

The "Kennecott Kids" return

BY INGER JENSEN
RICCI

I'm still on Cloud 9 since the 1994 Reunion of the Kennecott Kids! It was all so perfect! There were actually 25 Kennecott Kids and 41 in the group, which was excellent, considering many were unable to attend due to health and age.

Those attending were: Mary Ellen (Duggan) Clark, William D. Douglass, Jean (Douglass) Girard, Tim Eckstrom, Jeanne (Moore) Elliott, Nan (Moore) Henderson, James Moore, Irma (Padgett) Haaland, Catherine (Howard) Hodges, Jane (Vickery) Wilson, Nels Konnerup, Yvonne (Konnerup) Lahti, Jim McGavock, Jean (McGavock) Lamb, Frank Morris, Lyle (Morris) Schindling, Pat O'Neill, George Powell, Mildred

(Erickson) Reis, Inger (Jensen) Ricci, Bud Seltenreich, Eleanor (Gruber) Smith, Vivian (Gruber) Kent, Mike Sullivan and Al Nicholas. The other 16 were children, spouses or siblings.

What a fun group they all were! Friday

by the Kennecott Copper Corporation, 3 vans set out for McCarthy. There were many hugs and renewing of old friendships. Several had already driven up and some were flying in.

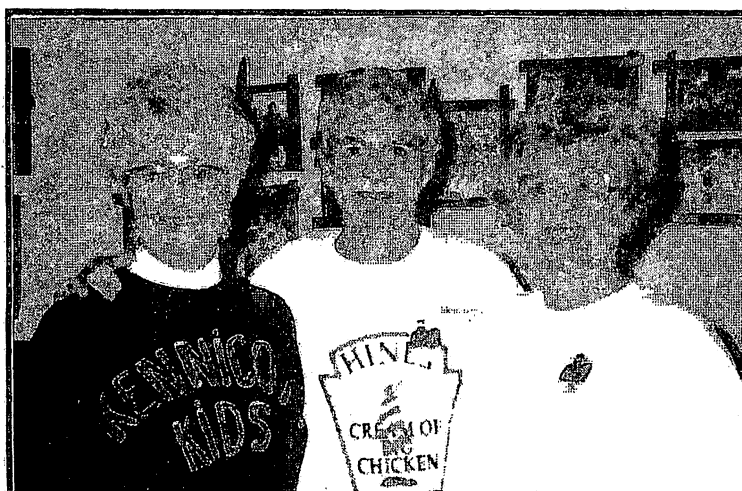
The weather was not that good on the drive up, but the Lord provided 3

Caribou Cafe in Glennallen. There were many oh's and ah's as we passed the Collins' beautiful home and garden at Long Lake. We reached McCarthy about 8 o'clock, and the river crossing went quickly and smoothly, thanks to many willing hands. A hungry group sat down to

spaghetti and all the trimmings at the Kennicott Glacier Lodge. Excitement ran high as pictures, visiting and drinking in the indescribable beauty from the lodge deck made the evening fly by. Finally, and with reluctance, the lodge guests retired and became quiet.

Awakening to sunshine, fresh air, birds singing and the smell of brewing coffee, most were up and enjoying breakfast and plans for the day. Some went on the walking tour of Kennicott, some went

(cont. pg. 5)



WSEN staff photo

Nan (Moore) Henderson, Jim Moore and Jeanne (Moore) Elliot attend their first Kennecott Kids reunion. Nan & Jeanne are also seen on the cover of WSEN's March/April issue as they stood on the steps of the Blackburn School — 57 years ago.

morning, June 10, after a delicious breakfast at the Regal Hotel, sponsored

gorgeous days in the Kennecott area. We stopped for lunch at the

In This Issue

*Local boy makes good
— the Bud Seltenreich
story*

King Floyd
part nine
The king confronts
a conundrum

OUR TOWN

July & August
1919



A note from the publisher

BY BONNIE KENYON

I confess; summer is my favorite season. Perhaps because it is here so briefly. There never seems to be enough of such a "good thing." Everything is colorful this time of year. The seeds Rick and I planted in the garden are sprouting and filling out their individual rows. The bright red petunias in the window boxes are well ahead of the other flowers, because my neighbor, Carly, was kind enough to bring them in from town when my ordered seeds didn't arrive as expected.

The July/August issue must be the most challenging issue for Rick and I. It's somewhat difficult to pull yourself away from those outdoor chores that have been on hold during the long winter months, sit down at your computer and concentrate on the "News." On this issue, however, we discovered several of our subscribers had come to our rescue.

A special "thanks" to those of you who took precious time out of your busy schedule to write articles and letters you felt would be of interest to our readers. In *Everybody's a local...somewhere*, Catie Bursch dressed up her story with her own drawings. Although we hope to see Neil O'Donnell's article about Dora Keen appear in other publications, *Wrangell St. Elias News* is honored to have been the first. Margaret, Neil's wife, must receive recognition, too, for such an excellent job editing Neil's work. Thanks, Margaret!

As some of you already know, the "News" was born with the July/August 1992 issue. WSEN is celebrating its 2nd birthday with this current issue. Many of you

have been with us from the beginning or have purchased all the back issues. Thank you for your support, comments and continued interest. If any of you know someone who owns land out our way or, perhaps, someone who is interested in the area, we would love to send him or her a free issue. Just send us the person's name and address.

Recently we received word from Elaine Seager, our Glennallen Postmaster, that authorization for second-class mailing privileges is no longer pending but now "official." Thank you, Elaine, for all your help. Now there will be one less form to fill out!

You may notice a slightly different look to the "type" we are using starting this issue. Rick purchased a new laser printer (with higher resolution than the old one) which gives the paper a much crisp-er print.

On May 10th, the D.O.T. graded the McCarthy Road and did a fine job. Some of you took advantage of it and came out this way. We were more than pleased to have the opportunity to meet a few of our subscribers for the first time. For instance, Jim and Doreen Sullivan-Garcia dropped by to introduce themselves and to see if "King Floyd" was around! It is so nice to put names with faces and learn why you are interested in this area.

The Kennecott Kids Reunion was June 10-13. During that time I met several of the "Kids" I have been corresponding with for some time now. What an exciting time! On Saturday, I took an adventure-some plunge with a group of present-day and two of yesterday's Kennecott kids. We all went rafting down the Kennicott River. Copper Oar of McCarthy supplied the two

rafts, equipment and guides. What fun! Inger Jensen Ricci and Yvonne Konnerup Lahti and I were on board the same raft. Inger and I had met before and have been corresponding, but Yvonne and I had only met through letters. We got back in time to dry out and get ready for "storytime" at the Kennicott Glacier Lodge that evening.

After various Kennecott Kids reminisced about the early days, I had the pleasure of meeting Jeanne Moore Elliott, her sister, Nan, and brother, Jim. They showed me some well-preserved pictures they had of Kennicott and McCarthy and gave Rick and I several edible "goodies"—a real treat!

Before Rick and I left for home, we met the Eckstroms and Jim McGavock. Jim passed on a few newspaper articles we hope to reprint as soon as permission is obtained. The next day at a barbecue in downtown McCarthy, Tim and his wife, Ellie Mae, gave us a few old pictures and copies of the *Weekly Herald*, Chitina, Alaska, which Tim wrote for when he was a young man living in Kennicott. Tim says he and his parents used to vacation in Chitina often.

Our subscribers' list has now reached 290. *Wrangell St. Elias News* welcomes the following new subscribers: Frances Pew, Alaska; A.A. Arnold, AZ.; Edwin Buren, Jr., Alaska; Fred Rungee, Alaska; Saint's Arctic Service, Alaska; Superintendent WRST, Alaska; Ken Epperson, Alaska; Art Ward, Alaska; Goldie Mischel, N.D.; Alan Rule, Alaska; Kristine Winter, Alaska; Robert Bundtzen, Alaska; Gary & Mary Ann Bullock, Alaska; Mike Sullivan, Washington, Rev. Ken & Sandra Schauer, Alaska.

Items of Interest

BY BONNIE KENYON

Larry, Rita, Joey and Garret Hoare: Summer has finally arrived in Kennicott. When the thermometer hit 80, Joey, 7, and Garret, 5, sons of Larry and Rita, knew exactly what to do. They set up their own lemonade stand to accommodate the visitors and locals alike. According to Rita, the boys made out real good their first week with each glass bringing in 25 cents. Each batch of lemonade was "field tested" by the two entrepreneurs. It looks like Chris Richards' soon-to-open Downtown Soda will have some stiff competition!

Kirk, Lisa, Svea and Kira Olsen: The Olsen family is "home" for the summer. Kirk is back in the air flying for McCarthy Air. Lisa and the girls are getting settled back into their McCarthy lifestyle. They've had fun sharing it with family and friends already. Lisa's cousin, husband, and 2 1/2 yr. old daughter from Lummi Island, Wash. and two other friends arrived just in time to enjoy a stretch of excellent McCarthy weather. I asked Lisa if she was expecting any other family members this summer, and she happily announced her folks were coming up for three weeks in August. Say, Lisa, you better get the "shredder" ready for your dad. I'm sure Phil's anxious to get it fired up, and you are probably wanting a bit more of that excellent mulch for your paths.

Liz Maloney: If you're looking for Liz these days, you'll want to stop by McCarthy Air's log office in downtown McCarthy. She is really enjoying "town life" which includes tutoring Tyler Green, doing some cooking and office work for Nancy and Gary. I'm sure Nancy is grateful for the extra hand

and maybe even a little free time—if there is such a thing in the summer!

Neil O'Donnell: Neil and his wife, Margaret, are newcomers to our area, but I'm sure we'll be seeing a lot more of them in the days to come. Last year they purchased land from Kenny Smith making them nearby neighbors of Kirk and Lisa. Neil has been out twice now this summer and getting "certified on his new chainsaw." For someone who just learned how to make this handy tool work, Neil is becoming quite an expert. He's already put in some long, hard hours clearing a driveway/road to their future building site. For those of you who have not yet met Neil and Margaret, they are both attorneys and work with a private law firm in Anchorage. Neil is also a part-time mountain climber. Now some people are just plain gluttons for punishment! Welcome to the McCarthy area, Neil and Margaret.

Rans and Chris Kennicott: Speaking of newcomers...Rans and Chris left their home in Kailua, HI to visit their "home" away from home—12 Silk Stocking Row in Kennicott. Randy Elliott gave them a hand freighting their household supplies. They are thrilled to have Mike McCarthy as their neighbor. (A Kennicott and a McCarthy side-by-side!) They were here for a week in May and Rans is planning an August trip to bring in a few more things. Chris said after Rans filled their truck and trailer with things he considered priority, there just wasn't room for the furniture!

Cliff and Jewel Collins: Long Lake was a "buzz" again this year. May 29th was the day for Collins' annual fly-in breakfast. The weather was just right for the occasion.

Airplanes lined Cliff's grass airstrip and vehicles parked along the McCarthy Road. Jewel oversees the scrambled eggs and keeps clean silverware on the extra-long picnic table that overlooks the lake. Rick and I attended, as we have nearly every year since we moved here in 1977. It's always great to see friends you don't see very often and make some new ones. Thanks, Cliff and Jewel, for another terrific "fly-in."

Jim and Jeannie Miller and crew: The Millers are busy as usual, but, thank goodness the "crew" has arrived! Tom and Mary Ann are back in town to lend a hand at the pizza parlor, and Thea Agnew is in charge of Jeannie's garden. The Miller's "farm" has expanded by 6 puppies. "They are now 4 months old and so cute," says Mary Ann, who has already picked one out. As for Jim, he says he is busy doing Ridge Rides and can take 9 people at a time in his Suburban, so if you want to get in on some adventure, sightseeing and history, just call Jim or his standby driver and neighbor, Randy Bryant. Sounds like Randy is the perfect neighbor to have around. According to Jim, Randy is a terrific—and better yet, available—mechanic. Every town needs at least one of those.

Jurgen Ogrodnik: McCarthy Lodge visitors are in for a treat during the month of July. Every Saturday night you can look forward to live music by our one and only Jurgen. Keep those guitar strings humming, Jurgen!

Ben Lambert: Speaking of McCarthy Lodge...Ben who is best known as Gary's (Hickling) "slave" claims he is the "most-in-shape guy in McCarthy." Ben is an employee of the lodge this summer, but

somewhere in between running all kinds of errands for Gary, he has found the time to put hundreds of miles on his bike. I suspect Gary has convinced Ben that using a bike is much healthier than driving the new McCarthy Lodge van around town. Remember, Ben, no pain no gain.

Chris Richards: To check out the "shock value" of local residents, Chris has shaved his beard. This is probably the first time the town is seeing the real Chris. (To Chris' mom: he left his mustache in place and, I think, you'll find it quite an improvement.) He is staying quite busy leading various tours of Kennicott; however, he's taken on two new helpers this year—Gina and Mike—who are already getting acquainted with the area and residents. Be sure to check out Kennicott-McCarthy Wilderness Guides' new ad in this issue.

Walter and Ursel Mueller: Well, Walter and Ursel were here in McCarthy for almost a week before heading off on another travel adventure. Naturally, all their friends were delighted to see them again. Shortly after arriving in Anchorage from their home in Switzerland, they took off for Kenai and Walter's favorite pastime—salmon fishing. He did well he says, but now they are off to the Brooks Range and Kodiak before returning to McCarthy to spend the rest of their vacation time. Welcome back!

Doug and Mary Schrage: Just in case you are doing some flying around McCarthy, you may notice a log cabin going up in the vicinity of the "island"—the area between the tram and footbridge. The owners and builders are Doug and Mary and their two young sons. As of press time, the walls are up and roof is on. They are doing a fine job! Of course, the Schrages have had some help. Gary and Mary Ann Bullock (Gary is a fellow fireman with Doug) and Doug's brother-in-law,

Andy Linton (who also owns land on the island) and family are staunch supporters and have done much to assist Doug and Mary in their building project. Hopefully, this means we'll be seeing much more of the Schrages and Lintons—a wonderful addition to our town!

Larry Fielder: We are pleased to announce the opening of *The Bike Shop* in downtown McCarthy. Larry has bikes for rent by the day or hour. The new business is located across the street from the McCarthy Lodge and is in what used to be the Carriage House. Congratulations, Larry, and good "biking."

THANK YOU!

Thank you to all those who attended the "*Rock-tossing Party*" on June 15. The party took place on the McCarthy airstrip after mail. Nearly 30 locals and visitors combed the gravel airstrip looking for and discarding medium to large rocks that had worked their way to the surface. Hoping to avoid damage to airplanes using the strip, McCarthy Air, Wrangell Mountain

Air (both of McCarthy) and Ellis Air Taxi of Gulkana sponsored the event by supplying plenty of cold refreshments for the occasion. One local "tossler" and pilot commented on how surprised he was to see men, women and children all pitching in. He thought only local pilots would turn out. Many thanks!

The new *mail shack* is moving ahead. Another round of thank-yous are due. This time to **Patrick Sperry, Meg Hunt and Randy Elliott**. Meg took over Patrick Sperry's dry wall project and has been "mudding," sanding and getting the walls ready for their first coat of paint. But all this progress couldn't have been made without moving the mail shack to level ground. Credit for that job goes to Randy and his trusty bulldozer. A big round of applause for Patrick, Meg and Randy.

The *McCarthy-Kennicott Historical Museum* receives special treatment from the crews of **Intera, EMCON and Technic Services**. Much thanks goes to those in the A-Team who donated personnel, time and man hours to remove asbestos from the museum.

Wrangell St. Elias News

VOL. Three, Issue Four, July & August 1994. Published every two months at McCarthy, Alaska. Address: WSEN — McCarthy, PO Box MXY, Glennallen, AK 99588-8998. "Copyright © 1994 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers."

Publishers and Editors: Rick & Bonnie Kenyon. Contributors to this issue: Randy Elliott, George Cebula, Kristen Janssen, Carly Kritchen, Inger Ricci, Catie Bursch, Ed LaChapelle, Kim Northrup, Jim Edwards, Cheryl Moody, James L. Cloud, Ruth MacDonald and Neil O'Donnell.

Subscription price is \$8.50 for 6 issues in the USA. Canada and Mexico \$10.00. Other countries \$18.50. Back issues \$2.50 each, postpaid. Advertising rates upon request. Deadline for publication in next issue is August 24.

Second-Class Postage Paid at Glennallen, AK.

POSTMASTER: Send address changes to Wrangell St. Elias News, McCarthy, PO Box MXY, Glennallen, AK 99588-8998.

glacier walking, some went flightseeing, and in the afternoon, Yvonne Konnerup, Inger Jensen, Eric from the lodge and Bonnie Kenyon dared the raft trip on the Kennicott River with the Copper Oar guides.

Howard Mozen and Kristen Janssen made it a very special trip by including 6 children of the area. "Kids of today meet the kids of yesterday." This added to the fun, enjoyment and educational aspects of the trip. Upon our return to the lodge, we found a wonderful barbecue going on in the garden of the lodge, and we surely did justice to it all! During the day there had been walking tours, media interviews and much photography.

That evening was story night, "Kennecott Kids tell all!" The lodge was wall-to-wall people. Many told stories of their time in Kennecott, or how, when, and how come they came to be at Kennecott at a particular time. Jody and Rich Kirkwood were presented with a clock and an etching of the Kennecott Mill area done on a copper background, both with appropriate inscriptions and thanks for the reunion. The etching was designed and presented by George Powell.

Following breakfast on Sunday morning, there were more interviews, tours,

visiting, identification of pictures, and relaxing in the glorious surroundings. Yvonne, Madeleine, her niece, and Inger walked the lower road to McCarthy, meeting the group at the Museum just after noon. It was a beautiful summer day, and the barbecue lunch at the Motherlode Powerhouse hosted a hungry group on the banks of McCarthy Creek. This was sponsored by St. Elias Alpine Guides and Wrangell Mountain Air, and everyone enjoyed all the good food and the sunshine.

Back in Kennecott after a brief rest, the group met at the Mill building for a group photo and the National Historic Landmark Presentation. "In 1986, the townsite of Kennicott was designated by Congress of the United States as a National

Historic Landmark. This is an honor reserved for places of significance to the history of our nation." The Park Service presented the official plaque to the "Kennecott Kids" and the community for display at the townsite.

Following another wonderful meal at the

lodge, Ann Kain showed slides from the last reunion in 1990. Then video tapes of the mines were shown in the conference room—some old and some new.

Early Monday morning found luggage ready for departure and after consuming another delicious breakfast, all departed for Anchorage, hating to leave, but so grateful for such a wonderful reunion. However, this was still not the end of the lodge's generosity. They had prepared individual lunches for all and these were thoroughly enjoyed at the Liberty Falls Campground, with cold drinks picked up in Chitina. Upon arrival at the Regal Hotel in Anchorage, tearful good-byes and many hugs finished off a wonderful Kennecott Reunion!



WSEN staff photo

Ellie & Tim Eckstrom near the banks of McCarthy Creek after a barbecue lunch at the Motherlode Powerhouse.



WSEN staff photo

Yvonne (Konnerup) Lahti & Inger (Jensen) Ricci ready to go rafting the Kennicott River!

Tram area undergoes change

BY BONNIE KENYON

"Welcome to the Tram Station!" declares a flyer that was distributed to visitors approaching the Kennicott River tram crossing over the Memorial Day weekend. A map was also provided to show vehicle parking, rest area parking, tent camping, RV parking and designated parking for local residents. The flyer went on to explain that "like much of the roadside, this is private property. The owner, Steven Syren, responding to the urging of NPS and DOT, has decided to enlarge and improve the services for our visitors. It is expensive to provide new camping and parking facilities. Since financial aid is not available through governmental agencies, Steven has decided to initiate a minimal charge for camping, \$6, and parking, \$3."

In partnership with Syren, Randy Elliott of Dan Creek is overseeing the project and developing the parking and camping areas. Needless to say, he has met with opposition from some local residents and a few return visitors who have

for years parked their vehicles without paying anyone. The Kennicott-McCarthy Chamber of Commerce wrote a letter to Elliott expressing their disapproval of any soliciting, working or blocking road access to the State right-of-way. Some locals have even chosen to park in the State right-of-way instead of in the free resident lot. For the most part, however, locals are complying and attempting to work with the changes that are taking place. At the present time, local residents are provided with free parking but there are a few stipulations: any vehicle parked in the lot must have a valid license and be in operating condition. Long-term parking is provided for \$60 a month.

"Most of the people coming down the road pay, and appreciate the fact it's more organized," comments Randy. A letter signed by Steven Syren and distributed to the area residents states: "I realize that the imposition of fees for parking and camping came as a shock to you all...I realize this has caused you some problems and I apologize for that."

In a National Park Service publication called *K'ELT'AENI* which serves the Wrangell-St. Elias National Park and Preserve, the following information is provided: "Roadside camping is allowed but it is important to check land ownership before you camp. Approximately one-third of the land along the McCarthy Road is privately owned including the area just before the trams where many people camp in trespass. A better alternative campsite on Park land is located

approximately one mile before the tram."

Steven Syren of Palmer, Alaska has been a well driller for 17 years and been in construction work over 20 years. He has lived in Alaska all his life. According to Syren, he plans on gradually upgrading the property to eventually include a campground with showers and even flush toilets. Mr. Syren hopes to someday move to McCarthy and join the community as a resident. He sees his business as a contribution to the local economy.

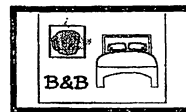
McCarthy Trail Rides Bed and Breakfast

While visiting the park you are invited to stay at our home style bed & breakfast. We'll tell you some of the history of this ghost town and show you some points of interest.

We will accommodate you in our home, or you can choose the seclusion of one of our guest cabins. In the morning, you can help yourself at the breakfast bar.

If you want to see a glacier up close, and even walk on it, we will take you up to the Root Glacier. On the way, we will tour the

historic ghost town of Kennicott, then we proceed on to the ice where you'll learn to use crampons and see a river of ice up close.



If you're not into walking on ice, we can take you up to Kennicott (where the CR & NW railway terminated) for a tour, then on up the Bonanza Ridge to where the copper was discovered that led to the building of the towns of Kennicott and McCarthy.

We can arrange for other activities such as River Rafting, Flightseeing or camping.

John Adams P.O. Box MX
Glennallen, AK 99588
(907) 822-5292 or 1-800-478-5292 (in AK)

The A-Team gives something back

BY KIM NORTHRUP

McCarthy welcomes back to the area the crews of Intera, EMCON, and Technic Services Inc. Doesn't sound familiar? Perhaps more commonly known as the A-Team, these companies are working on the asbestos removal project in Kennicott. The crew, most of whom are familiar to us all from their 7-week stay in the area last year, are looking forward to spending another summer with us.

Very few people who visit McCarthy and Kennicott leave the area without being affected in some way by the beauty of the mountains, the people and the spirit this land radiates. Some have chosen to make it their home, others return again and again as summer residents and employees, still others carry it home in their hearts and their photo albums to cherish from a distance. Occasionally, some of those visitors are here long enough to give something back to the area, as is the case with the A-Team. As my way of saying thank you to

them, I'd like to share this story with you.

During their stay here, the crew has spent a lot of time on the Old Wagon Trail, and has made almost daily stops in the cemetery there. On passing through one afternoon, it was discovered that the cemetery had been damaged. The little fence had been knocked over and almost all of the wooden grave markers were down, whether by man or animal is not known.

The A-Team, finding the situation unacceptable, especially with the Kennecott Kids reunion and the main thrust of the visitor season right around the corner, decided that something should be done. Adopting the graveyard project as their own, they felt they should get some community feedback before making any changes. After questioning several local residents on the next mail day and receiving only positive responses, the project was considered a go.

The portions of the fence that could be rebuilt were, the rest was replaced and stabilized. The grave

markers were reinforced and staked up. Bushes were cleaned out and the area was lightly brushed. Shasta daisies, chives, irises and strawberries have been planted on several of the graves.

The A-Team has contributed the graveyard as their gift back to a community they have come to care about. In fact, they would like to do some more extensive brushing of the area, touch up some of the names that are fading off the grave markers and possibly repaint the fence. They are waiting at this point to make sure the rest of the town feels the same way they do about the project. If you have suggestions as to what you would like to see done or not done on the project, please contact Pete Cherenzia, currently residing at the Kennicott Glacier Lodge. Once again I would like to thank the Intera, Technic Services Inc. and EMCON A-Team for donating their time and materials and for caring about the community.

NPS news

Jim Hummell, Chitina District Ranger, has been selected to serve in an acting capacity as Chief Ranger for the Northwest Alaska Parks area in Kotzebue. This occurred as a result of the early retirement of their Chief Ranger. Jim will be gone for 2 months and will return to Glennallen on July 25. This will not be permanent, says Jim, but will serve as a good training opportunity.

Cordell Roy has completed his temporary detail as Acting Superintendent at Wrangell-St. Elias and has been selected for the Superintendent position at Tompanogos Cave National Monument in Utah.

Russell Lesko, Management Assistant, began temporary detail as Acting Superintendent on May 6 and will continue until a permanent replacement arrives. According to Lesko, "I am not eligible for the position on a permanent basis. Depending on how the selection is made, it will likely require 2-3

months (at a minimum) before a new, permanent superintendent is on board. At this time, I haven't a clue who that person will be."

Karen Wade, former Superintendent of the WRST, has accepted the position of Superintendent of the Great Smoky Mountains National Park.

Bob Barbie, the new Regional Director for WRST, will replace Jack Morehead who will be retiring.

McCarthy airstrip upgrade flies

BY BONNIE KENYON

McCarthy—The McCarthy airstrip upgrade is fast approaching reality. Two obstacles—insufficient land and funding—have been cleared, according to Daniel Urbach, Airport Design Group Chief for the Northern Region.

"Land interest sufficient to construct the airport improvements has been acquired and Congress has passed the enabling legislation for the FAA to authorize funding for Fiscal 1994," states Urbach's May 20th letter to Wrangell St. Elias News.

The project was advertised the end of May and bids were scheduled to be opened on June 21. A

construction contract should be awarded by the middle of July. The completion date for the contract is October 31, 1995 so, says Urbach, a contractor may or may not choose to begin work this year.

The project consists of reconstruction of the existing runway and construction of a new taxiway and apron. The engineer's estimate is between \$1,000,000 and \$2,500,000.

Before the sealed bids' deadline, several construction companies had been in the McCarthy area sizing up the project. As of press time, WSEN is not yet aware of which contractor has been chosen.

"It has been a lengthy and complicated process to get to this point," writes Urbach, "but McCarthy will finally have an improved airport. The Department appreciates the efforts of the community in the public input process which resulted in an airport design which meets the needs of the users."

If anyone has any questions about the project, they may contact Daniel Urbach at 451-2275 or Richard Levine, Project Manager, at 451-2279, or write to the following address: State of Alaska, DOT & PF, 2301 Peger Road, Fairbanks, AK 99709-5316.

Back Issues available — Wrangell St. Elias News

Wilderness Rafting In the Wrangell-St. Elias National Park



Follow the river's path through rugged Alaskan landscapes

Kennicott Run
2 hr. trip featuring whitewater
on the Kennicott River.

Nizina Canyon Float/Flightsee
Full day rafting 3 rivers.
Spectacular flight back.

**Multi-day floats to
Chitina & Cordova**

Please stop by our office near the tram parking lot or call us on CB channel 5

Copper Oar - McCarthy, Box MXY Glennallen, AK 99588
1-800-478-5292 (in AK) or (907) 822-5292

Commission proposes resident zone boundary

The following is excerpted from "A Proposal to Delineate a Resident Zone Boundary for Wrangell-St. Elias National Park. The Subsistence Resource Commission for WRST submitted it to NPS Regional Director Jack Morehead in May of 1994.

At its meeting in November, 1992, the Commission, in response to prompting by the National Park Service, developed two alternative proposals for the establishment of a resident zone. Alternative "A" depicted a boundary for each of the 18 resident zone communities identified in regulation (Title 36, CFR, Section 13.73). Alternative "B" proposed that the resident zone consist of the area within 15 miles of the preserve boundary, plus separate areas for Tok, Mentasta Lake and Yakutat.

Between January and March, public comment was solicited on the two alternatives. A second meeting of the SRC was conducted on April 7-8, 1993. The first day of this meeting was devoted to hearing additional public comment on the two alternatives. During the second day the Commission considered all public comment that had been received and began developing a recommendation.

Summary of public comment.

Local response to the two alternatives was significant. In all, 50 individuals, one state agency, one native corporation, and three environmental organizations provided comments. Additionally, the Commission received a petition signed by 117 residents of the Copper River Basin.

The vast majority of independent commenters, as well as the 117

individuals who signed the petition, questioned the need to delineate a resident zone at this time. The prevailing thinking is that the number of subsistence hunters has declined since the pipeline boom days and is unlikely to increase significantly in the near future. A resident zone is viewed by most Copper River Basin residents as a divisive concept which creates two classes of citizens, the "haves and have nots" and "pits one neighbor against the other."

That being said, most commenters stated that if a resident zone had to be established, they favored Alternative "B." Alternative "A" was wholly unacceptable because of the adverse effect it would have on relationships between communities of the Copper River Basin. A recurring theme expressed during the public meeting on April 7 is that the ongoing public process is a charade. Contrary to legislative mandates, the NPS is once again going through the motions of soliciting public input but, in the end, will pay it little heed in deciding upon a course of action.

Alaska Department of Fish and Game (ADF&G), the only commenting agency, stated in their letter ... that existing data suggests both the number of persons hunting in the park for subsistence purposes and current harvest levels of big game have declined markedly since 1980.

...ADF&G also suggests that liberal interpretation of the resident zone concept is consistent with the intent of Congress. Further, ADF&G believes that current federal regulations do not require the establishment of resident zone community boundaries and that the National Park Service has never provided an adequate explanation

as to the need for their establishment.

The letter from Ahtna, Inc. stated that establishing community boundaries was an unnecessary exercise at this time because there is very little hunting pressure in the park from subsistence users. Ahtna supports Alternative "B" because Alternative "A" would exclude a significant number of native people. Ahtna views the 13.44 permit with disfavor. From Ahtna's perspective it would be like "taking the right of subsistence hunting away from them and then telling them to come plead their individual cases to be considered for exemption and a special permit." Ahtna believes many native people would not apply for a 13.44 permit and would feel their "right to hunt has been taken away by yet another federal agency."

The three environmental organizations (The Wilderness Society, Sierra Club and Trustees for Alaska) were unanimous in their denunciation of the resident zone concept for establishing eligibility. These organizations favor establishing a roster system in lieu of a resident zone.

Proposed Boundaries

The Commission recommends an approach that incorporates aspects of both alternatives. The proposed resident zone consists of three distinct and separate geographic areas.

1. An area that includes lands within 15 miles of the preserve boundary, with expanded areas around Glennallen and Mentasta Lake. This area contains 16 of the 18 resident zone communities for WRST.
2. Separate areas for Tok and Yakutat.

(cont. on pg. 23)

Everybody is a local...somewhere

BY CATIE BURSCH

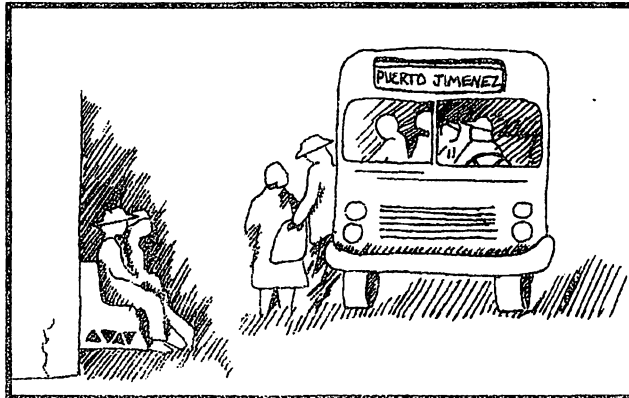
My husband, our two little girls and I left our home in McCarthy last fall to go to Costa Rica. The goal was to explore the possibilities of starting a business there. After ten years in Alaska, one thing I did not realize I was leaving behind was familiarity. I was about as far from being a local in Costa Rica as I could get.

I struggled with the extreme heat, my cotton T-shirt plastered to my back. Continuously I asked—almost pleaded—to the locals in my 'kindergarten' Spanish, as they sat dry and cool in their re-bar rocking chairs: "How much hotter will it get?" "When will the rain return?" They nodded their heads and agreed among themselves. It would get much hotter—the rain was still months away.

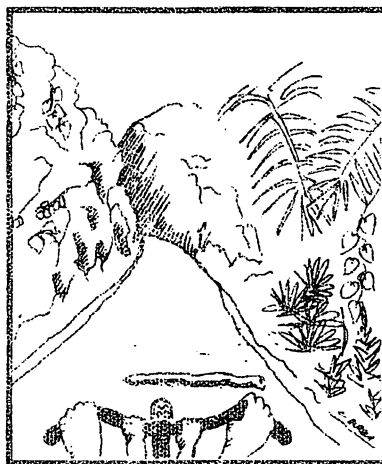
Pictures kept flashing in my head of newcomers to McCarthy. They had the same stitch of concern in their foreheads and the same thin voice as I had just now, as I questioned the Costa Rican ladies. My new Alaskan neighbors would sit in my cabin asking me, "How much colder will it get in January?" "Does spit really freeze at fifty below?" They would run through the long list of winter clothes they had gathered from Eddie Bauer and G.I. Joes, seeking reassurance that they would be all right.

One morning in Costa Rica I peddled down a dirt road on my way home from visiting a small "finca" (the Costa Rican equivalent of a family homestead). My two year old daughter sat sideways on the horizontal bar of the heavy one speed bike, her small hands next to

mine on the handle bar. She was merrily crying, "hueco hueco," (Spanish for hole), as we bumped in and out of potholes. As I rounded a



sharp corner in the vacant lane my eyes went down, making sure little sandaled feet were not swinging too close to the spokes. That is when I saw the snake. The tail was less than a foot from my front tire; its thick body disappearing out of my peripheral vision. Pushing the limits



of my balance, I quickly twisted my handlebar and rode another thirty feet before I looked back over my shoulder and decided it was safe to stop. The five foot snake inched towards the ditch—slow and calm—unaware of the narrow miss. Frances and I watched while my heartbeat returned to normal.

Later I talked about snakes with Hugo my neighbor. Boas and fer-de-lance look alike, but one is harmless, one "peligroso"

(dangerous). Another time, just before we went into the jungle, our taxi driver insisted we take his machete—knowing it was better protection than our innocence. Again I was reminded of memories of Alaska and other voices: "Are grizzlies more dangerous than blacks?" "What should we do if we see one?" I remembered my attempts to calm their

fears, making light of things that no longer preoccupied me after ten years in Alaska. Their "bear" questions seeming a tad bit silly...I could see in Hugo's brown face that mine did, too.

We stuck out like sore thumbs, I'm sure. Me, a woman way too tall; kids with blue eyes; my husband, sunburned, talking to a woman in broken Spanish. The woman was kind and patient but self-conscious talking to "gringos" in front of the bus full of "ticos."

At our stop, we all piled out of the bus. Our baby backpack and bright-colored duffel bags contrasted with cardboard boxes tied with string and rice sacks that made up the rest of the luggage. In the shade of the bus station old men and women sat on concrete benches. I could see them quietly commenting to each other about us. This was only one of our many bus rides in our four month stay, and I was growing weary of feeling awkward and on display. I was embarrassed at not knowing simple things like how the seating worked on the buses and when to pay. Feeling a little angry at being looked over

like this, a more familiar scene came to mind.

We were at the parking lot at the end of the McCarthy Road watching a new Subaru wagon pull up. I noted the fancy hiking boots as the passengers stepped out—their packs clean and tidy. We sat in our old truck wondering where they had come from and if they would know how to work the trams.

Next time I run across a stranger to my neck of the woods, I hope I will take an extra moment to sit down and talk to them. Think about

their questions a little more. Give them a hint, if I can, that will make their stay easier. And if English isn't their native tongue, I'll definitely have more respect for their efforts.

I learned some unexpected things in Costa Rica. One lesson I hope I will never forget is that no matter how out of place someone may seem and how silly their questions...back where they come from—they're a local. ☺



How Wide is the McCarthy Road?

BY ED LACHAPELLE

A recent legal judgment has established the right-of-way (ROW) width of the Chitina-McCarthy Road. It's not what everyone, including DOT&PF thought it was. Land ownership deeds in the McCarthy area have referred to this ROW as 100 feet on either side of the centerline, or a total of 200 feet. As recently as last October, DOT&PF asserted that this total ROW width was 300 feet all the way from Cordova to Kennicott. In a case involving BLM approval of a Native allotment traversed by the Chitina-McCarthy Road, an Interior Board of Land Appeals judge found the ROW to be only 100 feet wide. A brief history of the McCarthy Road explains how this decision was reached.

In the Alaska Right-of-Way Act of 1898, the United States gave a blanket grant of 200 feet for the ROW of railways. The Copper River & Northwestern RR from Cordova to Kennicott was completed in 1911 under this provision.

In September of 1938, CR&NW RR sought to abandon their ROW and this was approved by the Interstate Commerce Commission on

April 21, 1939. In 1941, Congress authorized CR&NW RR to convey the land occupied by the railroad to the Secretary of the Interior and provided that the transferred property would be used as far as practicable as a public highway or tram road. The General Land Office acceptance of the 1941 relinquishment, formally executed March 29th 1945, noted that the right-of-way had been canceled.

The Secretary of the Interior was empowered to set widths of recognized public highways in Alaska and did so in 1951 at 100 feet for the Chitina-McCarthy Road, identifying it as a "local road." In 1956, the Secretary designated the Copper River Highway as a "through road," entitling it to a 300 foot ROW. Various documents for the period 1941-1954 identified the Copper River Highway as running from Cordova to Chitina and then along the Edgerton Cutoff. The Chitina-McCarthy Road, separately numbered, retained its local road identity.

On June 30, 1959, the entire CR&NW RR route was quitclaimed to the State of Alaska by the Secretary of Commerce, to whom

authority had been passed from Interior by the Federal Air Highway Act of 1956. Nowhere in this quitclaim is mention made of conveyance of the relinquished, and then nonexistent, ROW to the State, only the conveyance of certain "highways."

Citing the above history, on August 25, 1993, the Board of Land Appeals found that the Chitina-McCarthy Road is not part of the Copper River Highway, its ROW does not extend 150 feet on either side of the centerline, and the proper ROW width is 50 feet either side of centerline, or a total of 100 feet.

Nowhere in the eight pages of dense legal arguments of this judgment is there any mention of the McCarthy-Kennicott segment of the road. As part of the original CR&NW RR right-of-way, this segment might reasonably partake of the same ROW width as the Chitina-McCarthy Road. Local residents living along the segment might want to check this out. ☺

Local boy makes good--the Bud Seltenreich story

BY BONNIE KENYON

Bud Stanley Seltenreich--a "McCarthy boy" born in 1915--managed to find his way from the rough, frontier mining town of McCarthy, Alaska, to the sophisticated bureaucracy of Washington, D.C. As far as Bud knows, he is the only Alaskan born person to become National Chief of General Aviation of the Maintenance Branch of the Federal Aviation Administration.

From the time Bud was born, he seems to have gravitated to be the *first* in his field. For instance, it is said that Bud along with his brothers, Fred and Ted, built one of the first snow-mobiles in Alaska. Then their vision expanded to include aviation.

Today Bud has in his possession a book called *Aerial Navigation and Meteorology*. The first borrower's name on the library card reads Bud Seltenreich and has a due date of January 2, 1930. Bud was only 15 years old. According to the card, Bud checked the book out 3 more times during that year.

It wasn't long before the Seltenreich boys had purchased their own plane. It was a Swallow TP two-place biplane, powered with a Curtis water-



cooled OX-5 engine--the first McCarthy based airplane (April of 1930). According to Bud, the engine is now on dis-

Independent Repair Service. After a fire destroyed their hangar and put them out of business, Bud eventually went on to work and become the chief mechanic for the first scheduled airline in Alaska--Pacific Alaska Airways, a subsidiary of Pan American Airlines--in Fairbanks.

Not satisfied to sit idle during his days off, Bud rebuilt a couple of Aeroncas and started Seltenreich's Fairbanks Air Service, the first Civil Aeronautics Authority (CAA, now known as the FAA) approved flight school in Alaska. He soon had 17 airplanes in the fleet which he used for instruction as well as charter flights.

It was during Bud's busy air taxi days, that he first met Marge. Behind every successful man is a woman of equal importance and Bud is no exception. Marge Seltenreich remembers the first time she met Bud. It was 1947. Marge was working for the Department of Health in Fairbanks at the time and renting an apartment from

Bud's brother, Fred, and his wife, Helen. She recalls telling Helen that if she ever met someone as nice as Fred with the same friendly

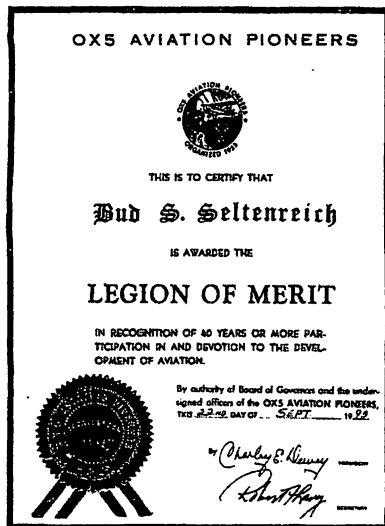


WSEN staff photo
WSEN reporter Bonnie with Marge and Bud

play in the museum at Wasilla.

In 1936, Bud and Fred started and operated Anchorage's first aircraft repair station at Merrill Field called the

smile, she might consider marriage. Helen pointed out that Fred had a brother named Bud. "Does he have pretty teeth?" questioned Marge. She would soon find out.



On their way to dinner one evening, Fred, Helen and Marge were surprised to run into Bud who was in despair over a recent blizzard that had done considerable damage to his airplane fleet. Trying to console him, they invited Bud to join them. He accepted the invitation.

Sometime after their first meeting, Bud sold the business to Fred. He had grown tired of the 16 hour long days and needed time to relax. He went "outside" for a short while and Marge didn't see him again till about 1949. This time Bud stuck around--for good. On May 19, 1950, they were married.

With aviation growing by leaps and bounds, the CAA had a new slot to fill--one of an airworthiness inspector. Bud decided to take on this new challenge. This led to a 32 year career with the CAA/FAA which included such positions as: District Office Chief, Chief

of Regional Maintenance and Washington National Headquarters Chief of General Aviation Maintenance. He retired in 1980.

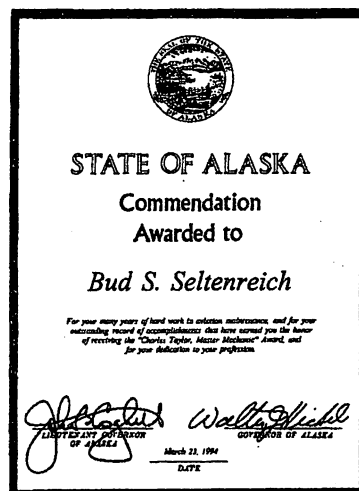
Somehow the word "retire" must not be in Bud's dictionary, because it is now 1994 and Bud is still working! He is the Director of Maintenance for Katmailand, Inc.--aircraft operations--(since 1985) and now at 79 years young, he's still putting in 8 hour days, five days a week.

On September 22, 1993, Bud was awarded the Legion of Merit by the OX5 Aviation Pioneers "in recognition of 40 years or more participation in and devotion to the development of aviation."

In March of 1994, the Alaska legislature honored Bud with the 1994 Recipient of the Charles Taylor "Master Mechanic" award. It reads: "The award's namesake, Charles Taylor, was the aviation mechanic who designed, built and

chanic or repairman for no less than 40 years..."

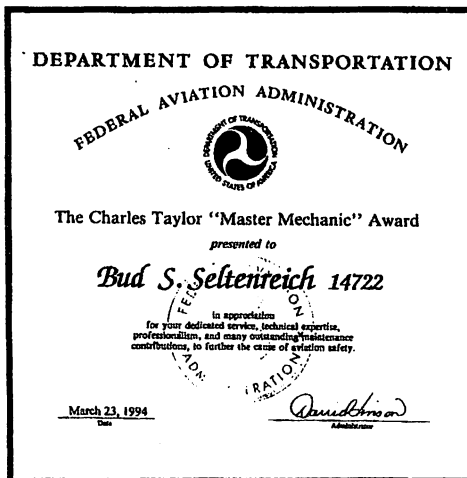
Soon after, Bud received a letter from Senator Ted Stevens. "Congratulations on your receipt of the Federal Aviation Administration's Charles Taylor Master Mechanic Award. Your outstanding contributions



to the aviation community in Alaska have not gone unnoticed. This prestigious award represents a lifetime of effort and achievement and distinguishes those who are truly dedicated to their craft. Keep up the good work."

Today Bud is still a current, active pilot, holds a A & P mechanic's license, an inspection authorization and a commercial single and multi-engine land and sea rating.

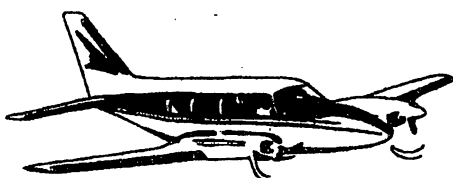
I'd say for a boy who was born, raised and schooled in a rugged, mining community, he did all right! Bud, we who know you, love you and respect you, want to thank you for being "you." We add our congratulations for all your extraordinary accomplishments and along with Senator Stevens, "Keep up the good work." ☺



installed the engine in the Wright Brothers' first powered airplane. This award recognizes individuals who have been involved in the aviation industry for 50 years or more and have been a certified me-

Scheduled Air Service from Anchorage to McCarthy with stopover in Gulkana!

Now you can leave Anchorage at 8:30 on Wednesday or Friday morning and arrive in Gulkana at 9:45, McCarthy at 11:00. Or, you can leave McCarthy at 11:15 and be back in Anchorage by 2:00pm the same day! (Leaves Gulkana at 12:45)
This service is year around.



RESPONSIBILITY FOR DEPARTURES, ARRIVALS, CONNECTIONS.
Ellis Air will not be responsible for damages resulting from the failure of flights to depart or arrive at times stated in this timetable, nor for errors herein, nor for failure to make connections to other airlines or of this company. Schedules are subject to change without notice. Schedules shown are based on expected flying times. Because weather and other factors may affect operating conditions, departures and arrivals cannot be guaranteed.

Rates:

Gulkana/McCarthy	\$56*
McCarthy/Gulkana	\$56*
Gulkana/MayCreek	\$60
May Creek/Gulkana	\$60
Anchorage/Gulkana	\$105*
Gulkana/Anchorage	\$105*

* Ask about special round-trip rates
Baggage allowance 40 lbs.
(charge for excess baggage)

Ellis Air Taxi, Inc.

Gulkana Airfield Box 106, Glennallen, AK 99588

Phone 822-3368

800-478-3368

Kids' News

BY KRISTEN JANSSEN

The Miller School has welcomed summer and all its craziness. School is officially out for the summer, but Matt Miller continues to plug away at school work three times a week at Copper Oar. Stacie has been looking into colleges and Aaron is sailing wood rafts on McCarthy Creek. The best place to find the Miller kids these days is at Tailor-Made Pizza, the best pizza in the Wrangells!

Other kids news... Many of the local kids in town took a rafting excursion with kids of Kennicott days past. This trip, sponsored by Copper Oar, took place on

Saturday, June 11, the first day of the Kennecott Kids' reunion.

Inger Ricci and Yvonne Lahti, both 75 years young, and Art Powell, the grandson of Arthur Powell, a Kennecott worker, joined the expedition. We had ages 7-75. Tyler Green, Matt, Stacie and Aaron Miller, Gaia and Ardea Thurston-Shaine represented the kids of the nineties.

At a riverside pullout, we stood together and enjoyed lemon bars, cookies, tea and lemonade. Stories were swapped about kid's clubs, swimming holes, interesting garbage dumps, skiing on the glacier and how kids travel around here. Back in the mining days, working dogs were never pets, and the Kennecott kids were not allowed in McCarthy.

This trip was a first for many of the kids, past and present. The rising river had some exciting white water. We all enjoyed a sandy beach stop with blooming Dryas, River Beauty (fireweed), and interesting river rocks. (A fossil was found that was full of the imprints of sea shells). The rafts were oared by Howard Mozen and Jim Berkey. Included in this float were Ben Shaine and WSEN reporter, Bonnie Kenyon.

Crossing the hand tram at the end of the trip, one of the current kids looked back and asked, "When are we going again?" The trip was a fun way of uniting memories and making history. The river was beautiful and treated us well.

All the water in the world
However hard it tried
Could never, never sink a ship
Unless it got inside.

All the hardships and worries of This world,
Might wear you pretty thin.
but they won't hurt you, one least bit
Unless you let them in.

—Author Unknown

Help is Near

In days of old when men were bold,
And government not yet invented—
We worked with nature, heat and cold,
And lived our lives quite contented.

But now big brother is our friend,
Watches our every move and twitch—
Lest we stumble, trip, fall or bend,
The endangered little willow switch.

Better yet he is ever near to help,
And to our plea he doth quickly hark—
Lighten our load of rules we yelp,
And Lo! He gives us a National Park.

More to come says our Chief Commissar,
For better service on down the road—
To each little Inholder that we are,
Soon to be given our very own bar-code.

Great will be our comfort to learn,
That for man and beast, Holy Cow!
Big brother's assurance and concern,
Expiration date stamped on rear or brow.

BY A. NONNY MOOSE



"Man must go back to nature for information."
— Thomas Paine

Silver Lake Campground

Gene and Edith Coppedge invite you to experience trophy rainbow trout fishing, or just relax on the shores of beautiful Silver Lake

Only 11 miles from Chitina, on the McCarthy Road

Whether you are looking for that big one that won't get away or are just ready for a peaceful interlude, Silver Lake Campground is a place you will not want to miss.

Silver Lake Campground offers motorboat, rowboat and canoe rental on beautiful Silver Lake.

Gene and Edith have spaces for your RV or tent. Many people prefer to park their RV's while they visit McCarthy and Kennicott. If you have your own boat, you can launch it here.

- Emergency Radio for E.M.S. and fires
- New tires
- Towing
- Tire repairs
- Fishing tackle
- Cold pop & candy
- Ice for coolers
- Bottled drinking water
- Free parking for sightseeing—bring your camera!



Mountaineering history made on Mt. Blackburn

BY NEIL O'DONNELL

The well-known attractions of the McCarthy area include the rich history of the Kennicott Mines, the Copper River and Northwestern Railway, and the town of McCarthy. Few people are familiar, however, with the historic first ascent of the 16,380-foot Mt. Blackburn, the highest peak in the Wrangells. Virtually every aspect of this 1912 ascent was unusual, if not revolutionary. While other great peaks in Alaska were being challenged by elaborate expeditions mounted by groups such as the New York Explorer's Club, Mt. Blackburn was conquered by a group of local McCarthy miners led by a five-foot-tall, 40-year-old woman named Dora Keen.

To succeed on Mt. Blackburn, Miss Keen and her group decided to abandon the conventional climbing practice of making slow but steady progress while relaying great quantities of gear high up the mountain. Anticipating climbing practices that developed a half-century later, they twice made fast, lightweight summit attempts from camps located relatively low on the mountain. Their first attempt nearly ended in disaster and convinced most of the party to quit. Three decided to stick it out and, on May 19, 1912, two succeeded in reaching the summit of Mt. Blackburn: Dora Keen and George Handy.

Dora Keen was born in Philadelphia on June 24, 1871. Her father, William W. Keen, was a pioneering brain surgeon who had served with distinction in the Civil War. Miss Keen graduated from Bryn Mawr College in 1896, and was active over the next decade in public school improvement issues

in Philadelphia. Miss Keen developed an early affinity for travel, accompanying her father on a world tour in 1901 and 1902. In 1906 she traveled through the American and Canadian Rockies. She later spent a year and a half in Europe and North Africa. In 1908 and 1909, she accompanied General Gorgas to the first Pan-American Scientific Congress in Chile, returning to Philadelphia by way of France.

"While other great peaks in Alaska were being challenged by elaborate expeditions mounted by groups such as the New York Explorer's Club, Mt. Blackburn was conquered by a group of local McCarthy miners led by a five-foot-tall, 40-year-old woman named Dora Keen."

When she was in her late thirties, Dora Keen developed an interest and affinity for climbing. She made numerous climbs in the Alps, several climbs in the Canadian Rockies and the Selkirks, and several ascents in the Andes. She also climbed several of the great volcanoes of Mexico. Prior to her trip to Alaska, however, it appears that her major ascents -- such as the 15,781 foot Mont Blanc and the 20,561 foot Chimborazo -- had been undertaken in the company of experienced mountain guides.

Like many visitors, Miss Keen came to Alaska in the summer of 1911 simply to see the spectacular scenery. She was, however, no ordinary tourist. While hunting for "a big brown bear" in the wilderness of the Kenai Peninsula, she read about Mt. Blackburn in a U.S. Geological Survey report she found in a prospector's cabin. Off she headed that July for the newly-settled mining town of McCarthy.

Apparently a persuasive woman, Miss Keen scoured McCarthy to organize an expedition composed of four local men, a dog team, and 750 pounds of supplies. The expedition left the Blackburn Roadhouse on August 15, 1911. Two weeks later they reached an altitude of 8,700 feet before bad weather and lack of supplies forced a retreat. While an additional 7,500 vertical feet remained to be

climbed, Miss Keen was confident they had found a route through the great icefall at the head of the Kennicott Glacier. She pledged to return the following spring.

Miss Keen's 1911 expedition was a pioneering effort on several accounts. At that time, only one great Alaskan peak had been climbed: the 18,008-foot Mount St. Elias, which had been climbed by the Italian Duke of Abruzzi and a large, elaborately equipped party in 1897. The summits of the other great Alaskan peaks, including Mt. McKinley, remained unconquered. Arctic mountaineering was a new endeavor, and climbing in the north without the support of a vast expedition was unheard of.

Miss Keen drew several lessons from her 1911 expedition. First, she discovered that latitude is as important as altitude in determining the difficulty of an ascent. While vegetation allowed for camp fires as high as 14,000 feet on Chimborazo in Ecuador, climbing Mt. Blackburn

required climbing more than 14,000 vertical feet on snow and ice with the attendant danger of avalanches and crevasses. This extended period on snow and ice, combined with sub-zero temperatures at altitude, led Miss Keen to conclude that climbing great Alaskan peaks had as much in common with arctic exploration as traditional mountaineering.

Dora Keen also came to rely on her own resourcefulness, and the ingenuity of the Alaskan pioneers, in finding solutions to seemingly insurmountable problems. For example, few mountaineers who had not planned on climbing in Alaska and had not brought their climbing gear would have considered attempting Mt. Blackburn. Miss Keen, however, convinced blacksmiths at the Kennicott Mine to forge ice-axes for her party. Describing the "can-do" attitude of her sourdough climbing companions, she wrote:

There was no time to secure anything from such a distance [as Seattle], nor does the prospector consider anything necessary, merely "handy." Necessity and emergency have taught him to "get along." He knows to an ounce what he needs for a "trip" as he calls an expedition. "Anyone that can't 'pack' ninety pounds would better not come to Alaska," they say, "for this is the least with which he can get along out "in the hills." His motto is "never stuck." His is the land of hope. He is always "going to make a strike next year, sure," therefore always ready to endure and to smile, whatever happens.

The most important lesson Dora Keen took back from the 1911 expedition, however, was that the newness of the frontier provided a freedom of opportunity unavailable to women in more established society. It would be hard to imagine

Miss Keen convincing the New York Explorer's Club to put her in charge of an expedition to Mt. Blackburn in 1911-nine years before women were allowed to vote. Miss Keen, however, arrived in a frontier town in which she knew no one and, in a few short weeks, convinced four men (including McCarthy's leading citizen, John Barrett) to head off to the top of Mt. Blackburn. Writing of the first days of the 1911 expedition, she stated:

A new feeling of confidence, new zest came over me each day as I realized what a woman might do in America. Sure of respect and of every assistance, in Alaska at least, her limitations need be only those within herself, her measure that of which she is capable, her development in her own hands to make or to mar. I had come to Alaska on a voyage of discovery. Being alone had seemed to put every limitation in my way, and now, on the contrary, my love of adventure and sport could be satisfied as never before.

"The most important lesson Dora Keen took back from the 1911 expedition, however, was that the newness of the frontier provided a freedom of opportunity unavailable to women in more established society."

Miss Keen made good on her promise to return to McCarthy the next spring -- and she succeeded in climbing Mt. Blackburn. This epic ascent was to take 33 days on snow and ice. The crux of the climb was a long, steep, avalanche-swept gully above their 8,700-foot camp. The party faced the choice of making numerous trips up the threatening gully ferrying gear to the upper slopes or minimizing the time they were exposed to falling ice blocks and avalanches by making a quick, light ascent with minimal gear.

They chose the latter course. This strategy almost worked.

They succeeded in reaching the top of the steep 60- to 75-degree gully but then spent three days pinned down in snow caves at 12,500 feet, waiting out a blizzard. They whiled away the time contemplating the food, cook stove, and bedding they had left 3,500 feet below. Without food and water, and facing hypothermia, they made a courageous descent in whiteout conditions.

It was now two weeks into the expedition and the glory of it all had started to wear thin on several of the sourdoughs. They were back at their 8,700-foot camp (still over 7,000 vertical feet from the summit), the weather was poor, and they were lucky to be in one piece. Four decided to leave. Exaggerating tales of these returning miners, the Associated Press reported that Miss Keen and her remaining companions were "MAROONED NEAR TOP OF MT. BLACKBURN, FACING STARVATION."

Only Dora Keen, George

Handy, and Bill Lang remained from the original party of eight to dig out the camp and wait for better weather. It was a long wait. Deep snow, high winds, and avalanches kept the three remaining climbers holed up in a snow cave for the next nine days. Twenty feet of new snow had fallen by the time they were again able to head up the long, exposed gully. Because the new snow made trail breaking with heavy packs extremely difficult, they again planned a fast, lightweight ascent. Although they

carried only minimal rations and modest survival gear, the deep snow delayed their progress and prevented them from topping out of the gully before afternoon avalanches began. After digging an impromptu snow cave behind a sheltering ice block, Miss Keen observed:

We were safe from anything that might come, and yet I could not sleep for the thunder of the many slides on every side. None came near us until midday, when twice the deep rolling of falling ice made me sit up with a start just as a great mass went sweeping by. They were the most awe-inspiring sight that I have ever seen, so wonderful, so thrilling to watch, that I wished I did not need sleep. They passed so close that it was as if the American Falls at Niagara were suddenly overwhelming us.

Only an unusually adventurous spirit could so enthusiastically describe such a perilous perch.

After three additional days of challenging and arduous climbing, Dora Keen and George Handy could find no higher ground. They reached the summit of Mt. Blackburn at 8:30 on the morning of May 19, 1912. From the highest point in the Wrangell Mountains, they gazed 200 miles or more in every direction.

Dora Keen's second, successful expedition was the culmination of an innovative, pioneering, and revolutionary climbing effort. Mt. Blackburn was now the second highest peak that had been climbed in Alaska. It had been conquered through a feat of endurance requiring 33 days on snow and ice, 22 of which had required encampment in snow caves or open bivouacs. Miss Keen and her companions had spent ten days without fuel or a stove. Careful reading of snow conditions

by Miss Keen had kept the party off dangerous slopes during periods of high avalanche danger. Success had come through a fast, lightweight summit bid in contravention of then-accepted climbing wisdom. And, most remarkably for the time, the expedition had been led by a slight, middle-aged woman.

Miss Keen's achievements did not go unnoticed. Accounts of her Mt. Blackburn climbs were published in mountaineering journals, geographical society reports, and popular magazines. Miss Keen, a member of the American Alpine Club, presented an illustrated account of her Mt. Blackburn ascent

"Alaska had already taught me that if we can but have the courage to start upon any undertaking, the way usually opens and the obstacles melt away." — Dora Keen

at the Club's winter meeting in New York City in 1912. The other speakers on this memorable evening included arctic explorers Sir Ernest Shackleton, Vilhjalmur Stefansson, Admiral Peary, and mountaineer and explorer Belmore Browne.

Mt. Blackburn was not the last of Miss Keen's Alaskan adventures. She and George Handy traversed Skolai Pass into the Yukon in the summer of 1912. She explored and mapped the Harvard Glacier in Prince William Sound in 1914, again with George Handy. Their companionship blossomed into romance and, in 1916, marriage. Their honeymoon, as might be predicted, was a two-month trip into the wilderness between the Copper and White Rivers. Miss Keen's last reported trip in Alaska was an expedition in 1925 to the Valley of Ten

Thousand Smokes where she led an ascent of Mt. Katmai.

Dora Keen and George Handy resided on a farm in Vermont until 1930, and were divorced in 1933. In 1934, at the age of 64, Dora Keen began a career as an insurance agent for Provident Mutual Life Insurance Company. She went on to receive several awards as a successful saleswoman.

Writing in her alumni magazine about lectures she had given at several colleges in 1915, Miss Keen stated:

I believe more and more in the economic independence of women and in productive activities for them as for men... I am eager to help the faint-hearted and this is my chief aim in writing and lecturings -- to pass on the courage I have gained from my wonderful experiences.

When she was in her eighties, Dora Keen began to find the Vermont winters difficult and instead traveled the world; her destinations included the Congo, South Africa, Australia, New Guinea, Kenya, and Java. She tried Florida one winter, but left because it was "just filled with old people."

Dora Keen's last visit to Alaska came during a round-the-world tour in 1962. She was 91 years old and again traveling by herself. It was her first visit to Alaska since 1925. In an interview with the Anchorage Daily News, she stated "I thirst for adventure, which I never get. People take too good care of me." Dora Keen was not fated to complete her last adventure. She died in Hong Kong on January 31, 1963.

According to long-time McCarthy mountain guide Bob Jacobs, Miss Keen's ascent route on Mt. Blackburn has never been repeated. Writing in 1912, Dora Keen noted that while the northern approaches to Mt. Blackburn were more

gradual and less prone to avalanches, they were extremely remote and therefore very difficult to reach. That difficulty disappeared with the advent of airplanes capable of glacier landings. The normal approach for modern climbers is to fly to the base of Mt. Blackburn on the upper Nabesna Glacier.

In 1965, a sub-range of the Chugach Mountains between the Harvard and Yale Glaciers was officially named the "Dora Keen Range" by the U.S. Board of Geographic Names. This was an appropriate tribute to a woman who had written half a century earlier that, "Alaska had already taught me that if we can but have the courage to start upon any undertaking, the way usually opens and the obstacles melt away." ❖

ST. ELIAS ALPINE GUIDES



Full range of guided trips available
Phone (907) 277-6867

Bob Jacobs, Owner, Certified Alpine Guide

Long time resident **Chris Richards** invites you to join him in

Historic Tours, Glacier & Nature Hikes.

Kennicott-McCarthy Wilderness Guides



Historic Tour - 1½ to 2 hrs. \$12.50 each person* - 2 person min. Group rates available. Experience the world's largest "Ghost Town" through my 14 years as a resident. Extremely easy walk.

Flower - Historic Walk - 2 to 2½ hrs. - \$22 each person* - 2 person min. Group rates available. Includes "Historic Tour" above and will identify local flowers, shrubs, trees and animal sign.

*Kids: ages 3 to 12 are ½ price.

Glacier Hikes - 4 hours ± \$45 each person.
Full day - \$80 each person.

Bring a sack lunch, good hiking boots, and your camera, and explore the Root Glacier with us.

Alpine Day Hikes - 8 to 10 hrs. \$80 each person. Explore the tundra-covered world above Kennicott. Witness unparalleled views of 3 distinct mountain realms as you climb above the treeline and the clouds.

Multi-Day Wilderness Hikes & Glacier Treks - Travel deep into the heart of North America's largest, most rugged wilderness. Treks are customized to suit any itinerary, budget or physical ability.

Fully insured. Commercially licensed with NPS

Chris Richards Box #1 Kennicott, AK 99588

OUR TOWN

July



1919



August

Effective July 1st: the prewar postage rates of 2 cents for letters and one cent for postcards went into effect.

The Second class rates are uncharged.

FOURTH OF JULY CELEBRATION

Yesterday McCarthy donned its gala attire and proceeded to celebrate the Fourth in the good old fashioned way. Flags flew from all buildings and stores and residences were decorated with bunting. At an early hour visitors began to appear from nearby camps & soon large numbers were congregated in readiness for the events. The Kennecott people turned out in full force and the baseball game and many of the events were won by the visitors. Ideal weather made the pleasure of the day complete.

BASEBALL GAME

Kennecott won the Annual 4th July game of ball from McCarthy by a score of 18 to 13. The home team led until the ninth inning when Kennecott scored 10 runs and won. It was one of the most interesting and exciting games played here in a long time. Sommer and Lamont both pitched good ball.

The Copper River Indians are having one of the biggest Potlatch in their history at Copper Center beginning July 4th. There will probably be 300 present, as they are arriving from Mentasta and all neighboring points, some on the river and others on the trails.

Mr. Brower has made two trips from Chisena with his fourteen natives per load. Many visitors are planning to take autos over to see the dances.

July 5

BIG GAME HUNTERS TO ARRIVE

Dr. Evans, a big game hunter from Eagle Pass, Texas, has left White Horse with Charles Baxter, the well known guide, saddle and pack horses for White River.

In addition to Dr. Evans and Baxter, there will be George Armstrong. Armstrong does not really belong to the Baxter party, but will keep with them until the head of the White River is reached. He is going on an extended vacation and will gather material for a series of magazine articles he intends to write. Dr. Evans is in quest of bear trophies and after spending a few weeks at the head of the White River will leave for McCarthy, reaching here about August 10th to meet his friend Mr. J.C. Snyder,

of Metamora, Ill. At McCarthy, the party will separate, Dr. Evans and Mr. Snyder going with Morley Bones as guide into the wilds of Alaska while the Baxter party after being joined by C.H. Harrison and H.P. Lyon of San Francisco, Ben Crouch of Chico, Cal. and Roy Lozier, a guide from Meran, Wyoming, who was in the Yukon with Baxter in 1914, will return to the headwaters of the White River. A moving picture photographer is being brought in by Mr. Crouch, who will accompany the party in its wanderings.

Rumor has it that one of our local residents has made a sale of some quartz claims at Alaganik. The purchase price to be something between six thousand and one hundred and sixty thousand dollars. It is also said that the purchasers are Cordova business people who represent large money interests.

Mike Tierney spent the 4th in McCarthy and had such a good time that he missed the train returning in the evening so spent the weekend visiting his friends and returned to mile 173 Monday. Mike is one of the oldest employees on the Copper River Railroad, having been with the Katalla Co. from the beginning of the construction of the road.

Fred Cope and his nieces Dora and Molly MacDonnell left yesterday on a visit to Dan Creek for a

week or so. They will be guests of Mr. Clifford Cayouette, who will show the young ladies all the latest methods of extracting gold from the gravel and fish from the creek, Cliff being an expert at both games.

July 12

SCHOOL NEWS

The interior of the school house has been renovated during the last two weeks. The beaver board has all been tinted canary and the woodwork stained. A door has been hung between school room and ante room. Everything is now in readiness for the next school term. Dick Woodman was in charge of the work.

NEWS ITEMS

Work has been started on the salvaging of the Nizina Bridge by the Road Commission crew with Gus Johnson in charge. The contract for supplying the provisions was awarded to the McCarthy Mercantile Co. whose bid was \$932.60. Other bidders were, R.L.H. Marshall and Widing and Nelson. Fred and Charlie Lubbe delivered supplies to the camp at the river by pack train this week.

NEWS ITEMS

Owing to a washout at mile 64, the special train was late in reaching McCarthy,

instead of Wednesday at 5, it arrived at 1p.m. Thursday.

The past few days has been the first real summer weather we have enjoyed. No summer has been as dull and cloudy, with such frequent rainy spells since the summer of 1914. The thermometer today registered 80 degrees in the shade at noon.

News reaches us from the ranchers at Long Lake that the new potatoes will be ready very shortly.

Mrs. Roberts at Blackburn has a fine crop of Alaska strawberries.

PERSONAL

On Monday last, Lysle Brown, Warren Nelson and Grant Reed had a narrow escape while crossing the Nizina River. Their horses got into quicksand and were in great danger for a time. After much trouble Nelson climbed on the bridge. Reed lost coat & papers.

A meeting will be held on Monday evening at Pete Johnsons to devise ways and means to construct a dam and reservoir for emergency purposes to be used in conjunction with Pete Johnson's newly installed fire hose and pump for the benefit of the whole town. Everyone urged to attend

J.W. Nickell, Fire Chief
August 2

OF PUBLIC INTEREST

At a meeting held this afternoon to discuss fire protection it was decided to commence work on the dam at once, dimensions 30 by 5 feet. Subscriptions are being solicited to cover cost of the same.

The employees of the Kennecott Copper Corporation have received

an increase of a dollar a day in pay. The miners are now getting \$6.25 and muckers \$5.75 with an extra 50 cents in the shaft. Board is \$1.60 per day which means a net increase of 65 cents a day.

F.C. Neely, a miner recently arrived from Butte and now in the employ of the Kennecott Corporation, states that this camp is far the best for miners in accommodations and work.

NIZINA NEWS

Shortage of men is the cry of the mining operators on Chititu Rex and Dan Creeks. H.H. Carvey, in charge of the workings of the Andrus Company has six giants working on Rex and the engine and hoist are demonstrating their value. If the good water continues, results will be great. The big plant on Chititu is moving volumes of dirt and making good progress.

The Rev. Shriver is spending the weekend in McCarthy and will hold service in the A.B. Hall tomorrow evening.

August 9

HUNTING PARTY STARTS

En route for the White river, Donjak and Generk, the Mitton brothers of Boston, Mass., left on an extensive hunting trip this morning. The outfit is in charge of Cap Hubrick, who is guide. They are rigged for a big hunt; they will be out about seven weeks and will return home by way of White Horse. Andy Taylor and Jimmy Brown are packers in charge of 16 head of pack and saddle horses. Con Miller is in charge of the cooking department.

OPERATORS and PUBLIC DESPERATE OVER BRIDGE

In the winter of 1913 - 1914 a bridge was constructed across the Nizina River at a cost of \$30,000. It was used for one week. In the spring of 1918, another bridge was constructed at a cost of \$24,000. It was used for one week. Prominent mining operators and the thinking public, realizing that the manner in which the bridge appropriations have been expended up to date, is seriously handicapping progress, having signed a petition demanding that an investigation be made. A copy of this petition is printed below, the original was sent yesterday to the Chamber of Commerce at Cordova, from there it will be forwarded on to Washington D.C. where we feel confident some action will be taken. It is not necessary at this time to point out that a highly mineralized belt lies across the Nizina river. Very few prospectors can afford to pay 8c a pound freight to Chititu and Dan creeks, which are only the starting point to the undeveloped country beyond. Not that the prospectors feel the rate exorbitant, for 8 cents is little enough when impassable trails and dangerous rivers are considered; but as the prospector and miner are the backbone of the country; the first thing the country should do is to see to it that there are good trails and bridges for their use. As we have always contended, it is absolutely essential to the development of this section that the Nizina bridge be rebuilt right.

Petition regarding the Nizina Bridge:

We the undersigned, wish to submit the following information with the request that the Cordova Chamber of Commerce communicate with Washington D.C. for investigation and immediate action to be taken as to the responsibility for the willful waste of the funds provided for roads and bridges in the district & the willful neglect there of.

August 16

Murie's pack train arrived on Thursday from Chisana, bringing mail and the first shipment of gold dust from the interior camp consigned to the McCarthy Mercantile Co. The first cleanup was very encouraging to the miners who are looking for big results this summer.

This weeks hot weather has given the younger set the opportunity to indulge in water parties, the population under 10 years of age can be seen any afternoon wading in the stream under the willows near the water tank.

August 23

PERSONAL

Martin Harris arrived in town on Wednesday from Dan Creek. He has left for the head of White Creek on a prospecting trip.

The Seltenreich family are spending a few weeks at their ranch on the River. The first shipment of turnips from local ranches was sent to Kennecott last Saturday by Sam Seltenreich.

LOCAL NEWS

Mr. and Mrs. J.B. O'Neill and Mr. and Mrs. Dick Woodman are leaving next week on a hunting trip and will also visit Chisana. From there they will go to White River for sheep and moose, and from there to the interior mining camp, returning here about the last of the month.

King Floyd

THE TALE OF A SMALL TIME DICTATOR

Part nine — King Floyd confronts a conundrum

BY RANDY ELLIOTT

Tea was drunk and the mail gotten. Bored with contemplating, the king and Nigel were constructing a new cooking area using native materials. Things weren't going as planned due to a decided lack of experience on the assistant's part. Having been struck a mighty blow by a mishandled roof pole, the king was setting on the ground examining his posterior for dents, as a familiar sound filled the air.

"Sounds like an airplane!" Nigel exclaimed running out to the river lookout. Floyd wearily joined him. It was indeed an airplane and not only that, it was Wings. Cleverly combined calculatedly curvaceous circlets concocted coordinated crescendoing contrails culminating in clearly connected cloud-like creations.

"He wrote something!" Nigel said excitedly.

"I- N-C-O-M-I-N-G," the king spelled carefully.

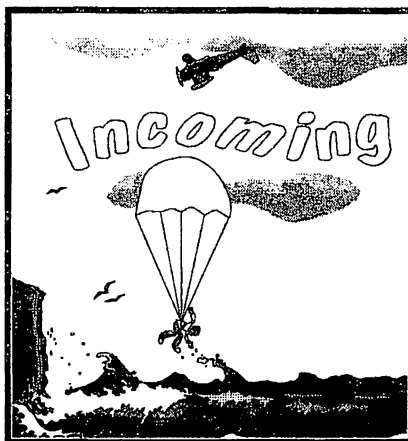
"What's that?"

"It's an old code word from the last police action Wings was in," Floyd said bemusedly. Before they could ponder the message, Wings made a curious pull-up maneuver ending in inverted flight high above the two men. Suddenly they saw a bundle fall from the seat behind Wings, and seconds later they heard a bloodcurdling scream from high above. Thinking life too sweet to lose being crushed by yet another tourist Floyd looked for cover, but there was none to be had on the bare river bar.

The human hurtled helplessly, horrifying our hapless hero. A

mushroom sprouted from the bundle and suddenly the man was swinging back and forth under a parachute canopy. A slight breeze swayed the stranger to and fro, and Nigel was within an inch of breaking his ankles trying to stay underneath the dangling baggage.

Floyd watched silently as Wings did two outside Immelmann loops and headed for the barn. In the end the passenger landed in the Ugly River, and the king and Sir Nips fished him out on the bank once again. It was Helpful Harry.



"What are you doing here?" the king gasped in surprise.

"Involuntary cryogenic research at this point," Harry said in a cracked version of his voice. He started shivering. The two protectors hustled the sodden facilitator to the palace where he soon recovered his warmth and tongue.

"So I just thought that perhaps there was some misunderstanding, that's all," Harry finished smoothly as the rapt royal couple drank in the musical tones of his best voice.

"Uh, well, actually there was no mistake. You see on page 1.1 of the royal decree book it plainly

states visitors need a permit to trespass on Fedgov business. Is this Fedgov business?" Floyd asked.

"Well, I suppose by the narrowest definition it is. May I ask how one gets a permit to visit?"

"They aren't available to Fedgov employees," Nigel said helpfully.

"Hmm. Then I guess we will make this an unofficial visit," Harry said brightly. The queen visibly relaxed and served more cookies as the men talked story and other things, you know, MAN things. Eventually the conversation returned to the current situation.

"So how is your work in Thoughtful coming along," Floyd asked.

"Oh splendid, splendid. Why, last week I had my first official conversation, and with the printer at that."

"Really?"

"Yes. We talked for almost four minutes and he used over thirty adjectives before I was forced to go on to other pressing business."

"I see," said Floyd, who didn't — but royal manners prevailed.

"Yes, my number came up on the outhouse lottery and I didn't want to miss my chance. You know you have only five minutes to reply before they call the next number. It's really quite exciting."

"They have a lottery for the outhouse?" Nips was intrigued.

"Yes, and it functions very well. You have to respect a town that refuses to build any more outhouses than necessary, and the one they have really is in a lovely location on the main street by the hotel. The

lottery was a natural way to solve the ordure order without a lot of odor if you get my drift." Harry smiled at his witticism.

"Quite right," said Nigel, wondering what ordure was.

"Yes, that was a momentous occasion all right."

"Had you never won the lottery before?" the queen asked, horrified.

"Oh, certainly. I was referring to the conversation with the printer, of course," he said, not unkindly. "I had a pretty busy week — codifying the entire text with notes and a glossary of native terms. Very interesting reading if I do say so myself. If you would like a copy of the congressional report, I could have it mailed to you."

"We no longer get mail," Sir Nips blurted out.

"No mail — galloping calliopes! When did that happen?"

"Just before the meeting where we first saw you," Floyd said.

"Have you applied for a deviate form?"

"How do we get one of those?" said the king cautiously.

"First you go to Mooringtown and ask for the Federal Deviate

Office. Once there, simply fill out the application form at the door in quintuplicate and leave a forty dollar processing fee, and your application will be mailed to you."

"But we don't get the mail," Nigel burst out and Floyd had to restrain him. Once the muzzle was firmly in place Harry continued.

"Ah, it's still refreshing to meet a new man even if they are a little excitable," and Harry gave a reassuring pat to the struggling assistant. "Now this is a prime example of how I can help. This is why I have been sent here, in fact. I am to collect the honest opinions of the squatters, and let Congress know how they are doing managing the essential lands. If I can assist you at all, please feel free to ask."

"Could you explain why the residents have to move?" the queen burst out and Floyd started to get the other muzzle but she waved him away.

"Well, I really can't say that. It's a Fedgov matter, you see."

"Maybe you could explain this fencing program, then."

"Yes, that is a good question and one that should be answered forthrightly by the agency involved. It would be better if they told you

the details personally — don't you agree?" he said beaming brightly.

"Well, how do we go about making comments then?" the king said with a little frustration creeping into his voice.

"I would be happy to take those from you as soon as you write them in triplicate on the forms provided by the gracious Baron."

"How do we get the forms?" Floyd asked suspiciously.

"Simplicity itself. You see, all forms are applied for at the Office of Deviates in Mooringtown. The only restriction is that you may only apply for one form at a time." Harry finished blandly.

"And you are here to help us?!" The king was clearly frustrated.

"Most definitely. I see we understand each other completely. Well, my time is up here. I will certainly welcome your comments," he said, and rising quickly he donned his clothing and disappeared through the palace door leaving a breathless king looking at a breathless queen.

"How will we ever get a form Floyd?" the queen asked helplessly.



Resident zone (cont.) Additionally, boundaries around each of the 16 resident zone communities contained in 1) above are delineated. The purpose of delineating boundaries is to provide a mechanism to monitor future population changes within communities and areas. Also, if a significant population increase occurs, a community or area can be eliminated from the resident zone thus protecting those individuals who have customarily and traditionally engaged in subsistence activities.

Discussion

The Commission believes that establishment of a resident zone for

Wrangell-St. Elias National Park has the potential to disrupt the subsistence lifestyle of individuals and communities in the Copper River Basin. The Commission also believes that the population of the Copper River Basin is unlikely to increase significantly in the near future. Lastly, the Commission agrees that subsistence hunting pressure and levels of big game harvest in the park are currently lower than has occurred in past years.

Conclusions

In summary, the Commission believes that the resident zone concept is workable only if the Copper River Basin is considered to have

community characteristics, and boundaries are drawn accordingly. A narrow application of the resident zone concept in which the boundaries are drawn tightly around resident zone communities is contrary to the intent of ANILCA because it is disruptive of individual and community subsistence lifestyles, and because it provides subsistence eligibility to the most transient portion of the local, rural population.

This proposal enjoys the unanimous support of all Commission members. The Commission appreciates the opportunity to present this proposal and consideration of it by the National Park Service.

A look at the weather



BY GEORGE CEBULA

After last year's great spring and summer, it looks like we are back on a normal weather track again. April was about normal this year with the high of 63 on the 26th (59 on Apr. 27 & 28, 93). The low was 13 on the 7th (8 on Apr. 4, 6, & 7, 93). The April average temperature was 37.4 compared to 36.1 in 93 and 30.1 in 92. *Silver Lake had a high of 64 on the 26th, a low of 17 on the 7th and an average temperature of 36.9.*

Precipitation for April was only a trace with 0.04 inches in 93 and 0.16 inches in 92. Snow was recorded on the 14th, 15th and 17th, with some rain on the 27th and 30th. *Silver Lake had no measurable precipitation for April with only a trace of snow on the 14th.*

Snow cover was 16 inches on April 1st and was gone by the 26th. *Silver Lake got rid of its snow by the 15th after starting April with 10 inches.* None of the area stations had any snow on the ground after the 26th. This is about a week earlier than normal with 1992 having snow on the ground until May 13th.

The temperature continued to slowly warm in May with a high of 67 recorded on the 16th and 17th (78 on May 15-17, 93). The low temperature was 21 on the 13th compared to 20 on May 7, 1993. The May average temperature was 43.6, about 4.5 degrees cooler than the 48.1 in 93. *Silver Lake had a high of 67 on the 16th, a low of 24 on the 4th & 8th and an average temperature of 43.3.* No area station had a high temperature above 67.

The precipitation continued to be light in May with only 0.14

inches at McCarthy (0.31 in 93) and 0.18 inches at Silver Lake. No snow was reported at either station. A late May snow storm on the 26th dumped more than an inch at KCAM and Nabesna. Slana received over 4 inches from the same storm.

Summer is in full swing with June and July the warmest months. Usually the highs make it to the low 80's in June and July and cool to the low 70's in early August. The all time high temperature recorded at McCarthy was 87 on June 21, 1991. Freezing temperatures should be back by the end of August. Average rainfall is about 2 inches (Jun-Aug). The first snow should be sometime in September. If May and early June are an indicator, this summer may be on the cool side. ENJOY THE SUMMER WHAT-EVER THE WEATHER!

DOWNTOWN SODA

Tea
Soda
Coffee
Hot chocolate



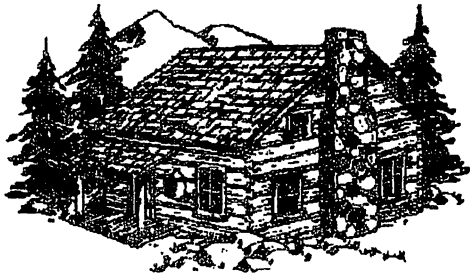
Candy
Snacks
Goodies
of all kinds!

Arrange for a Historic Tour or
Glacier Hike with
Kennicott-McCarthy
Wilderness Guides while
enjoying your visit.

Regular bus arrivals and
departures from our
scenic and convenient
"downtown"
location in Kennicott.

"We have what you need"

Regal Enterprises



*House Logs
Beams
Rough - cut lumber
Firewood*

Regal Enterprises
HC Box 289
Copper Center, AK 99573
822-5844

Composting in Your Greenhouse

BY RUTH MACDONALD

Composting in your greenhouse — have you tried it? The author of the chapter I took this information from noticed results 24 hours after moving his compost bin into his greenhouse. A sort of rain forest environment was created with the addition of heat, CO₂ and steam. The benefits were most notable in colder weather. The heat warmed the air and moved nutrients from the interior of the pile to the greenhouse in the form of water, carbon dioxide, and aromatic nitrogen compounds. The CO₂ kept the plants breathing, where an average greenhouse shut up against the cold can use up the CO₂ within hours. The steam formed a protective layer around the plants

so the moisture froze around the plant rather than freezing the plant itself. The phase change of water to ice also released heat. The coating of ice on the roofs and walls, and hoarfrost in the plants, actually had an insulating effect.

The author has taken many of his friend's sick plants and revived them into lush green ones in this environment. When the compost was steaming, the plants were a brilliant green. When the compost died, cold and dryness sent the plants into a kind of brown winter survival posture.

The heat should be continuously available over a 3 week period. Of course, compost piles have to be fed every couple weeks to keep producing gases. You should be able to notice the steam and heat

dissipate. Then it's time to turn it and feed it. It should take a couple days to heat up again. You may not be gardening in the dead of winter up here, but you can certainly extend your growing season.

Let's not forget how solar heat from the greenhouse helps speed up the composting process and extend your composting season. With the right kind of compost care, this symbiotic relationship should create a wonderful soil product.

Information provided from Dan Knapp's chapter: "Composting in the Solar Greenhouse for CO₂ and Heat," from the book, *Alternative Energy Handbook*, Rodale Press, 1979.

Cooking with Carly

BY CARLY KRITCHEN

Summertime to me means Salmontime! Although we eat a lot of salmon year round, there's really nothing that compares with a fresh Copper River red salmon steak. My husband claims that he prefers that first king salmon. I guess that being commercial fishermen gives us the option of being picky about which species of salmon we prefer. We both agree, however, that we like that first fresh fish barbecued.

Everyone has their own favorite method of barbecuing salmon, including the native method of cooking or smoking the salmon on cedar planks or shingles. We use a regular barbecue grill, a small, really beat-up Weber. First, let the grill heat up to medium hot, then coat the grill with cooking oil. We like to barbecue over alder sticks if we have them, but the purchased wood chips (such as mesquite, hickory, and apple) also add a different flavor to the fish. Just soak the chips in water, then sprinkle them over the charcoal.

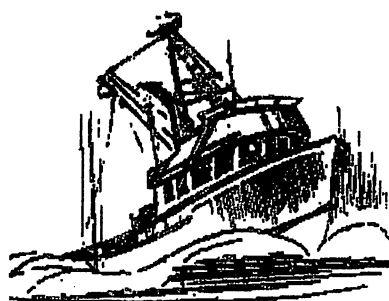
Grill the salmon steaks for about 6-10 minutes per side, or until it loses its translucent appearance and flakes easily. Salmon fillets should

just be cooked skin side down, don't flip them over! If the skin burns, just peel it off.

Here's an easy recipe for a good marinade:

- 1/2 cup fresh lemon juice
- 1/2 cup vegetable oil
- 1 tsp. Worcestershire sauce
- 1/2 tsp. salt
- 1/2 tsp. thyme, crushed

Mix all ingredients and pour into a flat container. Place salmon in mixture and marinate for 30 minutes before barbecuing.



The next two sauce recipes are meant to be served with salmon that has already been cooked, whether you barbecue or cook in an oven.

Curry Sauce for Salmon

- 2 tsp. butter
- 2 tsp. flour

- 1 tsp. dried snipped chives
- 1 tsp. dried parsley flakes
- 1/4 tsp. curry powder
- 1/8 tsp. salt
- 1/2 cup milk

Melt butter in a small saucepan. Stir in flour, chives, parsley, curry powder and salt. Stir in milk. Cook, uncovered, stirring constantly until thickened and bubbly. Spoon sauce over fish.

White Wine Sauce

- 1 cup white wine
- 1 bay leaf
- 2 chopped green onions
- 6 peppercorns
- 1/2 tsp. thyme
- 1/4 cup cream
- 1 lb. butter, cut into pieces
- 1/4 cup fresh chives, chopped
- juice of 1/2 lemon

Put first five ingredients into sauce pan, and simmer until about one teaspoon remains. Add cream and bring to a boil. Reduce heat to low and slowly add butter, one piece at a time. Season with salt and lemon juice. Add chives just before serving.

All faiths welcome

Whether you are local to the McCarthy-Kennicott area or are just visiting, you are welcome!

We would like to invite you to join us every Sunday morning at 10:00 a.m. for an informal Bible study, singing, sharing and a time of prayer.

The place? Rick and Bonnie Kenyon's cabin which is located 1.8 miles off the McCarthy Road at Mile 59.

Two Frogs

Two frogs fell into a can of cream—or so I've heard it told. The sides of the can were shiny and steep, the cream was deep and cold. "Oh, what's the use?" said Number 1, "Tis fate—no help's around. Good-bye, my friend! Good-bye, sad world!" And weeping still, he drowned.

But Number 2, of sterner stuff, dogpaddled in surprise, the

while he wiped his creamy face and dried his creamy eyes. "I'll swim a while at least," he said—or so it has been said—"It wouldn't really help the world if one more frog was dead." An hour or two he kicked and swam, not once he stopped to mutter, but kicked and swam, and swam and kicked, then hopped out, via butter.

—*The Voice in the Wilderness*

Avgas Trivia

BY JIM EDWARDS

In Alaska, we hear a lot about our "North Slope Crude Oil," and in Alaska also, we pour a lot of aviation gasoline into our airplanes.

What goes on in between, and why the refineries have all those tall towers, might be of passing interest to us.

Marci Ammerman's article in *G.S.E. Today*, and figures from *Petroleum Refining for the Nontechnical Person* by William L. Leffler, give us a brief look into this world.

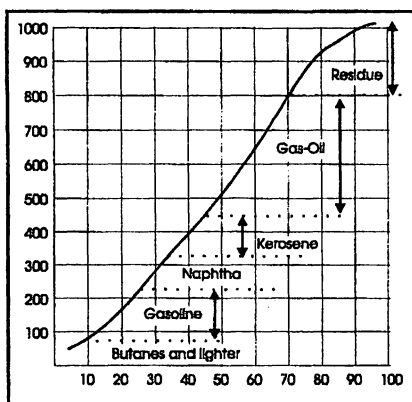
According to the article, crude oil is broken down into "fractions," (also called "cuts") basically by heating it to various boiling points. The lighter fuels will boil off at lower temperatures than the heavier fuels. As the temperature is raised to about 90 degrees F., the butanes and lighter fuels boil off, and can be condensed back out to those gases. As the temperature is raised between 90 degrees and 220 degrees F., we will vaporize off our supply of gasolines, including aviation fuel. These can be condensed out of the rising gas at different tower levels.

In the next steps, we obtain Naphtha under 315 degrees, Kerosene and jet fuels between this and 450 degrees, and some heavier fuels

and residue at temperatures up to and above 800 degrees.

The condensed gasoline vapors can then be blended into different gasoline products with additives to suit various brand requirements.

The attached graph is a representative sample, and the yield curve will vary according to the quality of the crude oil.



The actual amount of finished product that can be obtained from a barrel of crude oil varies somewhat according to the quality of the crude, and can be varied somewhat by what is demanded by the marketplace. From the sample Crude Oil Distillation Curve given, it seems that about 15% of a barrel of crude can be converted into gasoline, and the figures show that only about 0.08 gallons of aviation gaso-

line are obtained from a barrel of crude oil. (A larger "fraction" of the oil can be made into jet fuel—about 4.2 gallons per barrel).

Economics would indicate that summer driving by motorists would demand that more of the available gasoline products be made into auto gas, thereby raising the price of aviation fuel in summer, since there is less available to blend into Avgas. This writer at least, finds this hard to relate to because of the constantly decreasing value of the money needed to buy the stuff, but the theory probably does affect the price. Many other factors influence the price—politics, wars, etc.

The same economics apply to jet fuel in reverse—as winter home heating oil demand reduces the supply of the "fraction" used for jet and kerosene, their prices rise due to decreasing supply.

One final note of minor interest—when we speak of a "barrel" of crude oil, we mean a volume of 42 gallons, and not our standard 55 gallon barrel that litter our Alaska. In the very early days of oil production, the drillers shipped their crude from the well sites in 42 gallon barrels, and this became the standard measure.

Not Hard To Take—Just Try It.

BILL: Don't you think we should take a trip outside and see some real human beings, just for a change?

NAW: I think we had better stay at home and do a little thinking, cultivate the habit of being pleasant with every one and boost "if you cannot speak well of your neighbor, do not speak of him at all" — in other words if you can't boost, don't knock. How much nicer we would appear to each other if we would analyze our own faults and let the other fellow do the same. The very meanest man in the world has his friends. That is why you make enemies by knocking. "Forget it — be a good fellow and boost, you will feel better, sleep better and live longer."

An Observer.

from *The McCarthy Weekly News*, Jan. 11, 1919

Rick and Ed's

R A D I O

R A P

Rick: Have you noticed how many computers are appearing around here lately?

Ed: I sure have. Computers in our community are springing up like mushrooms after an August rain. This gets us into radio talk by the back door, so to speak.

Rick: One thing I'm sure computer owners notice is that they produce radio interference, especially on the AM broadcast band. All those digital circuits generate a lot of high-frequency harmonics that splatter all across the radio bands.

Ed: Worse than most other kinds of interference. I have a 12-volt adapter for my computer that makes a little radio noise, even on the CB, when the computer is not even connected to it. What are the ways to beat this?

Rick: There are various kinds of filters that can be hooked up between the computer and the power supply that help, but don't beat the problem entirely. Good grounding of your power supply wiring is also very important. If you own a laptop or notebook computer, just unplug from outside power sources and run on the internal battery. This cures most interference.

Ed: That makes sense. The digital electronics are still buzzing away, but there is no connection to external wires which act as an antenna.

Rick: You have a photovoltaic power system in your cabin. How do your computers work with that?

Ed: No problem. My Mac PowerBook and Stylewriter II printer run fine on the Trace inverter. The PowerBook also runs on the 12-volt adapter and can feed the inverter-powered printer while doing so. But you have to be careful about inverters, for they generate AC power that is a mixture of square and sine waves, accompanied by a lot of radio interference of their own. Some electronic devices, including some computers, have problems with this kind of power.

Rick: I don't have to worry about that, I use a generator for power. All generators put out sine wave AC, which is what most electronics are designed to run on.

Ed: Pluses and minuses. You also have to haul diesel oil, while I just smile at the sun! But I also had to spend a lot of time when I

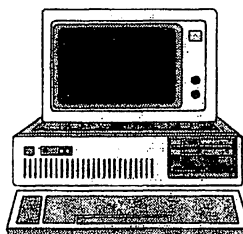
bought my computer and accessories making sure they would be compatible with solar power. I'll tell you one thing I learned, computer store salesmen aren't a bit of help. You have to ask around among knowledgeable technicians. The folks at *Home Power Magazine* were full of good advice.

Rick: I'll stick to diesel power and not worry about computer salesmen, thank you. Any specifics our readers should know about?

Ed: Yes, stay away from laser printers if you get your power from an inverter, they are not all compatible. Older models of the Stylewriter II are also reported to have trouble with inverters. Most modern computers seem to work off inverter power, but some develop peculiar quirks while doing so. It's best to arrange a test before you buy if you have any doubts.

Rick: Another way to resolve the doubts is to get a sine wave inverter. You can still smile at the sun without having to worry about the AC power waveform.

Ed: Sort of like eating your cake and having it, too!



Kenny Lake Mercantile

Propane-Hardware-Gas-Grocery-Auto Parts-Feed

Case lot & special orders 10% over cost

NOW OPEN -- New laundry and showers!

Phone 822-9863 Mile 7.5 Edgerton Hwy. Open 9a.m.-8 p.m. daily, 10-6 Sunday

TAKEOFF TO ADVENTURE!



with Wrangell Mountain Air

Flightseeing -- soft adventure at its finest!

View the awesome rugged beauty of the Wrangell-St. Elias from the comfort of our high wing, intercom equipped aircraft. All flights narrated.

Glacier landings -- a truly Alaskan experience!

Land on the ageless ice and explore this mountain kingdom. Guided and unguided trips available.

Wilderness trips -- Fly into the pristine backcountry for the trip of a lifetime. Day trips to expeditions. Guided & unguided.

Daily flights from Chitina to McCarthy

Avoid 60 miles of one lane dirt road. Park your car and fly in!

Lodging and camping available. \$60 per person one way.

Wrangell Mountain Air, Inc. is a full service air transportation company.
We also offer fly-in wilderness trips, charter and freight service.

Wrangell Mountain Bus operates scheduled shuttle service
between McCarthy and Kennicott.

Reservations 1-800-478-1160 /information (907) 345-1160

Stop by our office in "downtown" McCarthy across from the McCarthy Lodge

Kelly & Natalie Bay, proprietors

Sunday July 3rd
at the

McCarthy Lodge

Parade
Starts at 12:00 Noon

BBQ
Games

No fly zones: Who owns the air?

BY JAMES L. CLOUD

Alaska may have the most roadless areas of any place on earth. Not only are nearly all of our national parks, preserves, wildlife refuges and monuments roadless, but most other federal, state and private lands are roadless as well.

With most Alaska communities and villages inaccessible by road, many visitors inquire about how Alaskans get around a vast, roadless frontier that is one-fifth the size of the United States. In Alaska, we either fly, use dog sleds or snow machine between Bush communities. The animal rights activists don't want us to drive dog sleds anymore. It's too hard on the dogs, they say. Now, our leaders in Washington don't want us to fly either.

When Molly Ross, Special Assistant to the Assistant Secretary for Fish, Wildlife and Parks, mentioned it might be a good idea to have no fly zones over Alaska Conservation Units, I thought she might be a little light-headed and ill from her long flight from Washington. I couldn't believe she was serious.

After all, the most vocal Alaskan for such a plan had used a helicopter to carry building materials for a new cabin near Mount McKinley, and now was complaining about aircraft noise at his "heli-constructed" cabin, chosen at a site well known for Mount McKinley air tours.

Still, I thought they wouldn't really try to restrict flying, or would they?

In March, the Anchorage Daily News published an Associated Press story about such a plan. The article stated, "Managers of almost 'Managers of almost one-third of national park system units perceive a problem with some aspect of already existing overflights."

Alaska accounts for 70 percent of America's national park lands and 90 percent of its national refuge lands. Restricting aircraft flights over these vast conservation units would be a severe impediment to commerce and tourism, as well as a serious safety hazard, given Alaska's inclement weather and mountainous terrain.

This move is just another example of insensitive land management from the great land czars in Washington, D.C. The same newspaper carried a story about a proposal to centralize regional park service offices. A single Pacific Rim regional office would manage national parks in Alaska, Hawaii, Washington, Oregon, California and Idaho. This centralization would result in a loss of approximately 60 Alaska park service employees who would have to move to the more expensive Bay Area.

The government land managers would like us to trust their judgment on these matters. Alaskans have never fully trusted the judgment of its federal landlords and incidents like the one faced by the Seward Harbor Master and U.S. Coast Guard last month don't add to the confidence of Alaskans for decisive and reasonable decision-making from federal agencies.

You may recall reading about the plight of the Seward Harbor Master when an old wooden tug began sinking in the harbor. With permission from the absentee owner, the Coast Guard towed the vessel to the Industrial Center for removal, but found that the tug had become so laden with ice in its ancient wooden planks that it could not be lifted from the ocean. While rough seas were making for dangerous consequences, the Coast Guard contacted the EPA in Seattle for approval to scuttle the vessel in deep water with all but 20 gallons of fuel removed. EPA's response, according to the Seward Phoenix Log, was to call for a 30-day "public comment period!" Fortunately, the cooler heads at the Coast Guard prevailed and authorized the scuttling of the vessel, without waiting for the 30-day public comment period.

No fly zones to accommodate a minority of visitors seeking total tranquillity will be at the expense of tens of thousands of Alaskans and others. Moreover, it will come at the inconvenience of tourists who have no other way of reaching our parks and refuges. Unlike the Lower 48, most conservation units in Alaska have no road access.

Please make your opinion known by contacting Alaska's congressional delegation, the Alaska State Chamber of Commerce and the Alaska Airmen's Association.

Get involved!

(From March 1994 *RE-SOURCE REVIEW*)

1918 - The four story bunk house and the mess house at Bonanza Mine are destroyed by fire.

1918 - Flu epidemic in coast towns -- all mail coming into McCarthy fumigated.

1918 - Copper River Bridge collapses, sending Engine No. 74 and two flat cars into the river.

1918 - Free survey of homesteads in Alaska is authorized.

1918 - The ladies of McCarthy & Kennicott knit 70 pairs of socks for American soldiers in France.

Read all about it ~ in Highlights from the McCarthy Weekly News

Highlights from

The McCarthy Weekly News



That's the way it was in

1918

If you like
OUR TOWN
then you'll love
That's the way it was in
1918!

Re-live the year of 1918 with the residents of
Kennicott and McCarthy.

52 weeks of news in one big issue!

Send \$10 plus \$1.75 postage for each copy to:

Wrangell St. Elias News
McCarthy, P.O. Box MXY
Glennallen, AK 99588

Sharing Christ in the Last Frontier

BY KEN (CIRCUIT RIDER PASTOR) AND SANDI SCHAUER

Joy to you,

I am a Circuit Rider Lutheran Pastor for the Alaska Mission Committee of the Lutheran Church Missouri Synod. I am totally funded by the Alaska Mission Committee so there is no financial burden to the local communities. We travel with a fifth-wheel travel trailer and truck furnished by a grant from the International Lutheran Women's League. Our purpose is to go into communities along the Alaska Highway System and gather people together around God's Word and Sacraments in communities where their spiritual needs are not being met. We have resources to train local spiritual leaders to carry on their own ministry in their own home communities. We are currently at work in twenty-nine communities.

We have the resources and people available to conduct Vacation Bible Schools in any community. If I can help in any way, feel free to contact me. I have a toll-free Alaska number: 1-800-478-5395; regular number 688-5395 or write to me at P.O. Box 671792, Chugiak, AK 99567-1792.

We recently completed a camp for youth at the Squirrel Creek Campground. Thirteen children ages 8-14 attended. A fantastic time was had by all, including the staff!

All are welcome to attend the Lutheran worship services which are held the first Sunday of each month at the Copper Center Fire Station at 11 a.m. Beginning in September, services will be held at the Copper Center Elementary School the first Sunday of each month at 11 a.m. The third Sunday of each month services are held at

the Kenny Lake Library on the Kenny Lake School campus at 11 a.m.

You and everyone else are invited to a special event which will occur on Monday, August 15, 1994, at 7 p.m. at the Kenny Lake Community Center. "Children of the Son," a Christian youth group from Snohomish, Washington, will present a program of drama and song. There will be no charge and no offering.

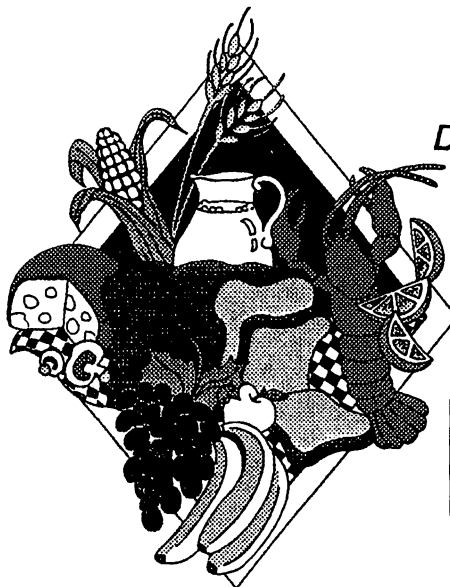
We bless the ministry of Bonnie and Rick Kenyon. We wish to express our appreciation for their kindness, and we are happy to support their ministry in any way possible.

Ken, Sandi, & Tabitha Schauer
Circuit Rider Pastor
Alaska Lutheran Highway Ministry

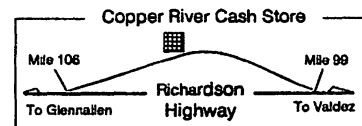
Copper River Cash Store

*Stop by and Check
for the Weekly
IN-STORE SPECIALS*

**We handle BUSH ORDERS
with SPECIAL CARE!
PO Box E
Copper Center, AK 99573**



*Everyday
LOW PRICED ITEMS:
Drive a little & SAVE \$\$\$\$*



**Downtown Copper Center 822-3266
Store Hours 9 am to 7 pm, Monday - Saturday**

(Letters, cont.)

opinions, not those of any of my associates or any agency.

In May at the National Park Service headquarters in Anchorage, I attended Kennicott future plans scoping meeting. I was fortunate to find the announcement in the mail only a day before the meeting. The issue presented was: **Is the only option for the Kennecott Mine to have the National Park Service take it over?**

I only attended about half the meeting. In the brief time, I found not only does the park service not have any money to take over the mine, but

the major attitude of the park service is preserve the wilderness, and they are not well qualified at this time to develop the Kennicott Mine as a tourist destination. I see it as a preservationist versus utilitarianism argument of natural resource management.

A park service employee tried to tell me that this was a wilderness park, that it should all be preserved, and the only reason for a park designation was to allow hunting in some areas. I found myself wanting to explain *to a park service manager* that the park wilderness designation meant people are supposed to be able to enjoy the wilderness, and

the preserve were undisturbed areas that are also important for wildlife that cannot coexist with the inevitable impacts of public access.

A suggestion was raised that I could support in my future vision of what Kennicott should be, and I wanted to share that with your readers. If the state - either the University, Department of Transportation and Public Facilities, Department of Natural Resources State Parks or even the Mental Health Lands Trust - took over the Kennicott Mines, and used federal ISTEA grants or other matching funds sources, the mines could become a better tourist attraction, like

Independence Mines, run by DNR State Parks. The state has a vested interest in providing alternatives to the overcrowding of Denali NP, and can easily provide incentives for use of resources with conservation for public welfare. Local hire preferences would benefit the state for interpretive service and area residents seeking employment.

While I hope by the time I have an opportunity to retire in Kennicott to find a sleepy little town, bustling with seasonal activity, a good economic future, but enough management of visitors to protect my privacy and goods from vandalism. Right now I see a lot of



Service Oil & Gas

RESIDENTIAL • COMMERCIAL

- Heating Oil
- Gasoline and Diesel Fuel
- AvGas and Jet Fuel
- Chevron Lube Oils and Greases
- Fuel Tanks and Accessories

*Service sometimes
means going more than
the extra mile.*

*"We appreciate all our
BUSH
CUSTOMERS!"*

**For the First Name In Service, Call
SERVICE OIL & GAS**



Chevron

PHONE: 822-3375
Mile 188.5 Glenn Highway
Box 276
Glennallen, AK 99588

opportunity in the area: an active community, responsive to the needs of the public, willing to meet the demands, so the Park service will not find it necessary to take over a mess of the tragedy of the commons. I also see rapid growth, and hope we can keep up with it. I am glad to see dedicated individuals addressing planning needs for the social, environmental and economic impacts that the increased visitorship is bound to cause.

Ideally, I would like to see the Park share some of the wilderness resources with those inner city escapees from the lower 48 and other areas. I think visitors should be managed to reduce litter and waste handling, and counted to predict trends and plan for future needs. If there are not enough sanitation facilities, or camping or parking spots, controlling access may be the answer. The park service needs to be more active in designating trails and destinations, rather than impacting private inholdings. Given good management, I think people will cooperate, but from what I can see at a distance in Anchorage, the park service needs to take off some blinders. I came up here to see places swans nest (and have), but if no one goes and appreciates these places (i.e., with a camera instead of a gun), I wonder if we should be satisfied knowing they could be there.

Thanks for listening!
Best wishes,
Doreen Sullivan-Garcia

May 9, 1994
Chitina, AK

Taxing oil companies to cover the state reserve short fall? I think not. We'd be killing the goose that's laying the golden egg.

Why doesn't the legislature speak up and let the public know what this short fall is all about. It's not so much the overspending. Isn't it largely due to non producing programs of studies after studies preventing resource development and crippling industry with ridiculous rules, laws, threats and fines?

Get rid of these non producing programs. Forget about federal assistance. The state is rich in resources; let's make use of them.

Adina Knutson

May 28, 1994

Dear Wrangell St. Elias News,

The "indicator species" for Wrangell St. Elias National Park and Preserve is not caribou or wolves or bears, it's people. That is a politically incorrect point of view, but it also happens to be the truth. The quality of life the people who live in this park enjoy is directly related to the quality of the experience the visitor will have. What freedoms to roam a wilderness will a visitor have when all the

services are provided by the government? The same freedoms visitors in Yellowstone or Denali enjoy - virtually NONE. When the federal government succeeds in driving out all the inholders, then the visitors will be regulated to such a level that the freedom to drive, fly, and walk where you please will be gone. Let the Park Service take a major role in developing the road and you inholders will get the same deal as Kantishna. Let the Park Service control air taxis and you will get what Grand Canyon has, no overflights. The precedents already exist. Action must be taken to secure your freedoms or

the freedoms of the visitor will suffer.

Section 1307 of ANILCA is not vague either in intent nor in the letter of the law. The Park Service has a clear legal responsibility to assist the local inholders to ameliorate the impacts of visitation, in a free market. But given the history of WRST and the park systems units created by ANILCA, clearly the National Park Service has no intention of showing good faith to the residents or to the land, unless they are dragged kicking and screaming into court.

The puerile and all too public condescending attitude displayed by

EXPERIENCE ALASKA'S
"TRUE" WILDERNESS AT



FIREWEED MOUNTAIN LODGE

Private Wilderness Cabins

Located at mile 55, just 3 miles west of McCarthy. Facilities include private, fully equipped cabins, sauna, and tent space. Sorry, no RV/camper parking.

PO Box MXY/McCarthy
Glennallen, AK 99588
907/745-1475

(Letters, cont.)

superintendent Karen Wade towards the citizens, whose private property rights she is legally responsible to uphold, is merely the tip of the iceberg. Last fall I had a meeting with Destry Jarvis, one of NPS Director Kennedy's executive assistants for policy planning, and one of the authors of ANILCA. His first response to the documents and photos I showed him was to suggest, "You know the best answer to all this would be to just buy out all the inholders." Perhaps he thought it was a joke. He noticed rather quickly I wasn't laughing.

I would suggest that complaining to Karen Wade is a supreme waste of time. Politically, a superintendent is a "straw man." They are put in front of the public to take the heat, and thus, draw attention away from the responsible parties. If anyone from the Park Service tells you that a superintendent is a conduit between the region and the residents, they are consciously lying to you.

Ultimately, the fate of private property rights within WRST lies in the hands of the voters of the State of Alaska. The reason inholders feel powerless is because you are unorganized and disinclined to push the issue

using political tactics. This is understandable. Nobody moved to Alaska or to the Wrangells to become a lobbyist. But, lobby you must. Because special interest groups like the Wrangell Mountain Center and the National Parks and Conservation Association have more influence than you do. They are the political powers of a socialist agency beholden to no one. An agency whose agenda is not the empowerment of people to control their own destiny, but one that sees itself as saving the planet from the evil money-grubbing inhabitants - that's you. These special interests will continue to gain credibility and power because they are supported by the system.

I urge all the residents of WRST to organize and circle the wagons. Or move to Florida. Retain at least one good attorney and make it your business to beat the bureaucracy at their own game. That feeling of powerlessness you get every time you discuss park politics is exactly what the Park Service wants you to feel. They want you to give in, sit down and shut up.

Roger Brockman
Park visitor, '92, '93, & '94

Tuesday, May 24, 1994
Illinois, Massachusetts
and Alaska

To the People of
McCarthy, Alaska,

We have just enjoyed
a lovely visit to your town

and Kennicott. Two of us are out state visitors (Illinois and Massachusetts) and one an Alaskan resident of 42 years.

We chose to make the trip into McCarthy because of the area's secluded beauty and because of the undeveloped, natural environment. We found the area charming, and the people we met were very friendly, helpful and accommodating.

Upon departure we were disheartened to learn of plans to construct a 150' tall suspension bridge to ford the river into town. While a bridge would be useful, something smaller and more suited to the surrounding environment seems more appropriate.

As visitors who appreciate the natural beauty of your area's landscape, and who have experienced the devastating effects of inappropriate development and unchecked growth in tourism (we were all Peace Corps volunteers in Thailand, 1990-1992) we support only small-scale development which is environmentally appropriate and suited to the realities of the existing need.

We wish you well
with your plans.

Sincerely,
Cynthia Robinson
Kelly L. Nelson
Kate Nilsson

Backcountry Travel Associates

*"Complete Reservations Service for
your McCarthy - Kennicott vacation."*



Reservation Service for the Copper
River Valley, McCarthy-Kennicott, and
the Wrangell-St. Elias National Park.

Backcountry Travel Associates
P.O. Box 493, Glennallen, AK 99588
CALL: (907) 822-5292 or
1-800-478-5292 (AK)

(Consider, cont.)

notices regarding the private property. Was this merely a coincidence? An isolated incident? I think not. Those of you operating businesses in town should be happy someone is there to steer people your way and assist them when they return. The pleasant stay they had in your hands will not be remembered for long if they return to the parking lot to find a flat tire or other vehicle problems and no one around to assist them. The presence of a helpful hand and smiling face will ensure those people will always leave the area feeling even better than when they first arrived. The likelihood of vandalism to residents'

cars should also be greatly reduced by the presence of a parking lot attendant. As use of the area increases you can expect your cars will become an easy target if no one is ever around who knows who belongs to what.

In closing I can't say enough about how much I have enjoyed the personalities, scenery, and services experienced in McCarthy/Kennicott to date. In some ways McCarthy possesses the very best of Alaska. But sadly, in terms of camaraderie and cooperation, it seems most other small towns in Alaska provide a more shining example. You all need each other if you are to withstand the storm that is surely coming your way. Band together, help each oth-

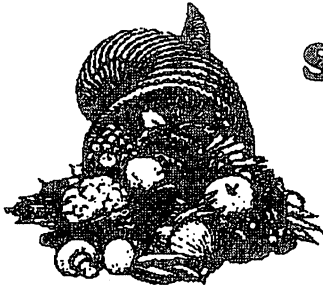
er, look for the good in your neighbors instead of the bad. As long as you continue to fight amongst yourselves, you are effectively buying the federal government the time it needs to effectively "manage" you right out of the park. The more services and improvements which are provided by individuals means a bigger price tag for the government if and when they try to condemn all your land and buy you out. The bigger the price tag, the more unlikely it will ever happen. In short, if you're going to play ball with the big boys you better play smart and form a big team. The way you're headed you're going to forfeit the game before it really even starts.

A

Give a gift subscription — Wrangell St. Elias News

PARK'S PLACE

IN GLENNALLEN - OPEN 24 HRS.



**POPCORN, HOT-DOGS,
SANDWICHES, COFFEE, ALL
YOUR GROCERY NEEDS.**

Stop by and stretch your legs and
visit our help. Keep them awake!

20 years of service -- July '74 to 1994

The Friendly Place to Shop!

FOR YOUR CONSIDERATION

Guest Editorial

BY CHERYL MOODY

As Rick and Bonnie know, I have made several trips to the McCarthy area in the last year. Further, there is little doubt that my vehicle will become a more common sight in the parking lot in the years to come. By writing this letter I suppose I risk alienating many locals before I am properly introduced, however, I am compelled to comment on the latest source of contention in your community.

As a subscriber, your newspaper helps keep me posted on many of the changes (large and small) that my family will ultimately experience in future visits. Recently, the paper prepared me for the changes in the "parking lot." Therefore, I was not surprised to be greeted by "King Floyd" himself (temporarily displaced from his kingdom and disguised as a peasant), and was prepared to pay my fees.

I fear it is becoming more and more difficult to visit McCarthy without getting caught up in (or at least getting several earfuls of) the latest trials and tribulations of the town's residents. I admit that I was at first charmed, later somewhat mystified, and finally downright discouraged by the intensity of the hard feelings which have permeated the community over the resident parking fees. Further, all the finger pointing that occurs and the general distrust that many residents openly exhibit for one another is starting to remind me more of a highly-urbanized, crime-ridden area than any other place in Alaska where I have had the pleasure to live or work. Many locals appear most anxious to air the towns dirty laundry to anyone who will listen, including somewhat captive tourists involved in various recreational

pursuits. No doubt many of those who are quick to fan the fires of dissension are those who later feel hurt and frustrated when the town receives a reputation for being petty and selfish.

In these uncertain times of global unrest, AIDS, and unregulated nuclear arms it is good to know there are still people who have nothing more serious to occupy their minds with than what a fellow "inholder" is doing with his property. Seriously, to listen to many of you a person would think the owner of the parking area had blown up all your cars, contaminated your water supply, and subsequently infected you all with a life-threatening disease. I have to say that in your place I would have considered writing him a thank you letter for all the years of free parking. If I was unable to pay the \$60 annual fee I would have at least contacted him to discern if he was interested in trading parking for meals, lodging, flight seeing, labor, or whatever. Quite frankly, the man must be a saint not to have had your cars towed and auctioned off by now.

We heard some residents intend to write a letter to the state and ask them to buy the property. (In the face of declining oil revenues, I found this concept almost as delightful as the thought of the state providing legal representation for McCarthy residents to fight the settlement of the mental health trust, however, I digress...) No doubt these same residents will be surprised (or horrified?) to learn that DNR is charging at least \$50/year for annual park users fees for overnight camping, and also charges day use and boat launch fees at state recreation areas. Getting the state or feds to control this land will not result in free parking

for locals, and in fact long term parking could well be eliminated (or least moved farther up the road away from the trams) as the need for visitor parking grows.

The Alaska Department of Transportation (ADOT) maintains they own a right-of-way through the privately held parcel (that being the McCarthy Road). Some residents we overheard (yelling in a restaurant) said that they can and will park on the ADOT right-of-way. I suppose it's highly unlikely that ADOT will quickly haul their cars away, however, the ADOT right-of-way is part of the highway and therefore publicly owned. I would venture to guess that the ADOT road maintenance crew will not be delighted to find 50 cars lined up and down the ditches of the already narrow road. Therefore, that section of the road will simply not be maintained, or eventually they will call for assistance in moving the illegally parked cars. No doubt residents will be delighted to pay a towing and wrecking company several hundred dollars to get their car out of a secured lot in Glennallen if and when this happens, in lieu of paying \$60/year for a designated parking spot.

We also heard a number of very discouraging remarks about the parking lot attendant providing information to people when they arrive. Last summer and fall I made trips to McCarthy and stopped at several other recreation areas along the way. In one trip I met 4 different groups of people (only one of which were elderly) who had driven the road to the trams but had turned around because they did not know how to operate them, were unsure where to go once they crossed the river, and did not think they would be welcome after seeing all the

LETTERS TO THE EDITOR

May 23, 1994
Milwaukee, WI

A good day to you
Rick and Bonnie,

The Wrangell St. Elias News publication is really a wonderful newspaper. No matter when I pick this publication up, I run across something new or just enjoy reading your style of writing.

I do want to note, that your burn barrel basics is being employed in northern Wisconsin. Your publication gets many miles here in Milwaukee, and a few of these readers remembered your burn barrel article.

I was going to donate your newspaper to the Milwaukee Public Library-Periodical Department, but figured that each editor should have a permanent copy of their own publication / newspaper.
Very sincerely,
Ted Cebula

Ted surprised us with a hardbound book containing Volumes 1 & 2 (1992 & 1993) of Wrangell St. Elias News. What a keepsake of memories for us! Thank you, Ted.

May 25, 1994
Valdez, AK
To the Editor:

As a subscriber and tenant at Fireweed Mt., I like your news periodical and look forward to it in the mail. The May-June

issue did bring to my attention an issue which appeared, in at least six pages, regarding the National Park Service. Granted, there are dislikes and concerns regarding the administrations, regulations and personnel of the N.P.S. but still it is a part of our country and there are two or more sides to every controversy. It seems to me cooperation, compromise, and an effort to conciliate differences is by far more beneficial in the long run than the "chip-on-shoulder," antagonist attitude shown in the last issue. I think the editor of this paper should be open-minded enough to present the good aspects and benefits that we could all receive from this part of OUR government.
Sincerely,
J. Harold Michal

May 6, 1994
Glennallen, AK
Editors
WSEN McCarthy
Dear Rick and Bonnie,

I have wanted an excuse to write you and when I saw that JA94 on my address tab I figured that if I didn't want to miss the next issue I had better re-subscribe. My first subscription was a gift from good friends Inger and Charlie. They are folks that "you can run the river with."

I thought your reporting in the May and June

issue concerning the Park Service was factual and objective. I am an inholder, though not in the McCarthy area, and am mentally bracing myself for the time when the Park Service will decide that my puny five acres within "their" Park will be necessary for national defense, the public need or is perhaps a detriment to the well being of the ecosystem. Granted I haven't been harassed by the Park Service like some inholders but figure it is just a matter of time.

The bureaucratic big brotherism policies of the Park Service are found in too many of our departments of government. The I.R.S., E.P.A., FBI, the ATF people and others are going to regulate us to death. The government is supposed to help and serve the citizens. Instead we are at the mercy of these regulation-happy bureaucrats who want to control every facet of our lives. The elimination of freedom of choice and life styles is one of their main goals. Our only hope is Congress, and they seem to be oblivious to the dictatorial powers they have granted agencies like the Park Service. Writing our congressmen is like sending a letter to the dead-letter office.

I remember fondly my first trip to McCarthy. I think it was in 1963. I flew with Jack Wilson in

his old (even then) Twin Beech. As we walked around McCarthy I was amazed by the number of old cars and other historical items that we saw. I remember the saloon with dirty glasses and poker chips still on a table. We ended up salvaging a couple head lamps from the town dump. Unfortunately, many of those historic items were snatched up, hidden away, or shipped out of the country by later visitors.

I enjoy your publication very much but few of the names of the present residents ring a bell. I do remember Jim Edwards and would like to see him again. I intend to visit McCarthy again but I know it won't be like it was in 1963.

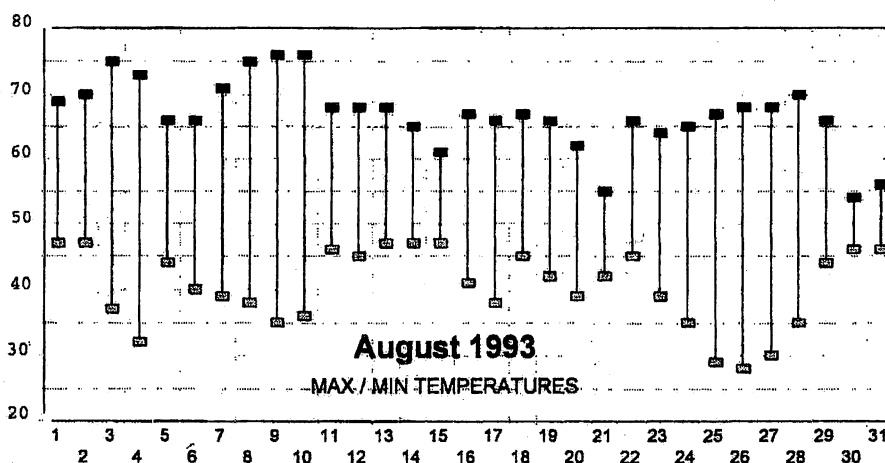
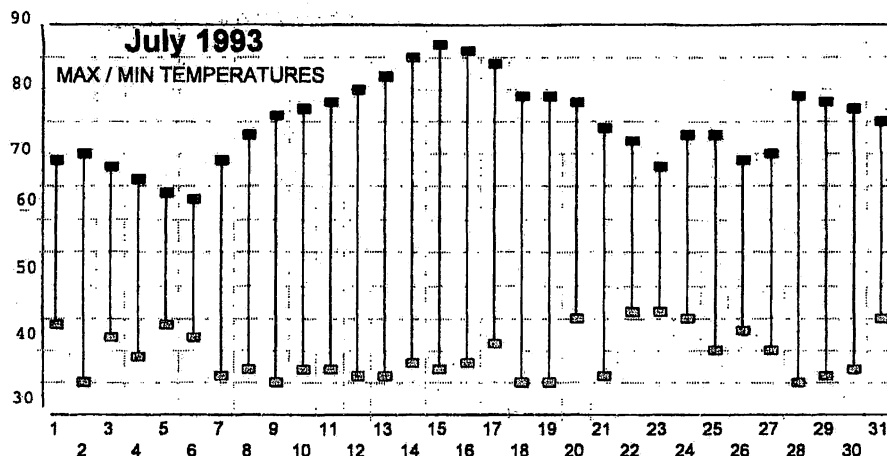
I know several of the Park employees and consider them "good people" but I cannot accept the policies which they have to adhere to and their inflexible policing of OUR PARK.
Sincerely,
Fred T. Williams

June 3, 1994
Anchorage, AK
Dear Bonnie and Rick:

First I just want to say how much we enjoy your newsletter. It is so much better than the daily issue of depressing information available to us in Anchorage. Secondly, my husband asked me to mention these are my own

(cont. pg. 34)

Weather - What can we expect?



Wrangell St. Elias News
McCarthy - PO Box MXY
Glennallen, AK 99588-8998

BC
BACKCOUNTRY CONNECTION

SCHEDULED VAN SERVICE / DAY TRIPS
OVERNIGHT TOUR PACKAGE

"The Independent Traveller's Touring Service"

1994 Specials

McCarthy / Kennicott Day Adventure
\$89 per person

McCarthy / Kennicott Overnight
\$169 per person (double)

P.O. Box 243 Glennallen, AK 99588

Call for reservations!

907-822-5292 or Toll Free 1-800-478-5292 (in Alaska)

FAX 907-822-5113

GLENNALLEN to McCARTHY
(Monday through Saturday)

Depart Glennallen ----- 7:15 a.m.
Chitina ----- 8:30 a.m.
Arrive McCarthy ----- 11:30 a.m.

McCARTHY to GLENNALLEN
(Monday through Saturday)

Depart McCarthy ----- 4:30 p.m.
Chitina ----- 7:30 p.m.
Arrive Glennallen ----- 8:45 p.m.

1994 RATES

Glennallen to:

Chitina ----- \$14
Strelina/Kotsina ----- \$23
McCarthy ----- \$49/\$88 RT

McCarthy to:

Chitina ----- \$35/\$60 RT
Strelina/Kotsina ----- \$26
Glennallen ----- \$49

Service also available to/from Valdez and Denali. Call for rates & scheduling.