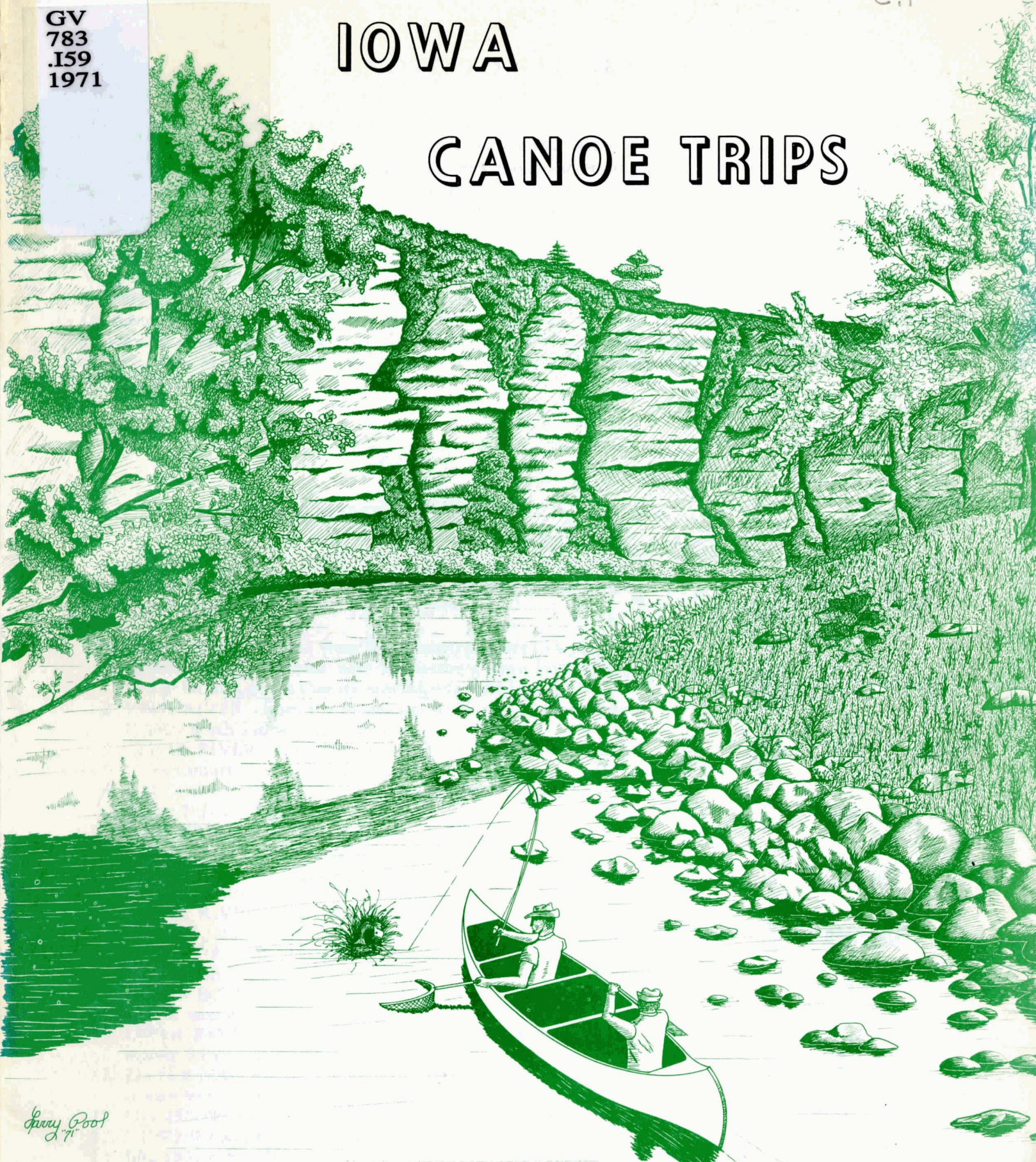


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IOWA

CANOE TRIPS



Larry Pool '71

IOWA CONSERVATION COMMISSION

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- A NOTE TO CANOEISTS -

Canoeing is a challenge--a challenge to the canoeist's ability to handle his craft, but more important a challenge to the canoeist to use a stream or river and leave the waterway in the condition he found it.

The majority of the trips in this booklet are on streams and rivers classed as non-meandered waterways. The stream bed and all adjacent lands to these waterways are the property of the landowner through whose land the water flows. Appreciate the fact that you are able to use the waterways. Respect the landowner and his property. Fences may inconvenience you at times but remember, the landowner is required by law to construct a fence across a non-meandered stream to keep livestock within his property lines.

Try your utmost to cooperate with landowners. Whenever possible, ask permission if you know you will have to portage or cross fences enroute. Obtaining permission is doubly important if you plan to picnic or camp.

On meandered waterways, all of the stream bed is owned by the state. The lands adjacent to the water may be state owned, county owned or privately owned. But no matter who owns the land along these meandered waterways, you, as a canoeist, are obligated to respect the property and leave it in the condition you found it. **DO NOT BE A LITTERBUG!**

MEANDERED RIVERS

The following is a list of meandered rivers and description of the upper limits of the meandered line:

1. DES MOINES RIVER - from the Mississippi River to a point in central Palo Alto County near Emmetsburg (west branch) and to a point in Kossuth County near Algona (east branch).
2. IOWA RIVER - from the Mississippi River to a point in Iowa County north and west of Marengo.
3. CEDAR RIVER - from the Iowa River to Cedar Falls in Black Hawk County.
4. RACCOON RIVER - from the Des Moines River to the west line of Polk County.
5. WAPSIPINICON RIVER - from the Mississippi River to a point just north of Central City in Linn County.
6. MAQUOKETA RIVER - from the Mississippi River to a point just east of Maquoketa in Jackson County.
7. SKUNK RIVER - from the Mississippi River to the northeast corner of Jefferson County.
8. TURKEY RIVER - from the Mississippi River to a point near Clermont in Fayette County.
9. NISHNABOTNA RIVER - from the Missouri - Iowa border to a point near Riverton.
10. UPPER IOWA RIVER - from its mouth to a point approximately 9 river miles upstream.
11. LITTLE MAQUOKETA RIVER - a very short portion of the stream from its mouth to a point upstream.
12. MISSISSIPPI RIVER - the entire river along the Iowa border.
13. MISSOURI RIVER - the entire river along the Iowa border.
14. BIG SIOUX RIVER - the entire river along the Iowa border.

LEGEND

-  STATE AREA
-  COUNTY AREA
-  TOWN
-  LANDING
-  CAMPING
-  DAM
-  BRIDGE
-  TRAIN

A NOTE TO COPIERS

This map is a reproduction of the original map as shown on the map. It is not a survey and should not be used for legal purposes. The map is a reproduction of the original map as shown on the map. It is not a survey and should not be used for legal purposes. The map is a reproduction of the original map as shown on the map. It is not a survey and should not be used for legal purposes.

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....THE TURKEY RIVER

The Turkey is the largest river in the "Little Switzerland" area of northeast Iowa. It rises in Howard County and flows southeasterly 135 miles through Winneshiek, Fayette and Clayton counties to enter the Mississippi about 7 miles downstream from the Guttenberg dam.

The river divides itself into three distinct sections. In its upper reaches it flows through flat terrain. In the middle section, roughly from Spillville in Winneshiek County to Elkport in Clayton County, the river flows through the limestone bluff country, with a strong current, and rocky bottom. In the lower section, from the vicinity of Elkport to the Mississippi, the rate of fall is again very small, the current slow, and the bottom silt and sand.

An interesting stretch for canoeing is that from Elgin to Garber. In this stretch the valley is narrow and bounded by rugged bluffs. There is considerable hardwood timber interspersed with red cedar. The river bottom is generally rocky limestone. The rate of fall is seldom less than four feet per mile and often exceeds six for long stretches, resulting in a strong current. There are no dangerous rapids and no stream obstructions except a dam at Elkader. In a few places fallen trees are lodged in bends of the river in

such fashion as to make it advisable to wade the shallows around the obstructions.

The distance from Elgin to Garber is about 34 miles by water and makes an easy two-day trip. Elkader, about 18 miles below Elgin, is a good half-way point, with excellent hotel accommodations available. The best camp sites appear to be on the high gravel bars.

All distances mentioned have been converted into approximate traveling time. The total traveling time will be about 5½ hours from Elgin to Elkader and 5½ hours more to Garber. The times shown are for normal water levels prevailing in June.

In particularly low water these times should be increased.

At Elgin put in at the bridge abutment on the upstream side, on the left bank as you face downstream. From the put in point, cross the river above the bridge to the main channel along the right bank.

For about 6 miles below Elgin the current is fast and small rapids occur frequently. The river valley is some half mile wide in this stretch, bounded by high wooded hills. Seven and

restaurant, and cold drinks. To keep from totally disrupting business in the town it would be advisable to arrange for a car or truck with which to make the carry.

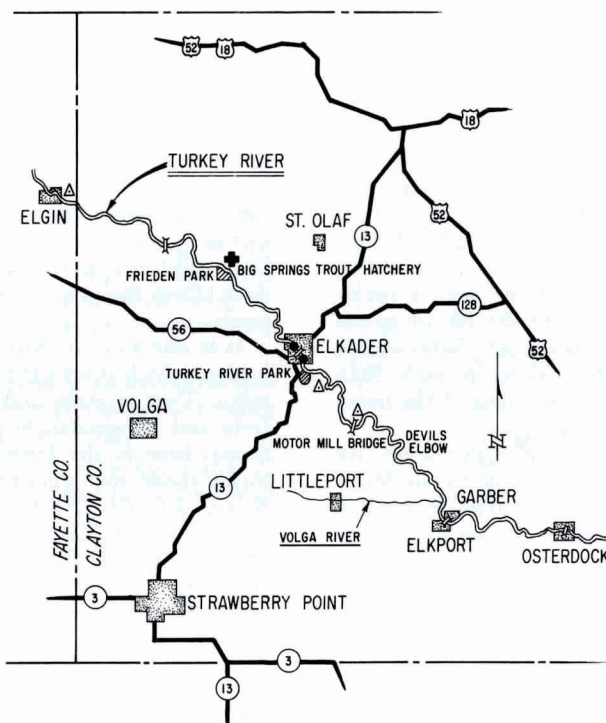
The valley below Elkader continues narrow, bounded by wooded hills. The current is fairly fast with occasional small rapids. Downstream 2¼ miles (¾ hour), Roberts Creek enters the river from the left. Three and one-half miles (1 hour) further on is the remains of the old mill town of Motor, a bridge and a large stone building on the left bank.

The stone building is one of the most picturesque of the old rustic mills still standing in Iowa. It was built of native limestone by John Thompson, who in 1864, spent a substantial fortune to establish what he hoped would be a thriving little community. The old mill, with its massive stone walls, worn mill stones and hand-hewn beams, is in an excellent state of preservation.

The current below Motor is swift, beginning with a rapids directly under the bridge. Steep, heavily wooded bluffs are close to the river on both sides. The river makes several sharp bends through these bluffs. One of these, 4½ miles (1 hour) below the Motor bridge is known as the Devil's Elbow. It is marked by two large pine trees in a prominent spot on the bluff on the right side of the stream at a turn. There is a long, fast, shallow rapids below here which can be run easily at normal water levels but which might necessitate wading in low water.

About 5 miles (2 hours) below Devil's Elbow the river leaves the hill country and enters the open farm lands. Shortly thereafter the Volga River will be seen entering from the right. One-half mile will bring the canoeist to the bridge at Garber. There is a good take out place on the right bank below the bridge.

Elgin to Garber



three-fourths miles (2 hours) below Elgin is the only highway bridge to be encountered above Elkader. About 3 miles (1 hour) below this bridge the valley narrows and the current again becomes quite fast. At the end of another half hour the flow from Big Springs will be seen entering the river from the left bank. This area is a state trout hatchery.

The dam at Elkader will be reached at the end of about 2 hours more. At the dam the old stone arch bridge, the remains of the old mill built in 1849, and the white towered court house make a most pleasing picture. Those fortunate individuals whose office windows overlook this scene are to be envied.

Take out at the athletic field on the right bank 150 yards above the power dam. There are two dams to be portaged around, the large one above the bridge and a smaller one below. The portage should be down the main street to a put in point on the right bank about 400 yards (three city blocks) below the bridge, in the riverside park. The canoeist in his travels will encounter few portage trails with the conveniences offered by this one - - an excellent hotel,

The Yellow is one of the smaller streams of Iowa's "Little Switzerland" district, but without question is one of the state's most beautiful and interesting rivers.

This little river and its narrow forty mile valley has seen a lot of history. In prehistoric times Indians built burial mounds on the valley's bluffs. The earliest white explorers of the upper Mississippi knew the river by name, the French traders referring to LeJaun Riviere as far back as the early 1700's. The first water mill in Iowa was built on its banks in the 1830's by Lt. Jefferson Davis, later President of the Confederacy, to saw lumber for the construction of nearby Fort Crawford. In the 1850's and 1860's, other mills for grist, flour, lumber, and wool, as well as numerous towns, were located on its banks. Today the mills and most of the towns have disappeared and the conoeist seeking to rediscover their sites finds it difficult to comprehend that a century ago this valley was considered one of the "liveliest industrial vicinities west of the Mississippi."

Now, as to the river itself, it rises in southeastern Winnesiek County and flows across southern Allamakee County to enter the Mississippi about three miles north of Marquette. The valley is narrow, sharply winding, and bounded by abrupt, heavily timbered bluffs. The stream is small, never exceeding about fifty feet in width. It is rather shallow, with a rocky bed, and its rate of fall is greater than that of any stream in the state navigable by canoe. The stream rises rapidly after a hard rain and becomes very discolored by the clay on its bank. Seen at that time it is not difficult to guess the origin of the name "Yellow".

The river becomes large enough for canoeing in the vicinity of Volney. From the bridge just above Volney to the Mississippi is about 18 river miles. This is a little long for one day but makes a good over-night trip with lots of time for fishing. It cannot be described as an easy trip, but is well worth the effort. The rate of fall varies from about six feet per mile to about 25 in the vicinity of the Ion Bridge and below. The rapids are very numerous, shallow, rocky, fast and hard on the canoe. It is important to travel as light as possible. Be prepared to do a lot of wading. In picking a camp site keep in mind the high water that follows hard rains. The river may rise several feet over-night. There are no dams. The rapids are not dangerous, but some of them are very fast and should be treated with respect.

All distances mentioned have been converted into approximate traveling time. Total traveling time will be about nine hours. The times shown are for normal water levels prevailing in late June. In particularly low water these times should be increased.

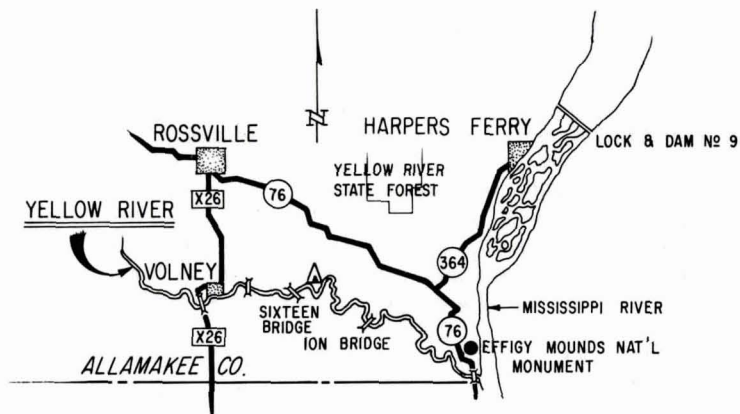
The bridge above Volney can be reached by traveling five miles south from Rossville or five and one-half miles north from Monona on county Highway X26. There is a convenient put-in place just below the bridge on the left bank.

For the first three and one-half miles (two hours) the river flows through open meadow land. The buildings of Volney on the left bank, and a bridge will be passed one and one-half miles (one hour) below the starting point. In the next two miles (one hour) a suspension foot bridge crosses the stream.

Soon after passing the suspension bridge the river leaves the meadows. Heavily timbered bluffs close in on both banks. The river makes several sharp turns through a succession of long pools separated by shallow rapids. One and one-half miles (one

.....THE YELLOW RIVER

VOLNEY TO THE MISSISSIPPI



hour) below the suspension bridge is the Sixteen bridge, named for its location in Section 16 of Linton Township. This is the site of the extinct mill town of Buckland. Above and below the bridge are long, deep holes as the river narrows and makes an S turn against steep rock bluffs. The most likely looking camp sites of the trip are in this region.

For the next four and one-half miles (two hours) there is a succession of more long, placid pools followed by fast rapids. This is superb smallmouth bass water. The terrain is rugged and wild with a heavy forest growth. The steep hills are close to the river and huge blocks of moss covered stones lie on the banks and in the stream bed. Ferns and wildflowers are abundant. Over hanging trees make cool, shady caverns over the pools.

It is one and one-half miles (three-fourths hour) to the next bridge, which marks the site of Ion, another extinct early mill town. That stretch, and down-stream for the next five miles (one and one-fourth hours) has the faster water of the trip. Somewhere in the lower part of this fast water, about three miles above the junction of the Yellow with the Mississippi River, the old Jeff Davis Mill was located. The Winnebago Indian Mission School which had a brief existence in the late 1830's is said to have stood in this vicinity, a few miles up-river. Only one of the walls of this mission still is evident. It is rumored that the mission was the site of the birth of the first white person west of the Mississippi River.

In the next two miles (1 3/4 hour) to the take-out point at the Highway 76 bridge the river widens and the current slackens. The banks continue to be heavily wooded as the river proceeds in wide bends to the break through the bluffs where it enters the Mississippi. The take-out place is just above the bridge abutment on the right bank, which, incidentally, once was the site of the "paper" town of Nezeke.

No trip down the Yellow would be complete without a visit to the Effigy Mounds National Monument, the only unit of America's National Park system located in Iowa. The land of the monument area of 1,204 acres was donated to the Federal Government by the state of Iowa through the Conservation Commission in 1949. It extends north and south of the mouth of the Yellow, on the summits of towering bluffs. There is an excellent trail to the mound sites of the Fire Point Mound Group which is located one-quarter mile north of the Highway 76 bridge, the take out point.

After your canoe trip and tour of the Effigy Mounds, stand on the Fire Point scenic lookouts and survey the magnificent Mississippi Valley with the Wisconsin River in the distance. With two days, eighteen miles and a little imagination you will have relived history, and will have seen some of the most beautiful scenery in the middle west. Your canoe trip down the Yellow, the "River of Lost Mills" will have given you a rich experience.

.....THE BOONE RIVER

When the water on the Boone River is the right depth, its variations in current speed offer the canoeist a pleasant and absorbing challenge.

The Boone has its source in Hancock County, zigzags through Wright and Hamilton Counties, dropping an average of 4.8 feet per mile, finally joining the Des Moines River just above Stratford, at the Webster-Hamilton County line-- a point directly south of its source.

A familiar question as you approach a rapids is, "Where do we want to go?" and occasionally you may decide simultaneously on different courses, and paddle a couple of strokes accordingly. Usually a spot is found to enter the rapids where there appears to be a maximum of depth as disclosed by the smooth surface narrowing to a V point between the riffles.

Put in on the south bank, just below Millards' Bridge on which Highway 17 crosses the Boone two miles south of Webster City. At this point the U.S. Geological Survey has a gage for recording the river flow. The water stood at 3.0 feet as compared to a normal mid-October height of 2.0 feet and a year around average of 4.7 feet. An hour brings you to Albright's Bridge.

Bever Bridge is near the site of the Old Bone's Mill. This mill, built in 1854, has a colorful history, including its continual battle with ice and flood waters, its important business function, a dash of romance, even a murder which today remains unsolved, and finally a thunderous explosion which ended its existence.

Just above this bridge on the left bank is an excellent spot to put in a boat or canoe. Two hundred feet below is a rapids whose swiftness provided the most fun of the day.

In places, the banks of the Boone are very hilly, and 25 minutes below Bever Bridge on the left, the bank rises high with huge boulders protruding.

Ten minutes farther a huge rock borders the river on the right. It rises straight up, twenty or more feet, and is a good 200 feet in length. Above the ledge was an Indian Burial Ground. Clinging to the rock, scores of mud swallow nests are seen, making this an interesting, busy place in spring and summer.

Tunnell Mill Bridge is at the site of the mill built by Robert Watson in the mid-1800's. The 400 foot tunnell was built to by-pass a sweeping horseshoe curve, thus increasing the natural current by a deeper fall at the dam. Remains of the dam still can be seen on the north side of the ridge.

At many of the rapids, there is a parting of the stream forming an island. Along this stretch, it's fun deciding which course to take, which affords the most mystery--seems narrowest, swiftest and most obscured from view.

By mid-afternoon you'll arrive at Bell's Mill Park. This was the site of the mill built by David Eckerson, Methodist preacher, in 1853, which found its way into the Bell Family. On March 2, 1888, Benjamin Bell died and that night, flood waters swept away the dam, stopping the wheels of the mill. Mr. and Mrs. Jasper Bell donated the land for the present county park as a memorial to the pioneers who settled this area.

Just below the present Bell's Mill Bridge on the left is an old abutment of rectangular stones. Trees growing atop the structure are ancient, and you can't help wonder in what way and at what time the abutment served mankind. This was an abutment of a bridge abandoned in 1870. On wintery nights the mystery behind these intriguing places make fascinating story telling.

Considerable coal has been mined in this area and the river banks below Bell's Mill are black with evidence of its presence.

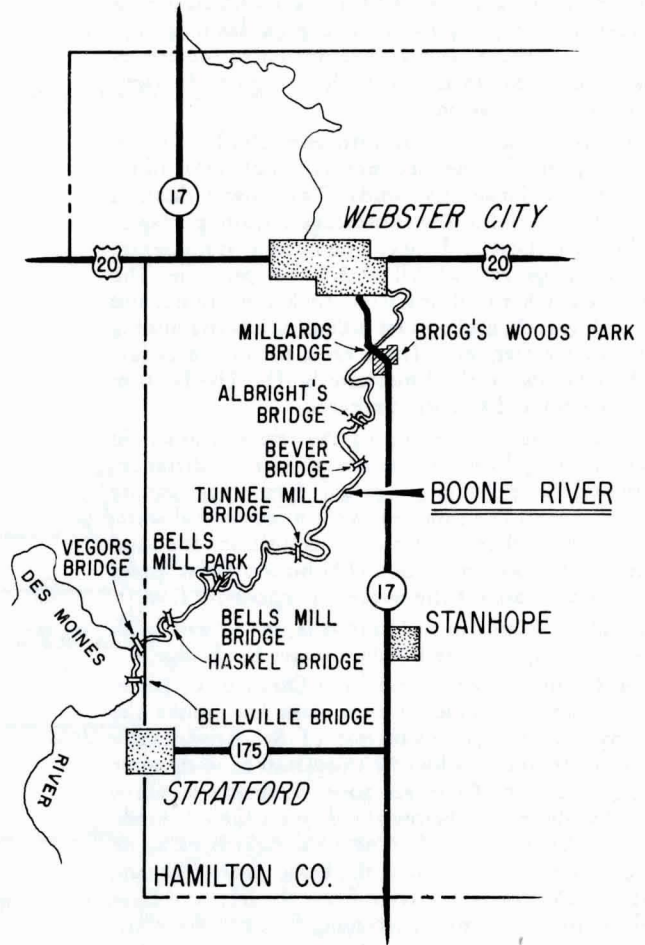
Twenty minutes later is Haskel Bridge. Here one gets a broad view of the valley and the roadway can be seen winding up over the hills in the distance.

Five minutes later is Vegor Bridge. High on a scenic hill to the north is Vegors Cemetery, a historic spot of early Indian and white burial.

Another five minutes and the Boone joins the Des Moines. The Boone, a rugged individualist upstream, loses all when it pours itself into the Des Moines-- a swirl of current where their channels meet-then oblivion!

A mile or so below the junction, Belleville Bridge comes around the bend. 30 yards or so below it on the right is an excellent place to take out. Our day had been perfect--23 miles of ideal canoeing--water just right--not once forced to wade or portage.

The Boone River offers anglers good catfishing and some nice smallmouth bass.



The Red Cedar in Mitchell and Floyd Counties is an excellent canoeing stream and provides topnotch smallmouth fishing. It is an eye opener to the canoeist-fisherman who feels that he has to go to faraway places for his recreation.

The stretch between Otranto and Charles City is particularly good. The distance is about 41½ miles. There are no dangerous rapids. Two power dams, a beautiful dam and a low footbridge require portages, but they are short and easy. The current is moderate with an average rate of fall of 3.1 feet per mile. The stream bed is hard, of limestone rock and rubble, and sand and gravel. Springs are numerous. Outstanding campsites are frequent. There are a lot of red cedars and hardwoods on the limestone bluffs. The bottom lands are wild and heavily timbered.

For convenience in planning the trip and as an aid in determining location on the stream all distances mentioned have been converted into approximate traveling times. The times shown are for normal water levels in September. Under these conditions the total traveling time will be about 18½ hours. These times should be increased if the water is particularly low.

The place to put in at Otranto is on the east bank below the bridge. There is a dam under the bridge.

It is 6¼ miles (3½ hours) from Otranto to the remains of an abandoned power dam just above the Highway 105 bridge northwest of St. Ansgar. The river is wide and shallow in this stretch, with some wading necessary. There are good campsites all along especially above and below the dam on the left bank. There is a break in the dam near the right bank so no portage is necessary. Beyond the bridge a trout stream, Turtle Creek, enters the river from the left, and Deer Creek, a fine smallmouth stream, flows in from the right.

The backwater of the St. Ansgar dam begins immediately below the Highway 105 bridge and continues 1½ miles (½ hour) to the mill bridge and dam. Its site is closely linked with the early history of St. Ansgar. Until recently the mill was one of the few water powered mills operated in Iowa, but now is no longer in operation.

The unusual name of this pleasant town, which means "God's Spear," honors the French Saint who brought Christianity to the Scandinavian Countries.

It is necessary to carry around the St. Ansgar dam. The best portage is on the right bank about 50 yards above the dam. There are several fine campsites below the dam in the next ¼ miles (¾ hour) to the Halvorson bridge. Halvorson County Park is below the bridge where camping, a boat ramp and swimming facilities are available.

The Interstate Power dam at Mitchell impounds the river for the next 5 miles (1¼ hours). This is all paddling. The mill pond is wide and the water deep. The powerhouse at the dam is on the site of an early flour mill built in 1856. The millstone from the old mill has been built into the powerhouse wall, and the keystone of the powerhouse is from the old Paragon Woolen Mill built in the vicinity in 1865. The area now is a county conservation area with camping and picnic tables available.

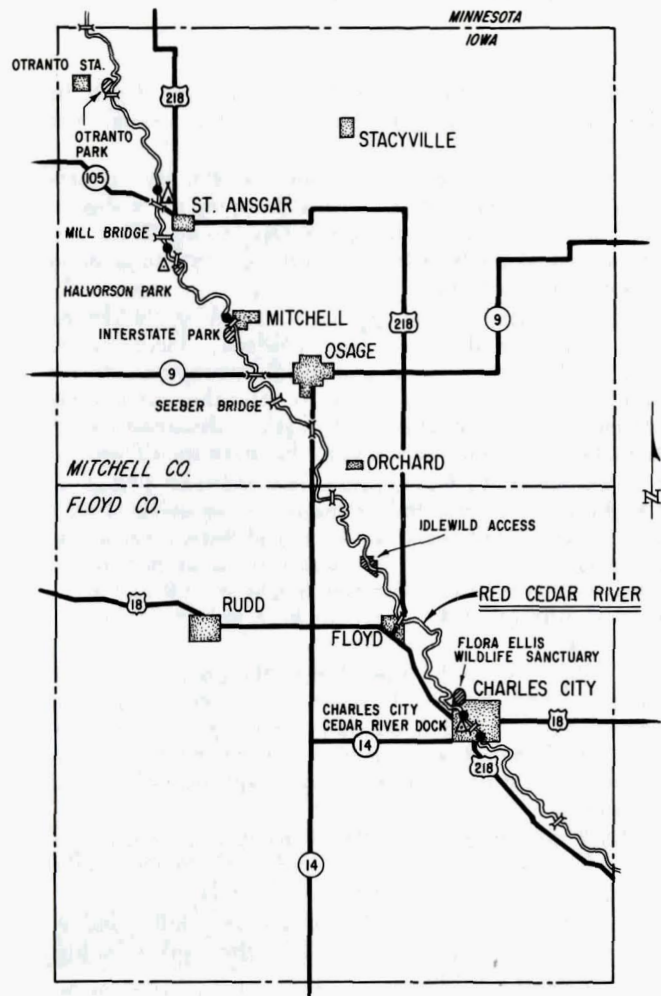
The portage around the dam, about 100 yards, is on the left bank, starting close to the powerhouse and ending just above the Mitchell bridge.

The river is quite pretty for the next 1¼ miles (¾ hour) to Iron Springs. The spring is on the left bank at the base of a heavily timbered bluff, beside the river road running from Mitchell to Osage. From Iron Springs to the Highway 9 bridge west of Osage is 1½ miles (½ hour). It is another ¼ miles (½ hour) to an excellent campsite in Spring Park, a city park on the left bank. It includes an enclosed spring with a flow of 700 gallons per minute. At the lower end of the park area is a low rock "Beauty Dam" over which the canoe can be easily lifted or shoot the rapids on the right side.

The next ¼ miles (½ hour) to the Seeber Highway bridge the river is shallow and rock riffles are frequent. It is another ¼ miles (¾ hour) to the Sunny Brae Country Club. A low footbridge on barrels crosses the river and requires a short carry. Below it is a series of shallow rapids. The next bridge you pass under will be the Highway 14 bridge.

It is 4½ miles (2½ hours) to the next bridge. This is a scenic stretch of the river. The water is deeper and the current faster. The shoreline is heavily timbered. There is a series of rock bars, riffles and pools and the river divides into several channels. In this section Spring Creek, a trout stream, enters the river from the left, and Rock Creek, a fine bass stream from the right.

The terrain is wild in the next 4 miles (1½ hours) to the cabin and spring of Dr. Fox of Charles City. Here, a state wildlife area is on the left bank and Idlewild County Park.



For the next 3½ miles (2¼ hours) downstream to the Highway 218 bridge at Floyd, there is plenty of good fishing water and the river scenery is picturesque.

The character of the river changes about 2 miles (¾ hour) below Floyd as it leaves the limestone rock country and enters wide flood plain. This is the start of the backwater of the Main Street dam at Charles City. This is all paddling again for the next 4½ miles (1½ hours) to Flora Ellis Wildlife Sanctuary on the left bank and the suspension foot and railway bridges which cross the river. This is an excellent stretch of catfishing water. It is another 1½ miles (½ hour) to the take out place. This is on the right bank about 100 yards above the Main Street Dam.

For canoeing, fishing, camping and wild scenery the Red Cedar ranks with the best. You'll be missing some fine canoeing if you don't try it.

....THE SHELL ROCK RIVER

ALBERT LEA TO ROCKFORD

The Shell Rock River has its source in Albert Lea Lake at Albert Lea, Minn. It ends where it joins the west fork of the Cedar River about 5 miles above Cedar Falls. Its entire length of about 100 river miles is navigable by canoe, with a little wading now and then to pass shallow riffles if the water is low. The bottom varies from sand to limestone rubble and for miles on end, the banks are open, park-like meadows. There are numerous beautiful campsites but as usual on Iowa streams, you must carry water for drinking and cooking.

From Albert Lea Lake to the Highway 65 bridge 2¼ miles south of Northwood, the river passes through flat marsh and meadow land. The current is not strong and the water usually averages between one and two feet deep.

But now the character of the river slowly changes. Low walls of limestone rise out of the ground on either side and by the time you reach Plymouth, the river is flowing in its own little canyon. The river bed is rock and the current speeds up perceptibly, with many riffles and chutes. The Shell Rock becomes here one of the most delightful streams in Iowa to canoe.

Just above Rock Falls are the remains of a mill dam that was built over the 4-foot falls that gave the town its name; it originally was called Shell Rock Falls. The mill dam once was 20 feet high, one of the highest in Iowa. Now it is reduced to rubble and can be negotiated by canoe unless the water is too low.

Rock Falls was settled by the Elijah Wiltfong family from Indiana, who arrived here in 1853 with two ox teams and a team of horses. When the lead wagon overturned in fording the river, the Wiltfongs pitched camp, then decided they liked it so well they built a log cabin and later the mill.

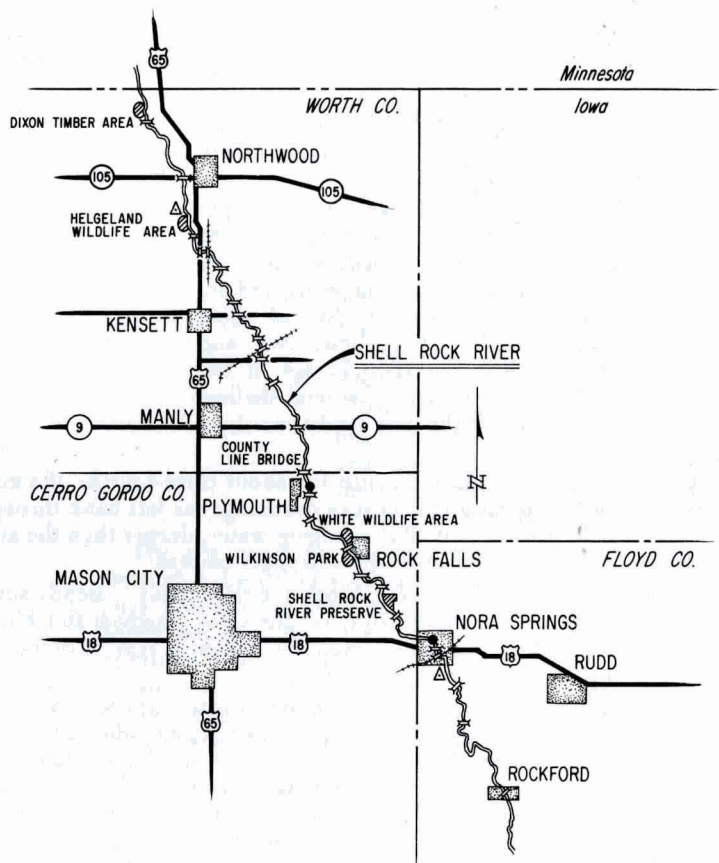
A good place to put in for a trip down the Shell Rock is Wilkinson Pioneer Park on the right bank of the river just below the Rock Falls bridge. The park contains the only new covered bridge in the state; it was built in 1969.

An afternoon's paddle brings you to Nora Springs, past the Shell Rock River Preserve where a small riverside park on the right bank just above the dam is a good place to camp. There is a rather difficult portage around the dam; use the left bank, at the far side of the lake, carry across the park and put in below the rapids that have formed below the dam.

Nora Springs grew up around a huge glacial boulder in a grove of trees above the river cliff. There is a story that the town "Nora" comes from the name of the sweetheart of a land surveyor; the "Springs" refers to the many springs, some of them sulphurous, that the pioneers found in the area.

Below Nora Springs, the river valley begins to broaden, as the hills get higher, though there are still plenty of limestone outcroppings. Then, about halfway to Rockford, the rocks sink back into the ground and the river takes on much of its former character above Plymouth.

Rockford, so named because there once was a ford here, is famous as the site of the Rockford Brick & Tile quarries which have provided a rich lode of Devonian-age fossils. The old flouring mill still stands on the left bank by the dam. A pretty little park on the right makes a good spot to take out.



.....THE DES MOINES RIVER

KALO TO LEHIGH

From Kalo to Lehigh on the Des Moines River is a short, easy trip of approximately 11 river miles. The current is slow. There are no dams or portages. The region traversed is one of the most scenic along the entire 500 mile Iowa course of the Des Moines River.

The trip is ideal for one day. It involves only about three and one-half hours of comfortable paddling at normal water levels, leaving plenty of time for fishing and exploring the many inviting places of interest along the way. In time of extreme low water a little more traveling time should be allowed. Under those conditions it may be necessary to wade a few sand bars, but no particular difficulty should be encountered.

Kalo, six and one-half river miles below Fort Dodge, is recommended as the place to put in. It can be reached by car by proceeding four miles south from Highway 20 on Highway 169, and three miles east through Otho. The river is easily accessible at Kalo on the left bank, facing downstream, just below the highway bridge.

From this point the river flows almost straight east for a distance of about two and three-fourths miles. In this stretch several small streams are deeply cut, with towering sandstone walls, and are interesting places to explore. In one of these valleys, opening to the river about two and one-fourth miles below the Kalo bridge, is the Wildcat Cave. The cave consists of several shallow chambers lowered out of the soft sandstone along the west wall.

The river then turns sharply south for about three-fourths of a mile. A low rock wall of great scenic beauty overhangs the left bank throughout this stretch. This is beautiful canoeing water, deeper than the average section, with a rock bottom and a stronger current.

The river then flows west for another mile and as it bends south again, skirts high bluffs of sandstone on the west. Through this bluff a little stream has cut a beautiful gorge which is now the site of Woodman's Hollow State Preserve. This region is rich in Indian lore, and there are said to be Indian mounds of archeological interest on top of the bluffs in this vicinity.

Proceeding on downstream the river then turns east for another mile, and then south for two miles past picturesque bluffs of sandstone and glacial drift on the right downstream side and numerous ravines which extend back from the river. This is the beginning of the Dolliver Memorial State Park area which extends along the river on the right bank for a considerable distance. A convenient stop-over place for the canoeist is near the shelter house and public camping grounds which can be seen from the river. This is a spot of great natural beauty and is indeed a living memorial to the distinguished Iowan whose name it bears. A visit to its many places of interest is highly recommended and the canoeist visitor may be assured of a friendly welcome from the Park Conservation Officer. The setting is rural and rugged, with beautiful Prairie Creek twisting its way through the sandstone rock of the region amidst a unique variety of trees and plants, especially ferns, in its lovely ravines.

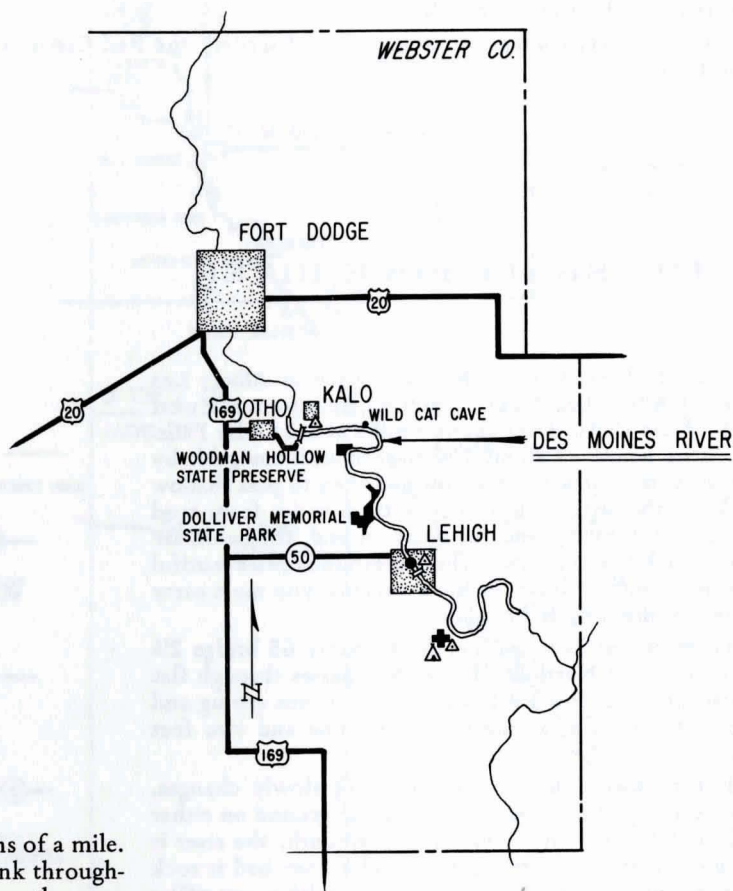
Of particular interest is Boneyard Hollow. This is a few hundred yards upstream from the landing spot. This deep ravine is fairly wide at its entrance near the river but as it runs back it narrows into a canyon-like gorge and fans out into several smaller ravines. Abrupt sandstone ledges rise 50 to 75 feet on either side.

Legend says that in early days the Indians drove buffalo, deer and elk over these cliffs from the adjacent prairies. Great quantities of animal bones, Indian arrowheads, axes and other weapons and implements have been unearthed in the hollow by early settlers.

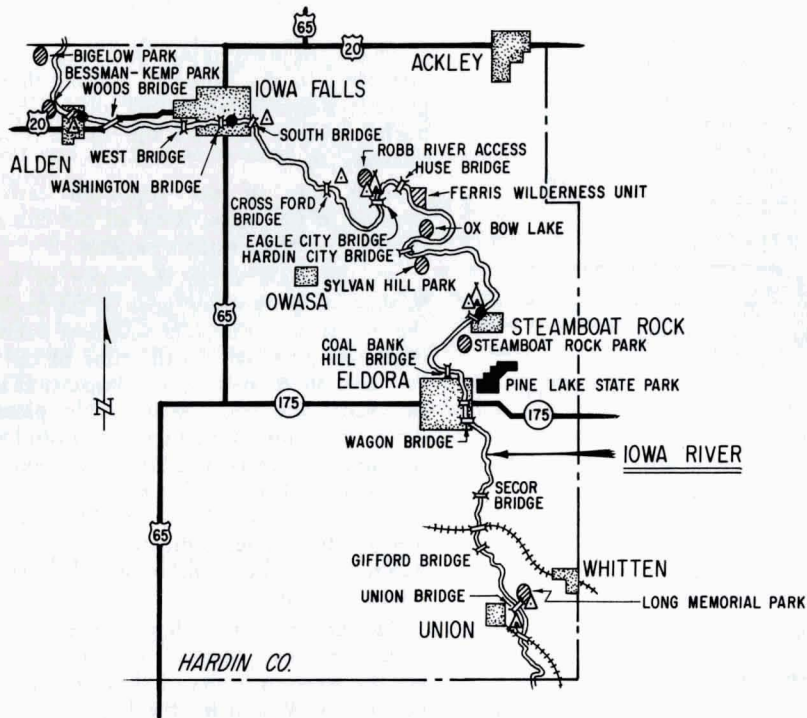
The Copperas Beds are another must in the canoeist's visit to this interesting park. These are found in a sandstone bluff 150 feet high and several hundred feet long a short distance from the river. This is an unusual deposit of various mineral substances, such as copperas (sulphate or iron, magnesia and sulphur,) with many petrified plants exposed. Legend tells us that the Indians used the multicolored copperas powder for war paint and the early pioneers colored the cloth for their clothing from these minerals.

Resuming the trip, the river flows in a southeasterly direction three or four miles to the Lehigh Bridge. Upstream for a mile and a half from Lehigh, the river has been backed up and the water level of the stream raised about five feet by a low head rock dam built across the river just above the bridge. This dam is of unusual interest. It was constructed over a seven-year period as a community project by a group of Lehigh residents to assist in maintaining the water level upstream for improved fishing and boating.

The take-out place is on the left downstream side of the river just above the Lehigh Bridge where there is a convenient parking area. From here highway 50 runs west six and one-half miles to U.S. Highway 169.



ALDEN TO THE UNION BRIDGE



Bigelow Park on the Hardin-Franklin County line, marks the entrance of the Iowa River into Hardin County and also provides an excellent place to launch a boat or canoe. Picnic and water facilities are located here. Between this point and Alden the river follows a southerly course until turning east at Bessman-Kemp Park where picnicking and primitive camping facilities are available. The river flow is generally sluggish in the impoundment above the Alden dam. A portage may be made at the north end of the dam but in times of high water caution must be exercised to guard against the swift current over the dam.

The trip from Alden to Iowa Falls is the beginning of a very scenic trip, where sheer limestone bluffs rise from the water. There are numerous riffles and generally the bottom is rocky providing some of the better fishing in the county. Starting one-half mile west of Iowa Falls you enter the pool caused by the 26 head-foot power dam. Traveling through this area one sees an unusual view of higher limestone bluffs and one of the few places in the world where pigeons live the year around in the rock cliffs.

About 100 feet above the Iowa Falls dam you can portage on the right bank where a steep path ends just below the overflow chute.

If you prefer to start your trip at Iowa Falls, your canoe may be placed in the river just below the dam which can be reached by car.

As you follow the river course from the Iowa Falls dam more interesting rock formations are found in the limestone bluffs. On the left bank may be seen the remnants of an old mill dating back to pioneer days. At the east edge of Iowa Falls is South Bridge. From here to Cross' Ford Bridge there is a variety of water with several areas of fast water and narrow channels. Be especially aware of fences in this stretch. Just below Cross' Ford Bridge the county conservation board has a 26 acre area providing landing and camping areas which are accessible from the road.

.....THE IOWA RIVER

From Cross' Ford to Eagle City there is a variety of water as the river flows in a circular route with heavy timber on the right.

Eagle City is a historic area. Here can be found the remains of one of the older mills of pioneer days. Just below the bridge is a county park of 70 acres which provides picnicking, camping, a landing area and adequate parking.

The short trip from Eagle City to Huse Bridge is traveled through moderate water. Close watch should be kept for wire fences in this area.

From Huse Bridge to Hardin City, travel is through the heart of the Iowa River Green Belt and several of the county recreation areas lie in this area providing adequate places for landings and camping. The river is variable in depth and flow rate. The banks present an interesting panorama of native growth and wildlife. A few fences may be encountered in this stretch.

The Hardin City area holds many interesting historic sites. At one time it was one of the largest towns of central Iowa boasting a large mill, several stores, hotels and homes.

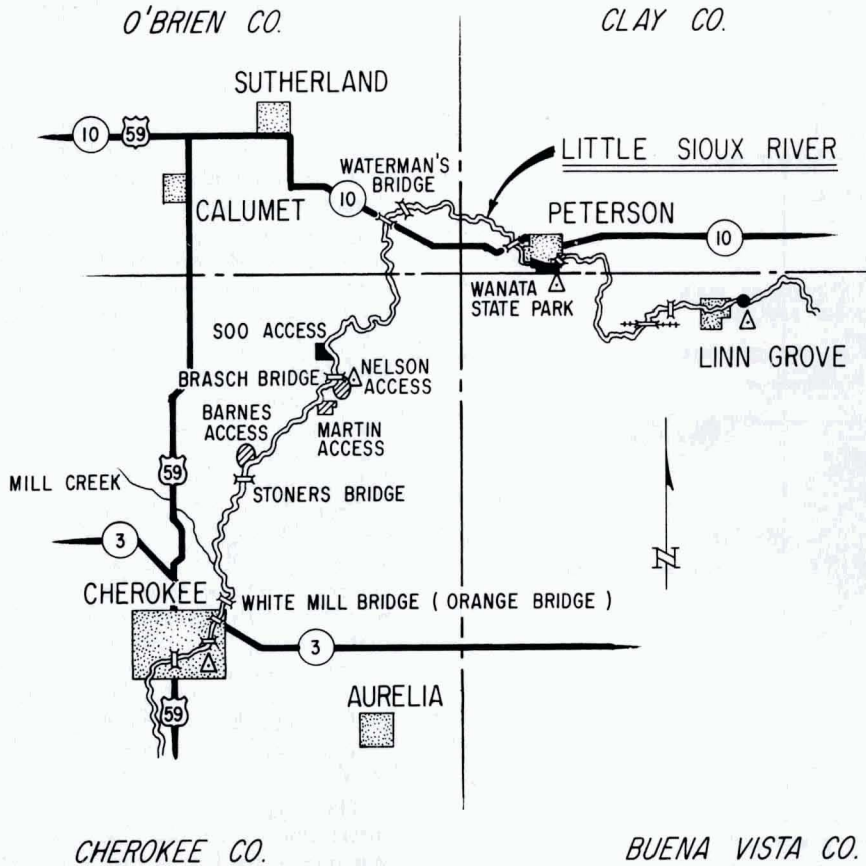
The trip from Hardin City to Steamboat Rock is also through a beautiful section of the Iowa River Green Belt. High hills sloping down to the rivers edge are covered with heavy native timber. Here, too, are several of the county controlled areas which invite exploration. As you near Steamboat Rock you pass locations of early gold rushes and coal mining. Small amounts of gold are still to be found and local "prospectors" still pan a small amount of gold each year.

As you near Steamboat Rock the grounds of the Iowa River Recreation Association is on the right providing picnicking, camping and landing areas. Portage at Steamboat Rock is easily accomplished at the left end of the dam.

In the south edge of Steamboat Rock is a county park. The area contains the remnants of the rock formations for which the town was named as well as Tower Rock which rises over 60 feet and is covered with dates and initials dating back 100 years. Flanked by abrupt limestone bluffs on the left, the river flows over a rocky bottom where riffles and deep pools pass under Coal Bank Hill Bridge and on to Pine Lake State Park at Eldora.

Leaving Eldora the route no longer has the limestone bluffs but still presents an interesting panorama of timbered hills as it flows to Secor Bridge. Good fishing is usually found in this area. Between Secor and Gifford, the South Fork of the Iowa River joins the larger stream and generally it becomes flatter and more sluggish, yet gives a good trip on to the county owned Longs Park at Union Bridge. This is a good take out point.

LINN GROVE TO CHEROKEE



There are many things that make a stream attractive to the canoeist. Among them are good fishing and interesting local history. In both of these respects the Little Sioux is outstanding.

It is one of the topnotch catfishing streams in the state, with all the characteristics of a catfisherman's paradise.

At the same time, the story of human habitation in its valley goes so far back into the distant past that it is only now becoming imperfectly known. In the time of the early French traders the river was important in the fur trade, and was a route of the plains Indians to the pipestone quarries of Minnesota. Archaeologists have established the existence of the so called Mill Creek Indian Culture in the valley in 1200 A.D., over 700 years ago. Recent discoveries indicate that humans inhabited the valley long before that, perhaps 4,000 years ago.

The Little Sioux Valley is also one of geological interest. Marked at different points are the western limits of three glacial advances of the Wisconsin, the last major glacial period. Pilot Rock, a huge boulder deposited by one of these great ice sheets, is three miles south of Cherokee. This rock has been a trailer marker for prairie travelers since prehistoric times, and has given to the Little Sioux the name of "Woven Rock River."

The river itself is a typical prairie stream, sharply meandering, with a sand, mud and

gravel bottom, and high mud banks throughout most of its course. The rate of fall averages only about two feet per mile, and the current is therefore quite slow. The stream seldom exceeds 100 feet in width.

An excellent stretch for a "close to home" canoe trip is that from Linn Grove to Cherokee. The total river distance is about 35½ miles. This makes an easy two-day trip, but a third day should be added if a considerable amount of fishing or exploring is to be done. The total approximate traveling time in late August, but with water one and one-half feet to two feet above normal, was 11 hours. At normal water levels for that time of year the trip might take 15 hours. There are no dams in this stretch to be portaged, and no dangerous rapids. Good camp sites are scarce because of the high banks.

The put-in place is just below the main dam at Linn Grove on the south or left bank of the stream facing downstream. Highway 264 bridge will be passed a short distance below and farther downstream the C & NW Railway bridge.

There are several places down the river where the stream divides into two or more channels. The channel carrying the most water is usually safe to take and passable. One exception to this occurs about six miles (two hours) below Linn Grove. At this point the stream divides and it is important to take the right channel. Each flood may wash out an old log jam and put in a new one at a new location. Watch out for them.

From here it is ¾ miles (¾ hour) to the Park Bridge south of Peterson. Wanata State Park is passed on the left bank. Immediately below the Park Bridge is the partially destroyed dam at Peterson, which is passable near the right bank.

One and one-half miles (½ hour) below Park Bridge is the Highway 10 Bridge west of Peterson. Four and three-fourths miles (1¾ hours) beyond that is Waterman's Bridge, named for the first white settler in O'Brien County. Waterman Creek enters the Little Sioux at this point. On this creek, 3 miles north of the bridge, is the Indian Village Tract Monument State Preserve, the site of one of the Mill Creek Indian Villages.

One mile (¼ hour) below Waterman's Bridge another bridge is encountered where Highway 10 again crosses the river. It was in this vicinity in 1857 that Inkpaduta and his band of renegade Sioux Indians camped enroute to the site of the bloodiest Indian outbreak in Iowa's history, the Spirit Lake Massacre. Five and one-fourth miles (1¾ hours) below this bridge the channel has been dredged and straightened for about a mile to cut off several of its meandering loops. A big sandbar on the right bank just above this cut-off makes a passable camp site.

Below the cut-off the river gradually widens and becomes shallower. The bottom is sandy and the current slower. Along the right bank, back from the river, eroded hills can be seen, almost bare of trees, and spotted with exposed glacial rock.

Two and one-fourth miles (¾ hour) from the end of the cut-off is Bransch Bridge where County B highway crosses the river. Below Bransch Bridge a creek enters from the left bank along the face of a high bluff running back from the river. This creek is believed to be the original bed of the Little Sioux in pre-glacial times.

Four and one-fourth miles (1¼ hours) below the Brasch Bridge is Stoner's Bridge. Between the Brasch and Stoner's Bridges are three county conservation board access areas. The site of another of the Mill Creek Indian villages is in this stretch on the flat top of a high bluff on the left bank. There is a good spring at the village site, most easily reached by following the bed of the little creek flowing from it. Also in this stretch a log cabin, with an excellent well, will be seen on the left bank.

Three and three-fourths miles (one hour) below Stoner's Bridge, Mill Creek enters the river from the right bank. This is the creek which has given its name to the Mill Creek Indian culture. Several ancient village sites have been discovered on its banks.

One and three-fourths miles (½ hour) below the mouth of Mill Creek is the "old White Mill Bridge," the site of an early mill built in 1871, a pioneer ford, and a crossing on the old military road from Sioux City to Fort Snelling. One-half mile northwest of the spot was the first settlement in Cherokee County, established in 1856 by the Milford Colony from Massachusetts, which became Cherokee.

One mile (¼ hour) below the White Mill Bridge is the Highway 3 Bridge at Cherokee. One-half mile farther on is a convenient take out point on the left bank, above the Highway 59 bridge and the remains of an old dam.

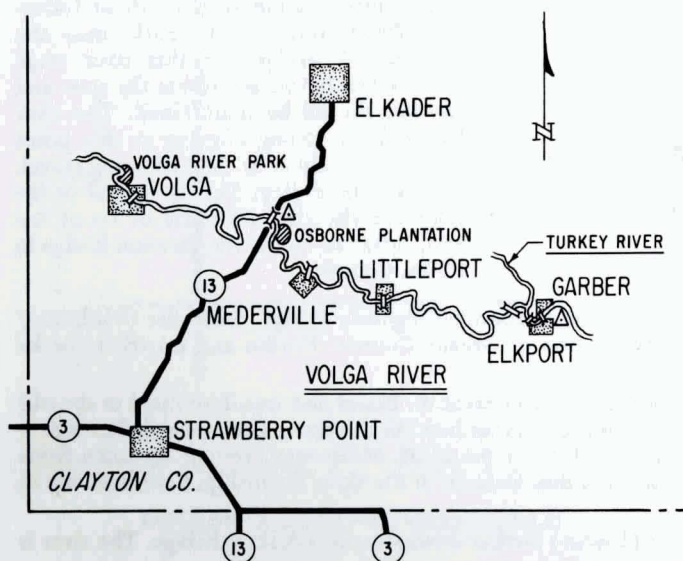
The trip can be extended if desired. For example, ¾ miles and about 2½ hours of traveling time would be added by putting in at the Highway 71 Bridge at Sioux Rapids, upstream from Linn Grove. Another 20 miles and seven hours traveling time could be added by continuing downstream from Cherokee to Washta. Below Cherokee the valley is wider, more farm land and less timber is seen and the river is deeper. Catfishing in this lower stretch is said to be excellent.

The canoeist interested in the history of the region should visit the Sanford Museum in Cherokee. This fine community cultural center is doing important work in the geological and archaeological history of the Little Sioux Valley. Many individuals have made a lifetime hobby of Little Sioux History, and have made valuable contributions to this effort.

There is much to be seen and done in the valley of the Little Sioux. The canoeist who visits the region once will want to return.

.....THE VOLGA RIVER

IOWA HIGHWAY NO. 13 TO GARBER



If you like canoeing on the tough side, and enjoy puttering along a small out-of-the-way stream, try the Volga. Yours will be one of the few canoes to travel the river since Indian days.

The Volga is a little river. It is a tributary of the Turkey, rising in Fayette County and joining the larger stream at Elkport in Clayton County. It flows through a deep narrow valley, bounded by high rolling hills and precipitous rock cliffs. The hills are heavily wooded, with cedar and hard woods predominating. The cliffs in many places rival those on the Upper Iowa. The river is clear except after rains and is noted as a good smallmouth stream. The river bed is sand, gravel and rock. Excellent camp sites are plentiful.

The Volga is moody. It comes up rapidly after heavy rains and, judging by the signs along the banks, the water level commonly varies six feet or more. At normal levels, the river is very shallow, seldom more than two feet deep, and shallow riffles occur frequently. The channel is pretty well choked with sand in the lower stretches. At these levels a constant lookout must be maintained to stay in the main tongue of the

current, and it is necessary to step out of the canoe several times each hour to negotiate especially shallow spots. In high water the river can be treacherous due to the narrow valley, sharp turns, and floating debris. Under those conditions it should not be attempted by inexperienced canoeists.

At numerous places along the river are bridge abutments of the old Milwaukee-Turkey line. This branch ran up the narrow, twisting valley of the Volga from Garber to West Union. It was built in the period from 1878 to 1882. The last train went over the line on February 7, 1938 and the tracks were taken up and the bridges removed in that year. The old roadbed may be seen along the river in many places, first on one bank and then the other.

A good overnight trip is that from Osborne Plantation, a county area, on Highway 13 north of Strawberry Point, to Garber on the Turkey. This is about 17 miles by river and under low water conditions, can be made easily in about 10 hours traveling time. There are no portages or dangerous rapids.

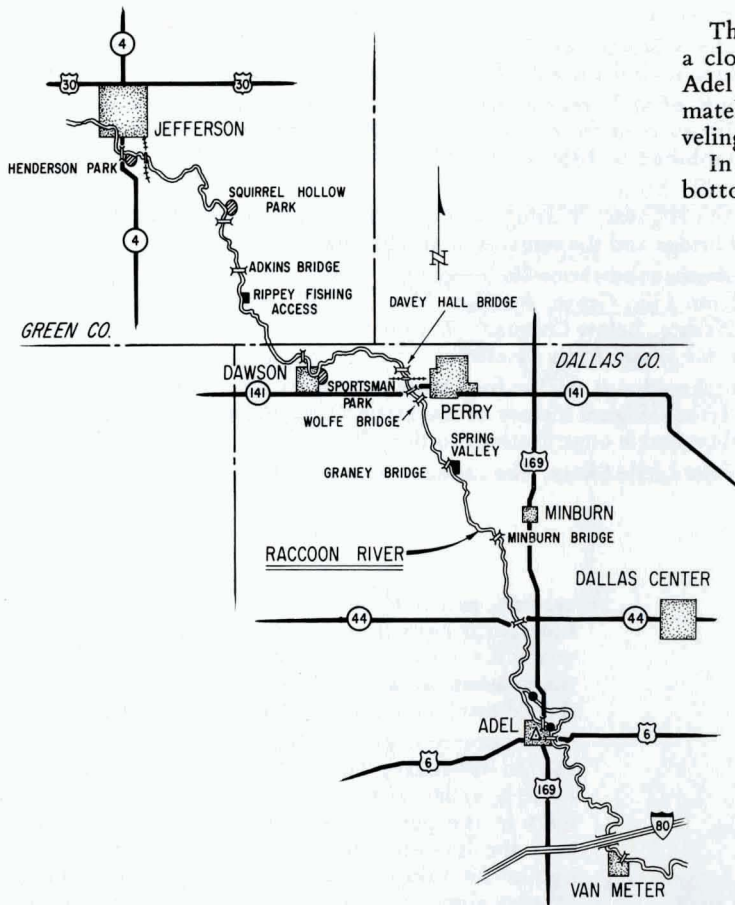
The put in place at Osborne is on the right bank below the bridge. From here to the bridge at Mederville is 3¾ miles (2½ hours). Mederville was settled in 1838 by Henry Meder who built a sawmill and flourmill there. The old mill burned years ago but its crumbling walls still remain below the new highway bridge on the right bank.

It is another 4½ miles (2½ hours) from Mederville bridge to the bridge at Littleport. Littleport is said to be the site of a former meeting ground of the Indians, where councils of war and peace conferences were held.

It is 7½ miles (4½ hours) from Littleport to the bridge at Elkport which crosses the Volga just before it enters the Turkey. About ½ mile (¼ hour) below is another Elkport bridge crossing the Turkey. Another ½ mile (¼ hour) will take you to the bridge at Garber. There is a convenient take out place below the Garber bridge on the right bank.

This trip can be extended if desired. It is possible to put in at Volga, 8 miles upstream from the Osborne bridge. And it may be continued on down the Turkey 13½ miles (4½ hours) to Millville, near where the Turkey enters the Mississippi.

Do not plan to make time down the Volga. Travel light. Take it easy. Loaf a little, fish a little, enjoy the wildlife and the scenery, make a comfortable camp, and you will have a most enjoyable trip.



The Raccoon River in central Iowa is another natural for a close-to-home canoe trip. The stretch from Jefferson to Adel is about right for a weekend trip. This is approximately 46¼ miles, and will take about 14 hours actual traveling time.

In this section the river flows through heavily timbered bottom lands. Most of the bridges are far apart and the river seems far from civilization. There is usually a good volume of water for canoeing all the way from Jefferson. The many exposed gravel and sand bars make good camp sites. There are no dangerous rapids and no dams or other obstructions to be portaged. But the Raccoon should be respected. It has a tendency to cut deep holes with sharp drop offs. Therefore care should be exercised in wading to avoid unexpected stepoffs.

For convenience in timing the trip all distances mentioned have been converted into approximate traveling times. The times shown are for normal water levels prevailing in September. In low water periods these times should be increased.

The place to put in is south of Jefferson, Henderson County Park, near the Highway 4 bridge. At this river stage quite a few fences are across the river and caution should be maintained. The river has a good strong current at this point and is relatively clear, its bed being gravel, sand and hard clay. This is typical of the river for the first 20 miles or so of the trip, down to below the Dawson bridge in Dallas County.

It is 1½ miles (½ hour) to the Milwaukee Railway Bridge, past the site of an abandoned highway bridge. Six miles (1¾ hours) beyond is Squirrel Hollow Park. In this section, draining the entire north portion of Greene County, Hardin and Buttrick Creeks enter the Raccoon from the left bank within one-half mile of each other.

Squirrel Hollow Park is a spot to linger. It is maintained by the Greene County Conservation Board and was developed in the old CCC days. It is on the summit of a steep bluff commanding a magnificent view of a great bend in the river. The stone shelter house in the park can be reached from the river by a stone stairway cut into the face of the bluff. Millstones brought by oxen from Pennsylvania in 1858 by Josh Locke for the early Coon Valley mill, a few miles downstream in Franklin Township, have been set in the shelter house floor.

About ¼-mile below the park is Squirrel Hollow Bridge, and 2½ miles (1 hour) farther downstream is Adkins bridge. The river is winding, narrow and wild, with many driftwood jams in the bends.

Just below Adkins bridge a suspended natural gas pipeline crosses the river and 6½ miles (2 hours) beyond, the Dawson bridge north of Dawson in Dallas County is reached. About 1 mile upstream from the present Dawson bridge the remains of the old State Ford Bridge on the Greene-Dallas County line will be seen. This is a popular spot with local residents.

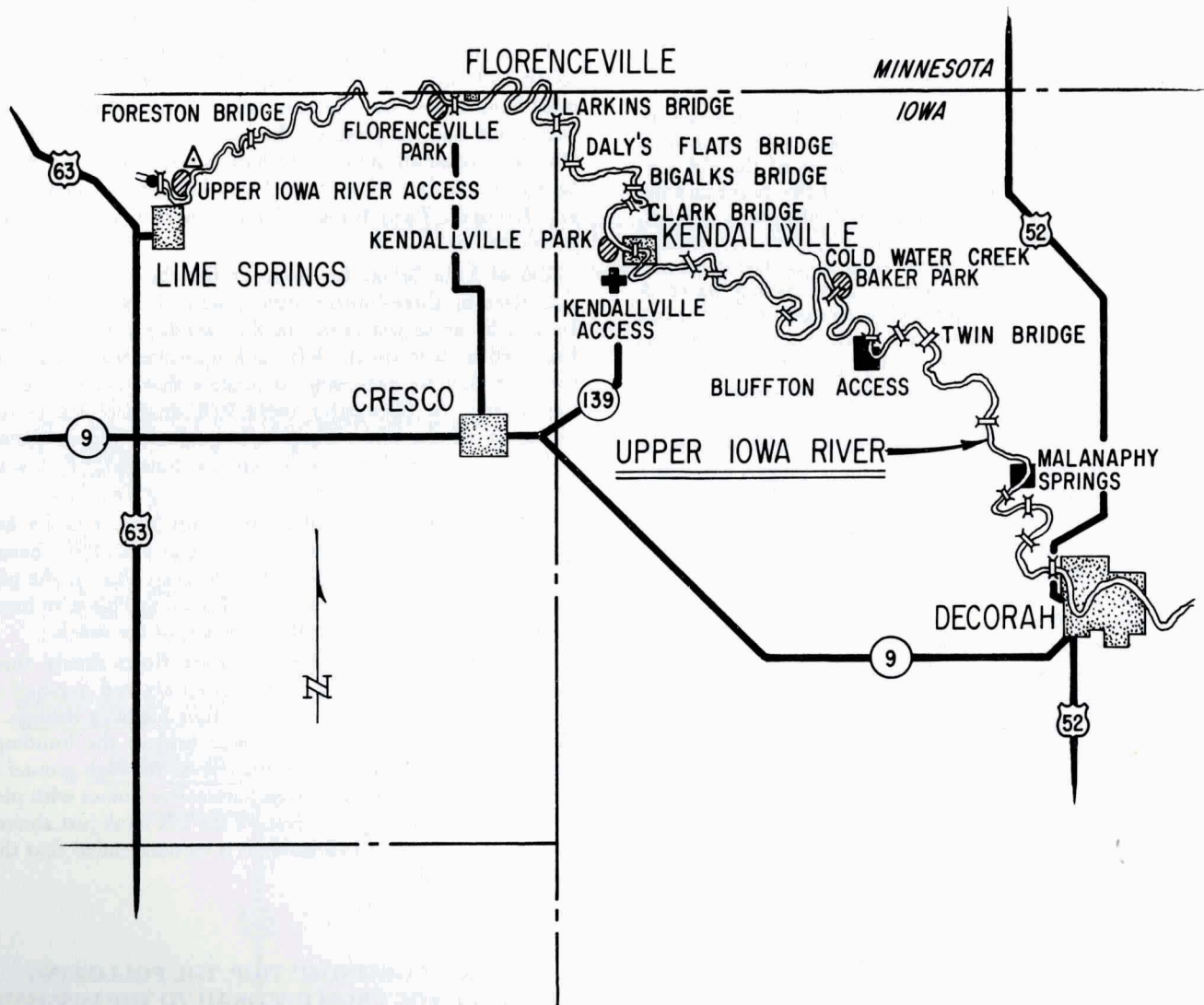
The Raccoon makes a long bend to the north and east past towering clay and rock bluffs in the next 5¼ miles (2 hours) to the Davey Hall bridge west of Perry. This is a good stretch of deep fast water for a one-day float fishing trip.

There are three more bridges in the next 1 mile (½ hour): the Milwaukee Railway Bridge, the Perry or Highway 141 bridge, and the Wolfe bridge. There is a good landing above the Perry bridge on the right bank. One-half mile below the Wolfe bridge, Frog Creek enters the Coon from the left bank.

The character of the river changes in the next 2 miles to the Graney bridge. 2½ miles farther downstream brings you to the bridge southwest of Minburn, and 4¼ miles (1¼ hours) more to the Garoutte bridge, west of Dallas Center, where Highway 44 crosses the river. The remains of an early grist mill can be seen above this bridge when the river is low. It is 4 miles (1¼ hours) downstream to the upper dam above Adel. The right or west channel should be taken for the next 1½ miles (½ hour) to the take out place at Riverside Park in Adel, just below the cemetery on the right bank. It was from this point back in the 1900's that a steamboat used to take the passengers to the upper dam on sight-seeing tours.

The trip can be extended for another 36½ miles to Des Moines if desired. It is 10½ miles (2 hours) from the Milwaukee Railway bridge at Adel to Van Meter, after making a portage around the Adel dam and powerhouse: approximately 12 miles more (4 hours) to the railroad and highway bridges at Walnut Woods State Park. The West Des Moines bridge is 4½ miles (1½ hours) below the Commerce Bridge. It is another 6¼ miles (1½ hours) to the low head rock dam in the Charles Denman Woods Water Works Park in Des Moines. A good place to take out is on the right bank just above the dam, downstream from the Fleur Drive Bridge.

.....THE UPPER IOWA RIVER



LIME SPRINGS TO KENDALLVILLE

The Upper Iowa is easily one of the most beautiful streams in the Midwest and its appeal is not confined to the stretch between Kendallville and Decorah. Many canoeists and fishermen favor the stretch further upstream from the old town of Lime Springs to Kendallville. The scenery isn't so spectacular but the smallmouth fishing is excellent.

The river is relatively shallow in this upper stretch with frequent bars and shallow riffles. The best time for canoeing is in the spring and early summer when the water levels are higher. But if you enjoy a leisurely float on a small stream with frequent stops to wade-fish, there isn't a bad time to do this on this river. You will do more wading and less floating later in the year but you can be assured of a thoroughly delightful trip.

From the old town of Lime Springs to Kendallville it's a comfortable weekend trip. It is about 24 river miles and takes about 14 hours traveling time. Throughout most of the distance the stream flows through flat prairie country fed by numerous springs and small springfed tributaries. The stream

bed is limestone rubble, limestone outcropping and sand. As mentioned, riffles are frequent, but there are also many deep holes and deep stretches. The current is fair, never dangerous, there are no dams. Fences are numerous but they can be negotiated without difficulty.

The place to put in is 1 mile north of Lime Springs, on a rocky point below the bridge on the right bank. This was the site of the original town of Lime Springs before the railroad went through in 1868. The site of "old town" as it is now known, is marked by a cluster of buildings and a dam which was built with stone cemented into the wall of the miller's home is of historic interest. It was originally installed in 1855 in the famous mill of William Larrabee, Iowa's 13th Governor, at Clermont on the Turkey River. Years ago Lidtke and W.D. Davis, his father-in-law and former owner of the mill, hauled his millstone by wagon from Clermont for use in the Lime Springs mill.

It is 3¼ miles (2 hours) from the "Old Town" dam to the Foreston bridge which was the site of the early mill town of Foreston. Crumbling remains of the old mill dam can still be seen near the bridge. In this section the current is slow and the water placid as the river flows through flat country.

The water deepens and the current increases, however, near the bridge where there are exposed rock walls on the left bank. Below the bridge there is a long stretch of ideal wading water with lots of room for your backcast.

About 3 miles below the Foreston Bridge, the river takes a sharp bend to the east. This is a very scenic stretch of water. The banks are heavily timbered and wild. There are a number of large sand and rock bars and a series of rapids and pools. A large spring will be seen on the left bank.

In the next 4 miles (2¼ hours) to the next bridge, a county highway bridge, the river crosses the Minnesota line in several places. Just below the bridge are the remains of the old concrete Florenceville dam. The river divides at this point and the left or west channel will take you around without a portage. About 2½ miles (1½ hours) further, there is a perfect campsite facing a beautiful rocky bluff on the right bank. The current is fairly fast in this section with lots of good fishing water. A large spring, Odessa Spring, is just below this point flowing out of a cave about 30 feet from the left bank of the river proper. The spring is in Minnesota and marks a popular fishing spot.

Five and one-half miles (3 hours) farther downstream from the new bridge, Larkin bridge is reached.

The character of the river changes below Larkin Bridge. It leaves the flat prairies and enters the more rugged limestone rock country typical of the river below Kendallville. Its general course at this point changes from the east to the southeast.

One-half mile (¼ hour) below Larkin bridge is Daly's Flats bridge. Another mile (½ hour) downstream from there is Bigalks bridge, sometimes known as Phil De Greve's bridge. About 2¾ miles (1½ hours) beyond is Clark's bridge, and 2½ miles (1 hour) below that is the take out place, in a timber pasture on the right bank above the Kendallville bridge.

Whether you take the stretch of river just outlined or go on south of Kendallville, you'll find the Upper Iowa is one of our scenic highlights. It is a must for the canoeist.

KENDALLVILLE TO DECORAH

The total distance from Kendallville to Decorah is about 30 river miles and makes an easy two-day trip. Bluffton is about the halfway point and makes a convenient objective for the first day. For those who do not wish to camp out, excellent overnight accommodations are available in both Cresco and Decorah. The canoe camper will find many likely camp sites along the river.

Kendallville is one and one-half miles east and seven miles north of Cresco, on Highway 139. The canoe can be put in on the north side of the river above the bridge.

In the first seven miles (three hours) are three highway bridges and a suspension foot bridge. The latter, one-fourth mile from the put-in point, was erected by the county to enable the local children to cross the river to school. About seven-eighths mile (one-half hour) below the third highway bridge, and marked by a long and prominent sandbar on the right bank at the foot of a vertical limestone wall, are Blue Springs, the river proceeds straight north about two and three-fourths miles (one hour) and then doubles back south for a similar distance. On the map this loop resembles a huge arrowhead. At the north point of the arrowhead a beautiful little trout stream, Coldwater Creek, enters the river from the left bank through a park-like meadow. Below the mouth of the Coldwater Creek along the left bank, are the spectacular Chimney rocks, massive pillars of stone 50 feet in diameter and 200 feet high.

Three-fourths mile (one-half hour) below Coldwater Creek is the fourth highway bridge where Baker County Park is locat-

ed. From here the river winds about two and three-fourths miles (one and one-fourth hours) south and east past a series of impressive limestone walls to the Bluffton bridge. There is a good take-out place on the left bank below the bridge. The Bluffton store where refreshments may be acquired is about one-fourth mile east of the bridge on the left side of the river.

From Bluffton the general course of the river to Decorah is south and east. The land along the massive rock wall on the right bank below the Bluffton bridge is owned by the state. It was purchased to preserve the balsam fir trees found there. One and one-half miles (one-half hour) below the Bluffton bridge is the first of seven highway bridges between Bluffton and Decorah. Twin Bridge is about one-half mile (one-fourth hour) farther on.

Below Twin Bridge for several miles the current is swift. In this stretch, three-fourths mile (one-half hour) below Twin Bridge, is the largest rapids in the two-day trip. An old stone barn will be seen on the left bank opposite the rapids. In low water it may be necessary to make a short carry here. After this stretch of fast water there is a distinct change in the character of the river. The bluffs gradually recede from the river. The river widens, the current slackens, and shallow stretches become more frequent.

Five and one-fourth miles (one and three-fourths hours) downstream from Twin Bridge, on the left bank is a beautiful waterfall. This is Malanaphy Springs, presented to the people of Iowa by Dr. Fred Biermann of Decorah. This is an interesting place to explore, and makes a nice spot for lunch.

Below Malanaphy Springs the river flows slowly through farm lands in a wide valley for another six and one-half miles (two and one-fourth hours) under four highway bridges. Just before coming to the last of these bridges the buildings of Luther College can be seen to the left on the high ground back from the river. There are several attractive homes with picture windows over-looking the river on the left bank just above this bridge. In periods of low water it is recommended that this be the take-out point.

FOR A CONTINUED TRIP, THE FOLLOWING WILL TAKE YOU FROM DECORAH TO THE MISSISSIPPI RIVER.

Decorah to Lower Dam. About 17 miles. The wide valley at Decorah becomes narrower again downstream, with occasional cliffs bordering the river. Ordinarily no fences are encountered in this section, although farm fields border the river in a few places. Rapids are quite frequent, except between the two dams.

Lower Dam to Highway 76. About 20 miles. The river flows in great loops between bluffs rising 400 feet above the river. Many bluffs are crowned with "mural escarpments", 30-50 foot limestone cliffs towering over cedar dotted slopes. This is probably the wildest section of the river and contains some of the best rapids. It can be canoed without much difficulty in dry seasons when the upstream sections become shallow. Fences are infrequent.

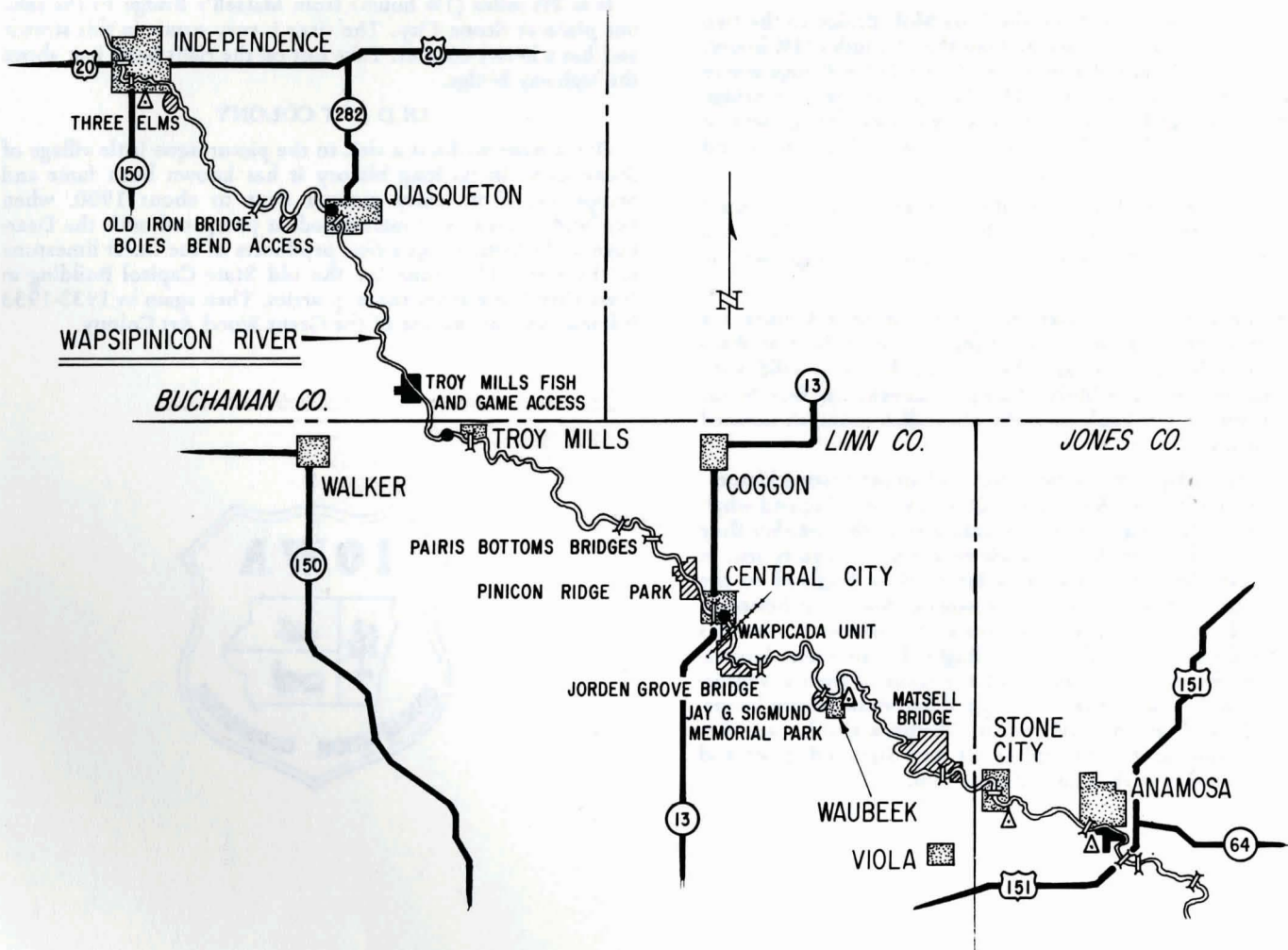
Highway 76 to Lane's bridge. About 11 miles. Rapids are infrequent in this section and the river often flows in the center of mile-wide valley. Easy water and the views of 450 foot bluffs make this trip well worthwhile.

Lane's bridge to the Mississippi. About 10 miles. The first portion has been dredged nearly straight, with soil banks on the sides obstructing much of the view. The last portion winds through the flood plain of the Mississippi before reaching the

main channel near the east side of its valley. Many people enjoy canoeing some of the long and quiet backwater sloughs of the Mississippi where shallow water and snags prevent travel by most motorboats.

EDITORS NOTE: For a more detailed canoe trip on the Upper Iowa a book entitled "A Guide to the Upper Iowa River" is available for a small charge. Contact George E. Knudson, Luther College, Decorah, Iowa.

.....THE WAPSIPINICON RIVER INDEPENDENCE TO STONE CITY



BIG AND BEAUTIFUL

The Wapsi is the largest stream in Northeast Iowa. Its headwaters are just over the Minnesota line and it flows southeasterly to the Mississippi roughly paralleling the Cedar River. The valley is narrow, the central and lower portions being more rugged and heavily timbered than the upper reaches. It is an excellent fishing stream, and is rich in historic landmarks

and romantic Indian legends. Moreover, its scenery is superb, particularly in the vicinity of Stone City and Anamosa.

An interesting stretch of the Wapsi for a two or three-day canoe trip is that from Independence in Buchanan County to Stone City in Jones County. This is about 50 river miles. In unusually low water the trip requires about 24 hours of traveling time, and the estimated times given are for such conditions. In more normal water levels much faster progress can be anticipated.

"SWIFT-RUNNING"

The place to put in at Independence is on the right bank upstream from the Highway 150 bridge. In the 6½ miles (2½ hours) to Old Iron Bridge the current is slow as the stream meanders through wild country. Its stream bed and banks are sandy in this stretch with some hard-rock bottom. Good campsites are numerous. The country continues flat for the next 4½ miles (1¾ hours) to the six-foot recreational dam at Quasqueton, so named from the Indian name, "Quasquetuck," meaning "Swift-running water." In pioneer days this was a junction of Indian trails, and the town which was settled in 1842 was one of the first villages on the river to have a mill. The portage around the dam is on the right bank near the dam. A highway bridge is just below. About one mile above in the backwaters of the dam on the left bank, a large boulder, Cedar Rock, will be seen, capped with a unique cabin.

Approximately 10 miles downstream takes you to the Troy Mills Bridge and Dam. The dam should be portaged on the right bank.

It is 9 miles (4 hours) from the Troy Mills Bridge to the two bridges at the Paris bottoms, and another 3½ miles (1¼ hours) from the second Paris Bridge to the Central City Bridge where highway 13 crosses the river. The dam just below this bridge should be portaged on the left bank. A railway bridge will be passed below the dam. The river is shallow in this vicinity and some wading will be necessary.

About 2¾ miles (1¾ hours) downstream from the Central City Bridge, the Jordon Grove Bridge is reached. This is a pleasant stretch of the river and many summer cottages will be seen.

The character of the river changes in the next 4 miles (1¼ hours) from the Jordon Grove Bridge to the bridge at Waubeek. The valley narrows and the country becomes wild with steep, heavily wooded bluffs. Camp Waubeek, the Boy Scout Camp, is on the left bank, as is the old Indian lookout, Council or Mile Rock.

The little village of Waubeek has had an interesting history. It was settled in the 1850's and 1860's by New England whaling families who migrated to the midwest so that neither they nor their children would ever again be tempted to go to sea. In the process they transplanted a bit of New England to the Wapsi Valley. They named their township Maine, in honor of their old home, and carved emblems reminiscent of the seas over the doorways of their New England type stone houses. They brought with them many of the tools of their adventurous trade and some of the ivory tipped harpoons, storm lamps, ships' bells and anchors still remain. Waubeek also has another claim to fame as the birthplace of Jay Sigmund, poet and author. A county park is named after him.

About 1½ hours below Waubeek the river narrows and divides into several channels, all of which are blocked by fallen trees and beaver dams. An empty canoe can perhaps be pulled over the obstacles, but with a load a portage will be necessary. The portage should be made through the timbered pasture on the left bank. It is wise to reconnoiter well downstream to find the best trail and to make certain that all obstacles are cleared with one carry.

TEDDY ROOSEVELT PLAYED

It is 7½ miles (5 hours, including portage) from the Waubeek Bridge to Matsell's Bridge, about 3 miles north of Viola. The Old Matsell Farm now belongs to the Linn County Conservation Board. There are about 1400 acres in this area open to the public for activities such as hunting, fishing and hiking.

It is 2½ miles (1¼ hours) from Matsell's Bridge to the take out place at Stone City. The river is very scenic in this stretch and has a better current. Take out on the right bank just above the highway bridge.

OLD ART COLONY

Don't leave without a visit to the picturesque little village of Stone City. In its long history it has known both fame and prosperity. From early pioneer days to about 1900, when Portland Cement was introduced, it prospered with the Dearborn and Champion quarries, producers of the finest limestone in the state. The stone for the old State Capitol Building in Iowa City came from these quarries. Then again in 1932-1933 it knew fame as the site of the Grant Wood Art Colony.





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