.

By Mr. SPARKMAN (for himself and Mr. ALLEN):

S. 1931. A bill for the relief of Lt. Col. Norris N. Capouya, USAR. Referred to the Committee on Armed Services.

By Mr. MATHIAS (for himself, Mr. BEALL, Mr. BELLMON, Mr. BENNETT, Mr. DOLE, Mr. HANSEN, Mr. HARRIS, Mr. MCCLELLAN, Mr. MOSS, and Mr. STEVENS):

S. 1932. A bill to amend the Federal Meat Inspection Act to provide that State inspected facilities after meeting the inspection requirements shall be eligible for distribution in establishments on the same basis as plants inspected under title I. Referred to the Committee on Agriculture and Forestry.

By Mr. BROOKE:

S. 1933. A bill to provide for the establishment of a national cemetery at Westfield, Mass. Referred to the Committee on Veterans' Affairs.

By Mr. BROCK:

S. 1934. A bill to expand upon the economic freedom and public responsibility of American industry, to encourage the opportunity for the American worker to bargain collectively in his own best interests without economic deprivation, and to guarantee the American consumer and taxpayer protection from the abuse of excessive concentration of power. Referred to the Committee on Labor and Public Welfare.

By Mr. WILLIAMS:

S. 1935. A bill to assist in the provision of housing for the elderly, and for other purposes. Referred to the Committee on Banking, Housing and Urban Affairs.

By Mr. CASE:

S. 1936. A bill to provide for the establishment of an American Council for Private International Communications, Inc., to grant support to the activities of private American organizations engaged in the field of communication with foreign peoples. Referred to the Committee on Foreign Relations.

By Mr. HUMPHREY:

S.J. Res. 103. A joint resolution to authorize the President to designate June 1, 1971, as Medical Library Association Day. Referred to the Committee on the Judiciary.

STATEMENTS ON INTRODUCED BILLS AND JOINT RESOLUTIONS

By Mr. NELSON (for himself and Mr. MONDALE):

S. 1928. A bill to amend the Wild and Scenic Rivers Act by designating a segment of the St. Croix River, Minn., and Wis., as a component of the national wild and scenic rivers system. Referred to the Committee on Interior and Insular Affairs.

LOWER ST. CROIX RIVER ACT OF 1971

Mr. NELSON. Mr. President, today I am introducing a bill which would add

the Lower St. Croix River of Wisconsin and Minnesota to the national wild and scenic rivers system.

Such a step is long overdue and would be the logical culmination of an 8-year effort involving favorable public studies, broad conservation support, and careful congressional review.

Probably unique in the Nation, the Lower St. Croix flows near a major metropolitan area, Minneapolis-St. Paul, yet still retains much of its original natural beauty and pleasant, pastoral character.

Protection of the scenic and recreational values of the entire river was proposed in the St. Croix national scenic riverway bill introduced in 1965. A Federal study of the upper river initiated in 1963 brought the entire St. Croix to national attention.

In the Wild and Scenic Rivers Act, passed late in the 90th Congress, the Lower St. Croix River was designated for study by the Secretary of the Interior for inclusion in the national system established by that act.

Actually included in the national system at that time were Upper St. Croix River of Wisconsin and Minnesota; its scenic tributary in Wisconsin, the Namekagon River, and the Wolf River, also in Wisconsin.

From the beginning, the concept for the Upper St. Croix was to restore and preserve the little-developed river in its natural state, now being accomplished through its establishment as part of the national wild and scenic rivers program.

For the more developed Lower St. Croix, the concept has been protection for the public of the river's scenic beauty that provides such a rich experience for all its users. Where the shoreline is already developed, the concept has always been for protection of the lower river's scenic values by means other than land acquisition, except for needed public access.

Thus, in contrast to the preservation aim of the management and land acquisition on the upper river, the emphasis on the Lower St. Croix would be on a combination of easements, limited acquisition, and zoning needed to protect scenic values and assure wise recreational use.

It is my understanding that the Lower St. Croix is currently being studied by a special team headed in the Interior Department, and also by an intergovernmental task force reviewing the recreation potential of the Upper Mississippi River Basin.

This continuing attention indicates the obvious importance of the Lower St. Croix as a key link in the emerging network of nationally significant scenic, recreational, and wilderness areas in Wisconsin and the Upper Midwest.

Already, the Apostle Islands National Lakeshore and the Ice Age National Scientific Reserve are being established in Wisconsin, along with the Upper St. Croix, Namekagon, and Wolf scenic rivers.

And regionwide, we now have the Sleeping Bear Dunes and Pictured Rocks national lakeshores and the Sylvania Recreation Area in Michigan, and the

Voyaguers National Park and Boundary Waters Canoe Area in Minnesota.

With its scenic and recreational character preserved in a metropolitan area, the 52-mile Lower St. Croix would be a valuable and complementary feature in this new network of natural areas.

Under the Lower St. Croix River Act being introduced today, the river from the dam near Taylors Falls, Minn., to its confluence with the Mississippi River would be designated part of the national wild and scenic rivers system.

The legislation provides that before implementing the river's national scenic status that would be established by congressional passage, the Secretary of the Interior would have to prepare a plan with proposed boundaries and land easement, acquisition, and zoning details.

This plan would have to be published in the Federal Register and submitted to Congress for a 90-day review. If Congress had objections to the plan, it could not go into effect. If there were not congressional objections, the Secretary could then proceed to implement the plan.

It should be pointed out that from the early stages of study and planning, State and local governments have been deeply involved on the St. Croix, and this continuing intergovernmental effort would be vital to successful planning and implementation of Lower St. Croix River protections.

To conclude, Mr. President, I ask unanimous consent that the Lower St. Croix River Act be printed in the RECORD at the end of these remarks. I also ask unanimous consent that two excellent articles describing the lower and upper river also be printed at this point in the RECORD. One of the articles is by Alonzo W. Pond and one is by Howard Mead.

There being no objection, the bill and articles were ordered to be printed in the RECORD, as follows:

S. 1928

A bill to amend the Wild and Scenic Rivers Act by designating a segment of the Saint Croix River, Minnesota and Wisconsin, as a component of the national wild and scenic rivers system

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Lower St. Croix Act of 1971".

SEC. 2. Section 3 (a) of the Wild and Scenic Rivers Act is amended by adding at end thereof the following:

"(9) Saint Croix, Minnesota and Wisconsin.—The segment between the dam near Taylors Falls and its confluence with the Mississippi River; to be administered by the Secretary of the Interior."

SEC. 3. Section 5(a) (21) of the Wild and Scenic Rivers Act is hereby repealed.

SEC. 4. The Secretary of the Interior shall, within one year following the date of the enactment of this Act, take, with respect to the segment included as a component of the national wild and scenic rivers system by this Act, such action as is provided for under section 3(b) of the Wild and Scenic Rivers Act.

INTERSTATE PARK AND THE DALLES

(By Alonzo W. Pond)

The steamer *Tennessee* with its load of homesteading settlers left the broad Mississippi and pushed slowly north up the wilderness river St. Croix. Dark forests crowded to

the water's edge. Against the bow of the steamer the black water broke into foam and drifted away; curious white patterns shifting back and forth on the black-water currents.

About 40 miles from the Mississippi the valley narrowed. The banks of the river grew steeper, the current swifter. On pushed the *Tennessee*, into a narrow gorge. Walls of rock rose straight up; above them towered huge pines so high they shut out the daylight and left the boat and its passengers in the semi-darkness of a deep canyon. This was the Dalles of St. Croix, so named by the early French explorers because the slab-like rock walls, rising 100 to 150 feet straight from the water's edge reminded them of the huge paving blocks or *dalles*, used in the floors of French cathedrals.

As the boat moved deeper into the gloom, the passengers were awed by the towering walls, and some of them felt as though they had "come to the end of creation where waters burst forth as from the rock which Moses struck."

When it seemed that the little steamer must crash head on against the wall, a narrow passage showed to the west. The boat swung left in a sharp turn and passed around "Elbow Rock"—just as the sight-seeing tourist launches do today, a century and a quarter later.

Time and man have made many changes on the St. Croix River since the *Tennessee* rounded Elbow Rock and tied up below the Falls of the St. Croix. The giant pines that found precarious anchorage in the rock-walled gorge are gone; as sunlight penetrated to the cliff sides, the lush growth of clinging vines and ground pine gradually disappeared, revealing strange rock formations unnoticed by the passengers of the early river steamers.

Today the Dalles of St. Croix is part of Interstate Park, the oldest unit in the Wisconsin state park system. In 1895 George H. Hazzard of Minnesota and Harry D. Baker of St. Croix Falls headed groups of far-sighted citizens in convincing the legislatures of both states that the Dalles of St. Croix was a natural wonder worthy of preservation for future generations.

Accordingly, the Wisconsin legislature provided for setting aside 580 acres on the east bank of the river, and the park was formally accepted in 1900. This joint enterprise with Minnesota was one of the first such cooperative actions in the Midwest. Thus Interstate Park became a significant "first" and under the original concept that "areas of state-wide significance should be acquired for the use and inspiration of the people," state parks have been developed in all parts of Wisconsin.

Historic records of the Dalles region are few and scanty. Indian artifacts have been found, but not in quantities large enough to indicate permanent camp sites or villages. A copper awl and two flint arrowheads were found with the bones of extinct *bison occidentalis* deep in a peat bog now covered by a parking lot. During the late 1600's and 1700's the St. Croix River was a regular route for fur traders and voyageurs between Lake Superior and the Mississippi. Then, about 1836 or 1837 Americans became interested in the timber along the St. Croix and in the water power at the falls. The first sawmill was a financial failure, but as the result of an accident—ponded logs got away and raced through the rapids, were recovered and sold to the mills downstream—the practical use of the river for transporting timber became apparent.

The right-angle turn at the Elbow was a serious hazard, however, and there are records of several big log jams which held up millions of board feet of logs—sometimes for many weeks. The most spectacular started in June, 1886. One hundred fifty million board feet of logs, some of which were two feet in diameter and up to 60 feet long, were piled like jackstraws in the river. A solid mass of timber stretched upstream two and a half

miles. A steam hoist on a flat boat below the jam, a pile driver, many teams of horses, and 175 men labored at the tangled mass for six weeks to free the timber.

The best logs, the straight-grained timber, often became water-logged in the jams and sank to the bottom. Throughout the Dalles, the river bed is paved with logs harvested from the shores of the St. Croix more than a hundred years ago. In the fall of 1936 some of those white pine logs were hauled from the river bottom below Elbow Rock and sold; the heart of the timber was sound, preserved against insects and decay in its airless bed beneath the black waters of the river.

The most fascinating historical records to be found in the Dalles area, however, are those which tell the comparatively short story of man. Within the boundaries of Interstate Park you can read whole chapters of the earth's history and see clear evidence of the many geological processes, ranging from Keewenan lavas and Cambrian sandstones to the remains of retreating glaciers.

The walls of the gorge and the bedrock of the park are formed of a stone known as trap rock. A tough, volcanic rock it was once hot lava that poured out of the earth through cracks near present-day Lake Superior. The molten mass cooled, and hardened cracks or joints developed in the rock, just as they do in hard-frozen ice or drying mud banks. These made possible the type of weathering which resulted in the steep-sided gorge and the strange shapes on the canyon walls.

In all there were probably fifty of the lava flows. But after each eruption there was a long period during which the surface of the lava bed became weathered. These weathered surfaces prevented the later lava from forming a tight bond with its predecessor. Thus the geologists today is able to recognize different levels.

If you look across the river from trails on the Wisconsin side of the park, you can identify at least seven of the lava flows. They are distinct terraces or gigantic steps on the Minnesota side. All of them slope to the southwest, and each terrace is the surface of one of those ancient lava beds.

When the glaciers covered parts of North America, rocks frozen into the bottom of the ice gouged distinct grooves in the surface of the hard trap rock as they moved along. These scars are so clear that even an amateur geologist can read the story on some of the bare rock knobs in the park. At least two of the glaciers which crossed the Interstate area can be identified from the distinctive material they carried, the "red drift" of the Patrician Ice and the "gray till" of the Kewatin.

As the great ice masses retreated and the ice melted, Glacial Lake Duluth was formed in what is now the western end of Lake Superior. When the waters finally spilled out of the Lake Duluth basin, they followed the valleys of the Bruile and St. Croix rivers toward the Mississippi. At the great volcanic barrier which extended across the St. Croix valley, they were held back until at last they began to spill over the volcanic dam as a spectacular water fall.

Great volumes of water tumbling with terrific force over the barrier worked through cracks and joints of the ancient lava. In winter, ice expanded in the cracks, loosening blocks of trap rock. Spring floods tumbled the loose stones into the stream bed until the rushing waters had "plucked" a channel through the barrier between what is now known as Horizon Rock and Summit Rock, and out its way into Lake of the Dalles Basin. The process continued until the river had cut many small passages. These are the delightful little canyons which have become trails in the park—Mossy Canyon, Echo Canyon, Canyon Valley, and Fairy Dell. The river end of Fairy Dell is often called Devil's Ice Box because in normal summers cold air moves from the damp, fern- and moss-cov-

ered passage toward the canyon mouth and the river.

The channels on the east of the valley could not carry all the water from the melting glacier. Much of it plunged over the barrier near the present river channel to make whirlpools and shifting currents on the hard rock river bed. Those swift waters carried quantities of sand and gravel. Some was caught in the whirlpools. The whirling sand grains and sharp-edged rocks became natural grindstones which wore circular holes in the lava bed of the glacial river. These are the "pot holes" one sees today high above the river on the Pot Holes Trail, cut into the rock by sand and gravel driven by tumbling waters of the river long before it cuts its channel down to the present level.

A geologist who has studied pot holes in Switzerland and other glaciated regions calls one of the cavities on the Wisconsin side of the river the "most perfect pot hole in the world." When the debris is dug from a pot hole, large, irregular-shaped stones are found near the top. Deeper, the stones become rounded and smaller, until, near the bottom, they are as smooth as manmade marbles. These, of course, are the stones which were swirled against the walls of the pot holes, cutting the cavities deeper and deeper as they, too, were smoothed and rounded by the whirling sand and water.

Without the great volume of water from melting glaciers, the river no longer plucks many rocks from the lava bed, but slower weathering by frost and snow, sun and wind, continues. Throughout the centuries since the last glacial epoch, these forces have carved many interesting shapes on the walls of the gorge. There's Turk's Head, Lion's Head, Pulpit Rock, the Devil's Chair, and a huge Maltese Cross. All are the work of natural forces removing a bit of stone here, another there, until by the laws of chance realistic shapes have been produced. The most realistic of the figures, that at the top of the cliff on the Wisconsin side near the "perfect pot hole," is known as the Old Man of the Dalles.

The park abounds with trails designed to give access to all these natural wonders and to spectacular views of the river and gorge.

One, the trail to Summit Rock, which breaks out into the open high on Inspiration Point, is reached by steps that look like natural ridges. When the trail was being constructed, government regulations prevented the CCC crews from using dynamite. Taking a tip from prehistoric Indians, the boys built huge bonfires on the trap-rock outcrop, the fires were kept burning all day, and at quitting time the boys carried big milk cans of water up from the river and dumped them on the hot rock at the top of the bluff. The cold water shattered the rock and the next day fragments could be lifted out and tossed away. The process was repeated day after day until a channel ten feet long, four feet wide, and a foot deep was cut through the solid rock. Then blocks of stone weighing as much as a ton and a half were hauled to the cut by rope and tackle and fitted into place for steps.

The wide range of soils in the park, from swampy lowland and river flood plain to sun-scorched trap-rock knobs, and the range of altitudes (up to 703 feet above sea level) make possible an impressive variety of plant life. In 1900 a group of botanists identified a thousand species of plants, including more than fifty species of trees, in this area. Miniature cactus on almost barren rock grows not far from luxuriant beds of ferns. In the spring, acres of woods are carpeted with trilliums, and in the fall banks of blue lobelia line the path to the spring above the east shelter house. Mosses, ferns, and lichens make beautiful patterns in some of the rock canyons.

Interstate Park is a popular picnic and camping area, with a bathing beach and bath house at the Lake of the Dalles and

good fishing in the river. Boat excursions through the Dalles leave regularly from the Minnesota side. The St. Croix River is becoming so popular with canoeists that an additional small waterside camping area is now being developed for their use.

A geologist's paradise, a camper's haven, and a sightseer's playground, this gift of nature, molded by the forces of time and weather and preserved by the thoughtfulness of responsible men, offers to each of its visitors the chance to pursue his own personal outdoor pleasure in one of the most magnificent settings in all Wisconsin.

THE LOWER RIVER TODAY

The St. Croix becomes a different river upon leaving the narrow Dalles with its towering, perpendicular black walls. Below the Dalles the swift, deep-running river pours out into the wide Lower Valley—spreading lazily into quiet, shaded sloughs as it brushes jutting, sun-warmed sandbars. The last leg of the trip to the Mississippi can be made by either canoe or power boat. By canoe the trip is easy, with no rapids or major obstructions. For the power boat the only hazards are sandbars, the ever-shifting channel, and, of course, the greatly increasing number of other boaters who use and enjoy the river, particularly on weekends. It is difficult to imagine that one hundred years ago steamboats of considerable size navigated the shallow Low St. Croix, carrying passengers and freight. During the season of 1869, some 230 steamboats reached the levee at Taylor's Falls.

You can put in below the twin cities of Taylor's Falls, Minnesota, and St. Croix Falls, Wisconsin, at Muller's Landing on the Minnesota side or at the boat landing in Wisconsin's Interstate Park. At the Lower Dalles, hemmed in on either side by precipitous cliffs, is pretty little Rocky Island, a favorite picnicking and swimming spot.

Just south of Rocky Island, on the Wisconsin side, is the first of many mysterious winding sloughs, whose quiet and shade seem to invite exploration. This first slough, called Close's Slough, ends about a mile north of Osceola. Another mile below this Wisconsin village with a handsome waterfall just off the main street, is West Slough, stretching two miles south to Cedar Bend and the legendary Standing Cedars, the old Chippewa-Sioux boundary line.

Great masses of rock and gravel have filled the once-deep water at Cedar Bend and formed a huge bar. This bar has dammed the channel and sent the river rushing through narrow McLeod's Slough along the Minnesota shore. Here along the west bank, in particular, are numerous small summer cottages and more elaborate homes.

On the Wisconsin side, just below Minnesota's William O'Brien State Park, is tranquil Towhead Slough. Along the main channel on the Minnesota shore, just above the historic, sleepy village of Marine, where the valley's first sawmill was operated in 1839, is Pine Slough with its lovely sandstone cliffs. Across the river, opposite the Marine Landing is Deadman's Slough, which wanders into the Apple River and out again into the main channel, which here hugs the Minnesota shore.

South of high Soo Line Bridge on the Wisconsin side, Kelly Slough drifts unhurriedly past Harriman's Landing and on into Little Venice Canal, with its sheer sandstone cliffs.

From Stillwater to the Mississippi, the river widens into the broad, sparkling waters of Lake St. Croix. Sailing, waterskiing, fishing, swimming, are favored forms of recreation on this enormous body of water. At present, no strings of barges scatter the lake's small craft, no industry pollutes water that is today nearly as clean as when Schoolcraft called it "the sylvan sheet of Lake St. Croix."

Today there is no other large river so near a major metropolitan area in the United States that can offer so much to so many—the

special qualities of infinite variety, pristine, clear water, and unspoiled beauty. The historic St. Croix, this last great, clean river, is worth saving for the future.

THE ST. CROIX BORDER RIVER

(By Howard Mead)

All but lost in the sandy foothills a short distance north of the ancient Brule-St. Croix Portage Trail near village of Solon Springs is a bubbling, icy spring, the ultimate source of the St. Croix River. Its cold waters seep south through a tangled tamarack and cedar swamp into a large pond edged with black spruce. From here, little St. Croix Creek flows into long, picturesque Upper St. Croix Lake.

And so the St. Croix River begins its 165-mile journey to the muddy Mississippi. For its first 37 miles it is wholly a Wisconsin river. For the last 128 miles of its length this border river shapes part of Wisconsin and Minnesota. It is a river of startling contrasts. In fact, so great are the differences between the upper and lower St. Croix valleys that it is as though there are two separate rivers divided by the narrow, 200-foot-deep gorge of the Dalles.

Upstream from the St. Croix Falls and the Dalles the river is wild, beautiful white-water. Once this valley with its source of tributaries lay in the shade of an ancient, seemingly endless white-pine forest. Today, the vast pinery is no more. It was leveled before the turn of the century to build farms and towns all across the treeless prairie states. Today a fresh, second-growth forest has healed the scars left by the lumberjack and the devastating fires that roared through the slash he left behind. The Upper St. Croix Valley is again a wild and lonely land.

Below the Dalles, where the St. Croix broaches out to flow more languidly amidst a pastoral setting, it becomes a comfortable river with jutting sandbars, broken by sloughs and framed by high, rolling hills. Wide and gentle, it is a perfect river for leisurely boating, fishing, and swimming.

In 1683 the St. Croix was given the name *The River of the Grave* by the French missionary Father Louis Hennepin, who helped to bury an Indian dead of snake bite there. Hennepin's name didn't catch on, nor did the name *Madeleine*, which can be found on some early maps. Early tourist-trade promoters spread the story that the river got its name from the large rock formation in the Dalles which resembles a lopsided Maltese Cross. Most probably, however, the river was named for an early French fur trader, Sainte-Croix. Several old journals mention a voyageur of this name who traded along the lower river.

Because the St. Croix and the Bois Brule were the rivers that provided the shortest natural waterway between the Mississippi and Lake Superior, they are particularly rich in memories of the past. Over the low ridge that separates the waters flowing north to Lake Superior from those flowing south to the Mississippi came Indians, explorers, voyageurs, missionaries, traders, and pioneers.

In the prehistoric past the St. Croix Valley knew those nomadic Indians who left their effigy mounds for our modern archaeologists to ponder. More recently, its waters carried the fragile birchbark canoes of the Sioux and the Chippewa. This vast valley, with its lush wild-rice beds and its plentiful fish and game, had long belonged to a tribe called Dakota, a word meaning "friend." Then, in the 1500's the Chippewa were driven out of their home in the St. Lawrence Valley by the fierce Iroquois and pushed westward until they collided with the Sioux. The St. Croix Valley became the site of frequent and bloody battles between the Chippewa and these Dakotas, whom they called *Na-dou-esse*, or "snake in the grass." (The French spelling, *Nadeousioux*, was shortened to Sioux.)

More than fifty years before George Washington was born, in the spring of 1690, Daniel Greysolon, Sieur de Du Lhut, became the first white man known to come up the Brule from Lake Superior, cross the two-mile portage and enter the St. Croix which he described as "... a very fine river, which took me down into the Mississippi." Du Lhut had come to the Upper Lakes on a practical mission—to make peace between the Chippewa and the Sioux. With these two tribes at war the lucrative fur trade, which was the lifeblood of the French Colony, simply could not be carried on.

The Sioux never entirely gave up their claim on the St. Croix Valley, although, in the mid-1700's, the Chippewa drove them west of the Mississippi. A century and a half after Du Lhut, an Indian Agent reported: "War, war, war will be carried on between the Sioux and Chippewa as long as there is a *Brave* of either nation in existence."

After Du Lhut came other Frenchmen—intrepid explorers in search of the elusive Northwest Passage to the western ocean and the spice kingdoms beyond, pious and brave missionaries, and, of course, the fur traders searching for beaver pelts. It is the beaver which must be given credit for opening this trackless wilderness. Fine felt was needed to make the luxurious, ornate hats that were the status symbol of the time. The beaver's short underfur was perfectly equipped with tiny barbs ideal for felting. The beaver pelt was the prize of the continent. Fortunes were made and lost, empires were built, and nations went to war, over beaver fur. Along the St. Croix there were numerous fur trading posts, for the river was a fine water route and excellent beaver country to boot.

After 1760, with the end of the French and Indian War, came the British, still searching for the Northwest Passage, but finding beaver. The English ruled as supreme masters of the fur trade for long after the Revolutionary War and even after 1816, when Congress decreed that only a United States citizen could be licensed to trade on American lands.

When the Americans came to the valley, the days of the glory of the fur trade were gone. Left, however, was the great white-pine forest. In less than half the time it took to trap out the beaver, the rugged American lumberjack leveled the Upper St. Croix Valley's centuries-old pines and floated them on the spring floods to sawmills downstream.

Since those frantic logging days, little has happened in the upper valley, except that its sandy soil has sprouted a new forest. In the fertile lower valley, however, the farmer has prospered. For as the fur trade gave way to lumbering, so too, did agriculture replace it, by the end of the nineteenth century, as the valley's dominant economic force.

THE UPPER RIVER TODAY

The Upper St. Croix, with its frequent stretches of turbulent white-water rushing through magnificent wild country, is a canoeists' paradise. Heavily forested with pine and hardwood, high-banked and occasionally low and swampy, broken in spots by islands and sloughs, with quiet flat water interrupted by numerous rapids, the upper river and its valley are amazing in their variety. This exceptional river achieved national recognition when a Federal Wild Rivers study team recommended that it, along with its tributary, the Namekegon, be preserved in their natural, free-flowing condition as two of only a dozen such waterways in the United States.

This is also a fisherman's river. Especially in its upper reaches, smallmouthed bass and walleyed pike are outstanding game fish. The best bass fishing is in the deep pools and long undercut banks, where there is a boulder-and-rubble bottom and good cover. Walleyes like the fast current and are found in and below rapids. The areas with sandy bottoms invariably offer very poor fishing.

By putting in at Solon Springs you can

make the full 115-mile upper river trip. Best done in five days, this trip takes you across two lakes—Upper St. Croix Lake and St. Croix Flowage. If you have an antipathy for paddling across open, current-less water or if you wish a four-day trip, put in at Gordon Dam at the foot of St. Croix Flowage.

On the St. Croix, you are continually impressed with a sense of history. The part this natural highway played in the past has been documented in many journals, particularly those of the inquisitive Henry Schoolcraft, Indian Agent, explorer, linguist, historian, and geologist; Jonathan Carver, the valley's only known English explorer, and Joseph N. Nicollet, French explorer and scientist, among others. (*The St. Croix: Midwest Border River* by James Taylor Dunn contains much information about these men and their journeys.) A visit to your library, a little research, and some reading will add a fascinating dimension to any canoe trip.

Downstream from Gordon Dam, the St. Croix is fast-flowing and clear, its banks quite unmarred by modern civilization. Almost at once you are into the first rapids, sliding over ledge rock, past a small pine-studded island. The rapids are quickly run. It is best not to drift into rapids, but to paddle hard to gain steerage for quick turns and head for the V's of smooth water between boulders. Steer your canoe right down their throats. In high water, during most of May and June, almost every one of the many rapids on the St. Croix, with the possible exception of tricky Fish Trap Rapids, can be run. The rapids are exciting but not dangerous, making the St. Croix a perfect river for a first experience with whitewater.

Next are Coppermine Rapids, just below Coppermine Dam, in two sections, through one of the St. Croix's loveliest stretches. Here the river cuts deeply into red rock and the channel is split by an island. These shallow rapids make a fine ride, sliding, choppy and fast over rock shelves. In 1832, Lt. James Allen, in command of Schoolcraft's ten-man military escort, passed this way going upstream, a feat which is always difficult to imagine. He wrote, "The river has become so low that we have to wade over all the rapids, which seem to be interminable. Many of them today were over shelving sandstone rock; the fragments of which... have cut up my men's feet and the bottoms of the canoes, horribly." From the Moose River downstream the hedge rock is replaced, in the main, by boulders.

Just below County Highway T bridge are the long, frustrating and tricky Fish Trap Rapids, consisting of eight or even more separate rapids. Explorer Joseph N. Nicollet called them *rapides aux galets*, cobblestone rapids, and claimed they were the St. Croix's most difficult. Last year we camped on a tiny meadow above these twisting, leaping rapids. Their untamed hollow roar filled the night, and in the morning a fishing first shrouded the large boulders, made us feel part of an earlier century. The St. Croix and its wild, lonely valley have a way of bringing the past very close.

All along the entire upper river we saw wildlife. Even without fieldglasses, we were able to identify more than forty-five different birds, many of the same species Schoolcraft saw on his 1831 expedition into the area. Our observations ranged from cedar waxwings to great blue and green herons, swallows, cardinals, kingfishers, an osprey, a pileated woodpecker, blackbirds, teal, mallards and, amazingly, nine bald eagles, but only one dark-headed youngster. We saw, as well, many deer. And one evening we sat around our campfire and listened to the eerie owl conversation while a foolish grouse drummed nearby. On another spot our camp was raided by a friendly family of raccoons.

Not far below where half-mile-long Little Fish Trap Rapids rushes through sharp turns, the Namekegon pours into the St. Croix at what was once called the Forks of the St.

Croix. Actually, the Namekegon is the larger river there. Next is Riverside, a good place to replenish your water supply.

Two miles below Riverside, at State Line Rapids, the St. Croix becomes the boundary between Wisconsin and Minnesota. The St. Croix is, almost from the moment it becomes a border, a large river with long sloughs and low, wooded islands. At the mouth of the Yellow River, Danbury is another good spot for taking on supplies. Here, too, in a bleak row of tiny houses live part of the "Lost Tribe" of the St. Croix. In 1854 this title band refused to move to a reservation after the rest of the Chippewa had given up all their lands bordering Lake Superior. They have been disgracefully shuffled about ever since.

Almost ten miles downstream from Minnesota's St. Croix State Park, past Nelson's Landing on the Wisconsin side, is a handsome little island called Head of the Rapids Island, or Heady Island. Under tall white pines are a little fireplace and a picnic table—an excellent camping spot. Shortly below this island are the famous seven miles of rapids, the Kettle River Rapids. It is not that these rapids are especially difficult. But their very length and the concentration they require make them seem, as Schoolcraft wrote, "our greatest obstacle." They sweep, dancing and foaming, past beautiful pine-topped islands through a particularly magnificent stretch of river.

The Thousand Islands portion of the river above the Snake River, called more beautifully by the French *Rivière au Serpent*, cannot have changed much since John W. G. Dunn wrote in his diary in 1932, "one could not imagine a more beautiful river, high banks covered with a large hard wood, with scattering pine, mostly white pine. Islands, large and small without number and these also covered with big trees. A good many of these islands are high and rocky on the shore line. No end of springs and spring creeks coming in mostly on the Wisconsin side."

Below the Snake are several clusters of cabins on the Wisconsin side, the site of the defunct Riverdale Ferry, and two more rapids, Otter Slide, with its distinct downhill swoop, and the choppy Horse Race. These rapids end the Upper St. Croix's white water. From this point, for the 30 miles to St. Croix Falls, the river changes slowly. There are fewer pines here and more elm, soft maple, and birch. The water flows almost leisurely past large sandbars, and for the first time there is an occasional farm. Past the skeleton remains of Nevers Dam, over submerged Dobeney Rapids, now a good spot for bass, and past great, scattered boulders, now almost hidden, the St. Croix has become a gentle river, impounded by the Northern States Power Company dam at St. Croix Falls.

By Mr. HARRIS (for himself, Mr. CRANSTON, Mr. FULBRIGHT, Mr. GRAVEL, Mr. HUMPHREY, Mr. MONDALE, Mr. RANDOLPH, and Mr. STEVENSON):

S. 1930. A bill entitled "American Folklife Foundation Act." Referred to the Committee on Rules and Administration.

AMERICAN FOLKLIFE FOUNDATION ACT

Mr. HARRIS. Mr. President, I introduce today a bill that would create an American Folklife Foundation within the Library of Congress. Through this Foundation, vital public support would be lent to a wide-ranging effort designed to foster both a broader and deeper understanding of this country's rich folk-life. I am very pleased to be joined in the introduction of this legislation by seven cosponsors: Senators CRANSTON, FULBRIGHT, GRAVEL, HUMPHREY, MONDALE, RANDOLPH and STEVENSON.

Without question, we have been wise