

ISLE ROYALE NATIONAL PARK
An Examination and Evaluation

By
Robert H. Smith

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PROPERTY
National Park Service
Isle Royale National Park

Part I, the Management of Isle Royale National Park, deals primarily with the on-the-site management actions taken in building the park to its present form. The primary source for this information has had to be from newspapers and books, as no official documents available to me dealt with these things.

Part II, the General Administrative Policies of the National Park Service as They Relate to Isle Royale National Park, is an examination of the general policies of the National Park Service, as stated in official documents. An attempt was made to select only those policies that relate to the management of Isle Royale National Park.

Part III, an Evaluation of Isle Royale National Park Management, has no footnotes, and uses for its sole source of information, my own personal views. These views are built upon a background of both literature research and personal observation during a two week visit in June, 1972.

In total, with the inclusion of the previous paper on legisla-

tion, I feel that they represent an accurate and in-depth study of Isle Royale National Park.

PART ONE

MANAGEMENT OF ISLE ROYALE NATIONAL PARK

The struggle to create Isle Royale National Park began in the early 1920's when Albert (Pete) Stoll, sports writer for the Detroit News began his long campaign to preserve the natural beauty of the island. On March 3, 1931, the "Act to Provide for the Establishment of the Isle Royale National Park...." was formally approved by Congress. Besides establishing the park, this law, in Sec. 3, also provided authority and guidelines for management of the park. According to this law (71st Cong., 3rd Sess., Chapter 448), administration, protection and the development of the park was to be under the direction of the Secretary of the Interior, by the National Park Service. The law stated that these duties should be performed in accord of the provisions of a previous law (39th Cong., Statute 535) entitled "an Act to Establish a National Park Service, and for Other Purposes," as amended. This law had its origination on August 25, 1916, and had been amended several times in the interim.¹ The wording and provisions of this law are recorded in Part Two of this paper.

In 1935, four years after establishing legislation, five years before all lands for the park were secured, and eleven years before official park dedication, administration and development of Isle Royale National Park, by the National Park Service began. Because of the depression, financial support was scarce and only the best high quality building materials (timber and stone) were available on the site, made it possible for work to begin at this time.²

In August of 1935, it was announced that four Civilian Conservation Corps (C.C.C.) camps were to be established on the island, to begin necessary work. Charles E. Shevlin and Shirley W. Allen were assigned as Foresters in charge of the C.C.C. camps and projects.³ One month later, Donald M. Wolbrink, landscape architect from the Department of Plans and Designs, N.P.S., began studies into the development of the park.⁴ During the winter of 1935-36, the first C.C.C. camp, Camp Siskiwit, worked to live-trap moose for removal to the mainland in an attempt to reduce the herd size, to avoid overpopulation.⁵

In 1936, the N.P.S. formally took over control of the park from the Michigan Department of Conservation.⁶ At this time, George Baggley was appointed as Representative in Charge, and his office was established on Mott Island (just off the coast of Isle Royale). This site remains as the on-the-site headquarters for the N.P.S. For the first few years, Baggley's job was primarily the administration of the C.C.C. projects and the coordination of these efforts with those of the N.P.S. At this time all funding was through the C.C.C.⁷ During the winter of 1937-38, 100 C.C.C. workers again live-trapped moose. They also worked to clear debris from a fire in 1937 which destroyed 1/3 of the island's acreage. Other projects included construction of the Feldtman lookout tower, and a project called "preparation of materials" in which logs were prepared for building construction on the island.⁸ Other C.C.C. camps began operation in later years. Camp Rock Harbor was initiated in 1937, and Camp Windigo in 1939. These camps helped complete construction of the park headquarters on Mott Island (mainland headquarters were established in Houghton, Michigan). All of the C.C.C. camps were

disbanded in 1941. Although these camps had evolved a considerable costs, they accomplished the initial development of the park, as well as providing much needed jobs.⁹

On April 3, 1940, all land deeds were accepted by the Secretary of the Interior. At this time, regular funding first became available for the park, and a staff of eight people was employed. Positions were Superintendent, Assistant Clerk-Stenographer, Ranger, Junior Storekeeper, Radio Mechanic, Skilled Laborer, Boat Captain and Marine Engineer.¹⁰ Also, at this time, a contract was signed with Mrs. Farmer to provide operation of the lodges at Rock Harbor and Windigo. Mrs. Farmer held the concessions contract until 1943, when the National Park Concessions, Inc. were granted the right to operate lodges, store, boat service, rentals and guide service on Isle Royale.¹¹

On October 22, 1940, Francis D. Crouch was appointed as the first Park Ranger, a position he held for only one year, being replaced by Karl Gilbert. With the appointment of Harold Bailly as Junior Park Naturalist on October 1, 1941, progress became more rapid.¹² In 1941, arrangements were made with the U.S. Coast Guard for aids to navigation installation and maintenance; contact was made between the N.P.S. and the Indian Service in Grand Portage, Minnesota; the weather station on Mott Island was made an official cooperative observatory; Customs and Immigration opened an office on the island; Western Union service was introduced in conjunction with the N.P.S. radio system; moose studies were begun by the N.F.S. and the Fish and Wildlife Service; and a cooperative agreement was made with the Michigan Department of Conservation, regarding fishing license sales within the park.¹³

A federal law, passed March 6, 1942, (Chap. 152) extended the boundary of the park to four-and-a-half miles from the coast of Isle Royale. The N.P.S. claimed federal control over these waters was necessary to maintain authority over:

1. Commercial and sport fishing
2. Motorboats and guide tours
3. Transportation of visitors by boat
4. Handling and transportation of supplies
5. Registration of private boats
6. Sanitation
7. Establishment of sea-plane landing areas¹⁴

With the coming of WWII, Isle Royale felt cutbacks in personnel, equipment and funds. Both Jr. Naturalist Bailly and Sr. Clerk Calhoun left the staff for war-related positions. Equipment transferred included two surf boats and a "30 Caterpillar" tractor to the Coast Guard, and a large vessel, the "Beaver" to the Navy. In addition, 3 other staff members left for combat duty. Conservation of materials included the collection of scrap metal for the war effort, curtailing of all picture taking and a limitation on the use of paper. In March of 1943, an inspector from the Bureau of Mines was sent to examine Isle Royale as to the feasibility of copper mining for war material production. His report was negative and the wilderness nature of the island was saved once again. Following the war, most staff members and equipment were returned.¹⁵

In 1946, Superintendent Bagley was transferred to another park, and was replaced by Charles E. Shevlin. Although post-war prosperity was spreading across the nation, Shevlin's term was characterized by a lack of adequate funding. Development, maintenance, and public service in the park were greatly hampered by lack of funds. Deterioration of docks, buildings and other facilities nearly ruined much of the park's appeal. The boat service to the

island was cut, resulting in a loss of visitors, causing the concessionaires to claim huge deficits. Staff cuts were made and extra work loads placed upon those who remained.¹⁶

In spite of these hardships, some improvements were made during these years. In 1947, the Vindigo Ranger Station was built to provide ranger service to the south-west portion of the island. The same year, the N.P.S. acquired various surplus, including the "Ranger II", a 114 foot diesel-powered ship, from the army. In the late forties, work was begun on the Greenston Ridge Trail, which ran the length of the island on the Greenstone Ridge. This trail, completed in 1951, linked the two extreme ends of the island, and for the first time opened up the interior of the island for hiking and camping. Another improvement was the completion of a network of P.M. radio stations at key points of the island, installed for park management and fireprotection purposes. Fire suppression equipment, increased staff and a dormitory for male personnel, on Mott Island, were also added in the early fifties.¹⁷

On April 21, 1948, a law, which redefined the procedures for Park Commissioner appointment was approved (62nd Cong., Stat. 196). This act amended a previous law (approved March 6, 1942) entitled "An Act to accept the Cession by the State of Michigan of Exclusive Jurisdiction over lands embraced within the Isle Royale National Park, and for Other Purposes" In the initial, 1942, legislation, the District Court was given permission to appoint a Commissioner, to oversee the park "upon recommendation and approval of the Secretary of the Interior of a qualified candidate" In the 1948 amendment, this last phrase was struck from law, thus giving the court

complete authority over appointing the Park Commissioner.¹⁸

During the early fifties, park visitation reached very low levels, as illustrated in the following table:

ISLE ROYALE PARK VISITATION, 1944-1954¹⁹

<u>YEAR</u>	<u>NUMBER OF VISITORS</u>	<u>YEAR</u>	<u>NUMBER OF VISITORS</u>
1944	3,750	1950	3,070
1945	6,140	1951	2,370
1946	7,070	1952	2,800
1947	7,870	1953	3,611
1948	7,850	1954	4,292
1949	9,520		

For some years, these figures are higher than actual numbers in an attempt to justify barely sufficient operating fund. Reasons for the decline in visitors included a deteriorating boat service to the island, an increase in public spending on highway construction, which encouraged automobile vacations instead of Isle Royale camping, and the general lack of widespread knowledge of the park. Partially in response to this decline in use, a major staff shakeup occurred in 1951, including the positions of Superintendent, Chief Ranger, Park Ranger and District Ranger. Another shakeup occurred in 1954, involving Chief Clerk, Administrative Assistant and, again, Chief Ranger. At this time, additional fire protector aids and rangers were also added to the staff.²⁰

Robert F. Gibbs, formerly Superintendent of Big Bend National Park in Texas, began serving as Superintendent of Isle Royale on December 1, 1952, a position which he held for many years.²¹ He realized that the problem of low visitation was partially attributable to poor transportation and limited accommodations on the island, as the two operating lodges had a maximum capacity of 125 people.²² He announced that new housing construction contracts would be awarded in August of 1955. Congress had appropriated \$150,000 for doubling of accommodations. Gibbs stated that 1955's 5,000 visitors could be multiplied ten-fold if adequate accommodations were available. Con-

struction plans included, not only housekeeping units, but more camping sites as well.²³ While meeting with Governor G. Mennen Williams and thirty newspapermen on a publicity tour of the island, Gibbs stated that the problem "seems to be how to bring the public to the island en masse and still preserve the park's wild charm."²⁴

In response to the parks needs, Rep. Bennett (R-Mich.) announced, in 1956, that Congress had appropriated a million dollars to build a new boat in an attempt to increase visitor traffic from Houghton. Although previous attempts at large vessel services had failed, Bennett pointed out that in 1955, many potential visitors had been turned away for lack of transportation.²⁵ In addition, the construction which began in 1955 was completed in 1957, adding thirty rooms to the Rock Harbor Lodge, comprising the Saginaw and Chippewa wings. Another twenty housekeeping units were added in 1960, each with stove and refrigerator.²⁶

In 1958, Senator Charles E. Potter (R-Mich.) introduced a development plan which he claimed would turn Isle Royale into a worldwide tourist mecca, which he termed "a Bermuda of the Great Lakes." He claimed that besides increasing tourism, the plan would provide badly needed jobs for northern Michigan. Potter told Secretary of the Interior Fred Seaton, that the 1958 budget appropriations of \$1,210,000 (for dock facilities, tourist cabins, new trails and a 100 passenger ferry) would not be enough. He stated that at least two million dollars was needed by 1960 so that the area could be made accessible and attractive to tourists.²⁷

On August 14, 1958, the 72nd Congress approved Statute no. 604, "An Act to Enlarge Isle Royale National Park Headquarters in Houghton, Michigan." This law granted the Secretary of the Interior the authority to purchase specified lands in Houghton for the purpose of

park headquarters expansion. The law in Sec. 2) also allowed funds for the park to be used in the purchase and construction of the project.²⁸ In addition, 1958 saw the completion of the "Isle Royale III", a 165 foot, 96 passenger ship, begun in 1956. This was followed by the purchase of another boat, the "Isle Royale Queen II", a 60 foot, 60 passenger boat to bring visitors from Copper Harbor, Michigan.²⁹

In 1960, Superintendent Gibbs announced that the Park Service spends about \$125,000 a year in operation of the park. He stated that he "wants to see it (Isle Royale National Park) promoted and developed so that the greatest possible usage by tourist and vacationist, but not to have the islands wilderness flavor destroyed. He added, "There will never be any road construction on Isle Royale." Overnight accommodations (other than camping) will be limited to two sites, Rock Harbor and Washington Harbor.³⁰

On February 1, 1967, the Department of the Interior held a public meeting in Houghton. The purpose of the meeting was long term planning of the park's future. The Michigan United Conservation Clubs and the National Wilderness Society gathered forces to plead for the retention of the wilderness nature of the park. After sampling public sentiment at the meeting, the N.P.S. proposed including Isle Royale in the nationwide wilderness system.³¹ Also at this time, policies were outlined regarding fishing rights (both sport and commercial) and navigational administration. In regard to the latter, it was decided that navigational aids and lighthouses in the park were to be maintained by the Department of the Navy.

although the Coast Guard is to be responsible for the enforcement of navigation laws.³²

The development and management of Isle Royale National Park has been reported here. The following table illustrates the park visitation figures for recent years:

PARK VISITATION, 1968-1972

<u>YEAR</u>	<u>VISITORS</u>	<u>OVERNIGHT STAYS</u>
1968	10,100	37,100 ³³
1969	10,400	37,300 ³⁴
1970	14,400	48,300
1971	15,900	71,100 ³⁵
1972	16,100	67,700

It is well to bear in mind that in 1951, only 2,370 visitors enjoyed the vast beauty of the island. These figures have changed and will continue to change, according to the predictions of the National Park Service, as illustrated in the final table below:

PREDICTION OF VISITATION, 1971-75 and 1980³⁶

<u>YEAR</u>	<u>PREDICTED VISITATION</u>
1971	17,200
1972	18,000
1973	18,800
1974	19,600
1975	20,400
1980	24,400

PART TWO

GENERAL ADMINISTRATIVE POLICIES OF THE NATIONAL PARK SERVICE
AS THEY RELATE TO ISLE ROYALE NATIONAL PARK

The National Park Service (N.P.S.) is the agency of government which controls the National Park System. This is a tremendously complex task in that each park must be considered in terms of its specific situation and problems. To do such a job, a tremendous number of policies, at all levels, are formulated to guide the work. This part of this paper deals with the general policies of the N.P.S. which apply or relate to Isle Royale National Park.

The N.P.S. was first established on August 25, 1916, by Public Act 235. In this act, besides setting up the structure of the N.P.S., Sec. 1 provided the duties of the agency. It states that the service:

"shall promote and regulate the use of the...parks by such means and measure as to conform to the fundamental purpose of said park...which purpose is too conserve the scenery and the natural and historic objects and the wildlife therein and too provide for the enjoyment of the same in such a manner...as will leave them unimpaired for the enjoyment of future generations."

Thus did the law explicitly state that the N.P.S. was held responsible for the preservation of the natural beauty of the parklands. This philosophy is continually restated throughout the history of the N.P.S.

On May 13, 1918, Secretary of the Interior Franklin K. Kane released the first N.P.S. administrative policies. He listed three broad principles to be followed. First, he stated that the parks must be kept in "absolutely unimpaired form" for all future generations. Secondly, he expressed a desire in parks for the "use, observation, health and pleasure of the people." Finally, he noted that

national interests should dictate all decisions effecting public and private enterprise in the parks.² In this same directive, more specific policies were also mentioned, some of which are stated here; 1.) In leasing of land to concessionaires, the amount of land leased should be kept to a minimum; 2.) There shall be no leasing for summer homes; 3.) No trees shall be cut except for building facilities, improving scenery or for disease control; 4.) In any construction, the finished product should harmonize with the landscape; 5.) All private holdings within the parks should be obtained; 6.) Public use should be actively encouraged; 7.) All outdoor sports in keeping with park values are to be encouraged (no hunting); 8.) Education programs dealing with park resources should be actively encouraged; 9.) Low priced accommodations should be provided; 10.) Competition among concessionaires should be avoided as long as rates are carefully controlled and service is satisfactory; 11.) Concessions should provide federal revenue without placing a burden on the public; 12.) Other specialized agencies of the government should be turned to for assistance when needed; 13.) No areas should be included that lower the "standard of dignity and prestige" of the park system.³

On March 11, 1925, Secretary of the Interior Work restated the broad principles of the N.P.S.⁴ First, the parks must be maintained "untouched by the inroads of civilization" to preserve for the future. Secondly, he mentioned that the parks are for the "use, education, health and pleasure of all the people." Finally, he restated the belief that national interest should dictate all enterprise in the parks.⁴ In this directive, he also discussed specific guidelines to be followed, some of which were; 1.) Commercial use should be limited to that provided for by law; 2. Lands used for concessions

should be minimal; 3.) There shall be no summer home leasing; 4.) cutting of trees should be limited to that necessary for construction, scenery improvement and disease control; 5.) All construction must harmonize with the surroundings; 6.) All lands within the park should be publicly owned; 7.) Parks should be made readily accessible and public use should be encouraged; 8.) All appropriate outdoor sports are to be "heartily endorsed", 9.) Educational uses should be encouraged; 10) Low priced accommodations should be provided; 11.) Concession should render satisfactory service at carefully regulated prices; 12.) All commissions received from concessions should be deposited to the U.S. Treasury; 13.) Other U.S. agencies should be asked for assistance when needed for program benefit; 14.) Education; for the purpose of improving park management, is necessary and desirable; 15.) All addition areas should "measure up to the dignity, prestige and standing of those already established".⁵

On July 10, 1964, Secretary of the Interior Stewart L. Udall divided the National Park System into three distinct types of areas; natural, historical and recreational. He stated that because of different needs, each of these types was to have a different kind of administration with different objectives.⁶ Since Isle Royale was classified into the natural area type, an examination of the goals of this program will be given here. First, in terms of resource management, it is to be guided by the 1918 directive of Secretary of the Interior Lane, mentioned earlier in this paper. In addition, management is to be directed toward maintaining plant and animal life in accordance with a March 4, 1963 recommendation of the Advisory Board on Wildlife Management, discussed later in this text.

Secondly, in regard to resource use, it is to be directed toward all appropriate use without destruction of natural values. It reads, "Park Management shall recognize and respect wilderness as a whole environment of living things whose use and enjoyment depend on their continuing interrelationships, free of mans spoilation." Finally, in respect to physical development, it is to be limited to only that which is necessary and should be done with extreme care so that "least damage to park values will be caused."⁷

Udall also gave approval to six long range objectives for all branches of the National Park System. These are reprinted here:

1. To provide the highest quality of use and enjoyment of the National Park System by increased millions of visitors in years to come.
2. To conserve and manage for their highest purpose the Natural, Historical and Recreational resources of the National Park System.
3. To develop the National Park System through inclusion of additional areas of scenic, scientific, historical and recreational value to the Nation.
4. To participate actively with organizations of this and other Nations in conserving, improving and renewing the total environment.
5. To communicate the cultural, inspirational, and recreational significance of the American Heritage as represented in the National Park System.
6. To increase the effectiveness of the National Park Service as a "people serving" organization dedicated to park conservation, historical preservation, and outdoor recreation.

Mention was made of a report by the Advisory Board for Wildlife Management, submitted March 4, 1953. This study, which was conducted at the request of Secretary of the Interior Udall, was performed by A. S. Leopold (Chairman), S. A. Cain, C. H. Cottam, I. N. Gabrielson, and T. J. Kimball. The following areas were covered in the study; history, concept of park management, methods of

habitat management, control of animal population, wildlife management in National Recreation Areas, and new national parks. In the summary of this report, the board states that the "goal of managing the national parks and monuments should be to preserve, or where necessary to recreate, the ecologic scene as viewed by the first European visitors."⁹ Again we find the theme of "naturalness" strongly stated in park service policy.

On October 9, 1965, Congress passed a law outlining procedures for concession operation in the National Parks. In Sec. 1, the law provides for concessions only "under carefully controlled safeguards against unregulated and indiscriminate use." The Secretary of the Interior is given authority, in Sec. 2, to insure that this is done. In Sec. 3, it is provided that the Secretary of the Interior shall be responsible for protection of both the concessionaires and the public's interests. The authority to grant concession rights is given to the Secretary of the Interior in Sec. 4, with the conditions, outlined in Sec. 5, that continuity should be encouraged if satisfactory service is provided. Sec. 9 requires the concessionaire to keep careful records, as needed by the Secretary of the Interior, to insure duties are being performed according to standards.¹⁰

On January 15, 1969, Secretary of the Interior Udall gave a final report of park management, before leaving his post. In this report, Udall restates many of the principles of his July 10, 1964 memorandum. In addition, he reviewed the action taken since that time, in regard to the natural areas of the park system. He reported that the N.P.S. had eliminated all artificial attractions from the natural areas. In addition, park road and trail standards had been set, a program to turn over, to private concessionaires, camp-

grounds in the natural areas, had begun, limits had been set on the number of campers allowed in certain parks, and a master planning program had been initiated.¹¹ Several months later, the new Secretary of the Interior, Walter J. Hickel expressed belief in all of these previous principles, except for the contracting of concessionaires to run the campgrounds. Instead he stated that the N.P.S. would continue to run the campgrounds and that all back country facilities should be cheap or free. Hickel also called for an increase in the educational function of the N.P.S. and suggested that further wilderness studies should be made, to insure that the wilderness is preserved. He also expressed a desire for increased formal education of the N.P.S. staff.¹²

Several months later, on October 28, 1969, Hickel released "Procedures for Public Review of Draft Master Plans" in which procedures for public meetings for "soliciting comments on drafts of master plans" were established. The following topics were outlined: purpose of meetings, scope and type of meetings to be held, scheduling and notification, conduct of the meetings and the procedures for follow-up.¹³ This was done in an attempt to coordinate the actions of the N.P.S. with the public interests.

Although the N.P.S. has established many policies it should be noted that Congress is the ultimate judge of the criteria to be used in adding parks to the system.¹⁴ The criteria for natural areas of the park system will close out Part II of this paper. It is stated that the national parks which are to be classified into the natural areas category must possess national significance, as defined;

- A. National significance is ascribed to areas which possess exceptional value or quality in illustrating or interpreting the natural heritage of our Nation.
- B. To possess national significance, the area must reflect integrity, i.e., it must present a true, accurate, essentially unspoiled natural example.¹⁵

PART III

EVALUATION OF ISLE ROYALE NATIONAL PARK MANAGEMENT

The management of Isle Royale National Park has been the responsibility of the National Park Service (N.P.S.), a division of the Department of the Interior. This part of this paper deals with an evaluation of the program for the management of the park by the N.P.S. It is primarily the result of first hand observation done by this reporter in June, 1972.

As noted in Part II of this paper, most of the management policies of the National Parks stress an emphasis on the retention of the natural resources of the parklands. The superintendent of the park stated that the problem is "how to bring the public to the island en masse, and still preserve the park's wild charm." This demonstrates the two-fold goals of the park management. First, the preservation of the wilderness state on the island. The second goal appears as an attempt to increase visitation and public use of the facilities. This policy is also stated numerous times in the policies of the N.P.S. Each of these two goals are evaluated here.

First, in regard to the preservation of the island's resources, the program has been a success, as observed by this reporter on a recent visit to the park. The interior of the island remains essentially untouched by man. Isle Royale has been termed the "second most wilderness" area in the United States, behind the swamplands of the Florida Everglades. The only parts of the island where civilization has touched are the lodge complexes at the two extreme ends of the island, and even these have been done in good taste in respect to the wilderness surroundings. Fish and wildlife are abundant, with moose, wolves, beaver and trout the major attractions. There are

no roads on the island and the only means of transportation available is hiking. Litter has not been a problem, and neither has pollution of any sort. All construction has been done to harmonize with the surroundings, as outlined in park policies. Again, as far as this policy is concerned, the N.P.S. is to be highly congratulated for their program for wilderness preservation on Isle Royale.

The second goal of the management of the park has been to make the park accessible to the public and to encourage the use of park facilities. This also must be rated as a success in terms of the services provided by the N.P.S. on Isle Royale. New boats have been acquired in recent years, which have increased visitation to the point where limits have been set on length of stay, another example of the "Protection of the wilderness" philosophy. An education program, run by the park rangers of the park, is extremely informative and well researched. All members of the park staff are friendly, well informed and willing to spend the time to solve or answer each visitor's questions. Although the concessions can not be termed "low-priced", the transportation difficulties and the N.P.S.'s commission from the concessions may be the reason for this. It seems that all attempts are made in encouraging "appropriate use" of the island by the park visitors.

I am not generally the sort of person to readily endorse governmental agencies, in fact, I am somewhat of a cynic in that I usually find much criticism of governmental agencies and programs. But after this careful analysis of the goals and objectives of the park, and after personal inspection, I must state that an excellent job has been done by the N.P.S. in regard to Isle Royale.

A note of caution is mentioned here; other sources have led me to believe that this type of dedication and preservation is not the case in all, or even most, of the National Parklands of our nation. Although public use of the park system increases annually, so, it seems, does the destruction of the natural assets of many of these areas. This is stated to clarify that this paper does not evaluate any of the N.P.S. programs other than those reflected by Isle Royale National Park, in its present form. The need for continuation of the present programs is imperative.

In closing, a few additional comments are relevant. The preservation of the park can only be maintained by the cooperation and education of the public who uses it. During my stay in the park, I did see some misuse done by various individuals and groups who were visiting the island. Unfortunately, the largest share of these wrongs were committed by the Boy Scouts of America and their leaders, a group supposedly actively involved in outdoor recreational activities. I reported these incidents to the park rangers, who responded by filing an official report concerning the groups involved. The rangers seemed to share my reaction to the misuses, and pledged to me, that stronger attempts would be made to eliminate all such abuse. I would recommend that large groups, if not properly educated and supervised, be banned from the park. There are other places more suited to group activities than the solitude and peacefulness of Isle Royale National Park.

Finally, I would like to thank the National Park Service, and in particular, the staff of Isle Royale National Park, for maintaining the high standards of the park. In the face of growing commercialization and overuse of much of our country's recreational facilities

it is indeed reassuring to know that the management of Isle Royale National Park is being done with the care and consideration that the beauty and value of the island needs and deserves.

Additional Information Received too Late to be Included in Text

The following newspaper article, from the Detroit Free Press, Sunday, May 6, 1973, illustrates some of the difficulties the N.P.S. is having at some of the National Parks. Reference is also made towards the situation at Isle Royale National Park:

SUNDAY, MAY 6, 1973

16-B

National Park Reservation Plan Gets Try

BY TOM OPRE
Free Press Outdoor Writer

With all the states hasseling (and Michigan delaying until next year) several types of advance reservation systems for campers, the National Park Service has surprised a few people by announcing it will operate a computerized reservation system—a pilot project—in six big parks beginning May 20.

American Express Reservations has received the nod to handle the park system since it has some 1,000 computer outlets in 48 states. More than 4,000 of the available 7,000 campsites will be open for reservation.

The parks include Yosemite in California, Yellowstone and Grand Teton in Wyoming, Everglades in Florida, Grand Canyon in Arizona, and Acadia in Maine. Michigan's only National Park at present is Isle Royale which is limited to backpackers anyway.

"These six parks have been selected because they represent a geographical cross section of the parks with heavy campground use," said Ron Walker, director of the National Park Service.

He pointed out that the remaining 3,000 campsites will still be open under the traditional first-come, first-served rules. No campgrounds in any of the other 86 National Parks will offer advance reservations, either.

AMERICAN EXPRESS officials said they'll be ready with reservations and mail order forms by the May 20 deadline at any American Express office, Ramada Inns and many Hertz, Rent-a-Car offices. Telephone reservations may be made at American Express offices in New York City, Chicago, Memphis, Houston, Phoenix, Dallas, Fort Worth and San Francisco.

When the camper makes the reservation, he will pay the total campsite fee (\$2 to \$4 nightly in these parks), plus a service charge of \$1.50 for each campsite reserved, no matter how long he is staying. (Thus a week of a \$2 campsite would cost \$14, plus \$1.50, in advance.)

He'll get a printed confirmation for his trouble, and he presents that to the local ranger upon arrival.

"We hope the information gathered in this pilot program will help us to better serve people in National Parks," Walker said. "For campers we feel this system could be the difference between a wonderful park experience and one ruined by a time-consuming search for a place to spend the night."

Most campers who have visited the popular National Parks, such as the six outlined, would agree whole heartedly. Walker added that if the program is successful and is widened to include all parks, more than 30,000 campsites would be affected.

FOOTNOTES, PART I

- 1 U.S. Statutes at Large, 71st Cong., 3d Sess., Chapter 448.
- 2 Robert Hakala, "Isle Royale, Primeval Prince," Unpublished administrative document, National Park Service, 1955.
- 3 Ibid.
- 4 Ibid.
- 5 Ibid.
- 6 Ibid.
- 7 Ibid.
- 8 Ibid.
- 9 Ibid.
- 10 Ibid.
- 11 Ibid.
- 12 Ibid.
- 13 Ibid.
- 14 U.S. Statutes at Large, 77th Cong., 2nd Sess., 1942.
- 15 Hakala, loc. cit.
- 16 Ibid.
- 17 Ibid.
- 18 U.S., Department of the Interior, Laws Relating to National Park Service, Supp. II, 1963.
- 19 Hakala, loc. cit.
- 20 Ibid.
- 21 "Isle Royale Park Superintendent Lauds Lauds Island in Southern Accent," Escanaba Daily Press, September 19, 1960.
- 22 "Transportation Big Handicap in Popularizing Isle Royale," Escanaba Daily Press, August 6, 1955.
- 23 "Isle Royal (sic) Adding Cabins for Tourist," Detroit Free Press, July 31, 1955.
- 24 "Transportation Big Handicap in Popularizing Isle Royale," loc. cit.

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