

<http://mccarthy-kennicott.com>

Wrangell St. Elias News

"External vigilance is the price of liberty"

Vol. Ten Issue One

January & February 2001

Two Dollars

Lots of Lynx!



WSEN staff photo

From all reports there are plenty of Lynx running around the McCarthy area, following several years of high population of snowshoe hare. This one was checking out the WSEN bird feeder in mid-December.

*Airplanes in the
Wrangells—
"Mudhole" Smith*

conclusion



A note from the publisher

BY BONNIE KENYON

A very Happy New Year to all our readers! Do you know you are on "My Special List?" I'll call it my subscriber's list. This morning (Dec. 21) as Rick and I are putting the final touches on the first issue for 2001, we received an email from one of "you" and it blessed me so much that I wanted to share it with everyone on our "list." Here it is:

My Special List

I have a list of folks I know, all written in a book,

And every now and then I go and take a look.

That is when I realize these names they are a part,

Not of the book they're written in, but taken from the heart.

For each name stands for someone who has crossed my path sometime,

And in that meeting they have become the reason and the rhyme.

Although it sounds fantastic for me to make this claim,

I really am composed of each remembered name.

Although you're not aware of any special link,

Just knowing you, has shaped my life more than you could think.

So please don't think my greeting as just a mere routine,

Your name was not forgotten in between.

For when I send a greeting that is addressed to "you,"

It is because you're on the list of folks I'm indebted to:

So whether I have known you for many days or few,

In some ways you have a part in shaping things I do.

I am but a total book of many folks I've met,

You are a friend I would prefer never to forget.

Thank you for being my friend and subscriber to WSEN!

for many years to come. Our youngest grandson, Caleb, is 4 1/2 months old and the only grandson we hadn't seen (or held) yet. Of course, I made up for lost time!

On the last leg of our journey home (the McCarthy Road), we spent an hour in a road glacier but thanks to passers by Jim Baker and Bob Frisbee, we were successfully pulled out. With much thanksgiving, there was room to skirt the deep water hole and continue on our way.

The cube was in the shape (thanks to our good neighbor George Cebula) and it didn't take us long to unpack and settle right back into the routine of our daily chores.

We here at WSEN pray you have a wonderful, blessing-packed 2001! Don't forget, "You are special to us."



WSEN staff photo

Caleb Kenyon

Rick and I returned to our McCarthy home December 7th after visiting family in Florida and Georgia. Thanksgiving was spent at our son, Rick Jr's home with our four grandsons, Jonathan, Stephen, Joshua and Caleb, daughter-in-law, Maria, Rick's folks, Carl and Virginia Kenyon and my mom, Neta Schafer. It was a special time together and one I will treasure

Wrangell St. Elias News welcomes aboard the following subscribers: Jerry and Joan Coppess, AK; Richard and Valerie Anderson, AK; John Ducsay, NJ; Mary Atwell, TX; Nancy and George Goethe, FL; Dr. Christine Moore, VA; Dawn Rothman, AK.

Items of Interest

BY BONNIE KENYON

Jim and Audrey Edwards: December 8th was no ordinary day at the Edwards's house! It was the day set aside for the "ladies only" Christmas cookie exchange. Believe me, Audrey was more than busy. McCarthy's annual cookie party originated several years ago with Carly Kritchen but due to her absence this holiday season, Audrey decided she couldn't bear the thought of us ladies doing without our annual social event.

Therefore, she so graciously offered to fill in for Carly as our hostess.

Jim, on the other hand, was just trying to stay out of her way. I'm sure he was glad it was a Friday and one of our weekly mail days. He decided walking to mail would use up more time and give us ladies plenty of space.

By the time 12:30 p.m. rolled around and the first guests appeared (that was Sarah and Rene Welty and myself), delicious aromas filled the Edwards's cozy kitchen and living room. Before long, seventeen ladies had arrived from the McCarthy, Kennicott, Nizina, Fireweed Mountain, Long Lake, and the west side areas. It didn't take us long to begin sampling the scrumptious lunch that Audrey had so lovingly prepared for us. Individual quiches, spinach dip, and shrimp salad – just to name a few – began filling our plates.

After we had made quite a dent in Audrey's lunch (I'm sure

Audrey would say we didn't make enough of a dent as she sent doggie bags home with us to share with our families!), we all stood around the cookie-laden table and identified the creators of each goodie. And then the work really began! That of filling our individual containers or plates.

The single men of our community have Audrey and the rest of the ladies to thank for

could choose "my" cookies from those extra ones she had made for the occasion. Thank you, Audrey! You are appreciated.

George Cebula: Speaking of giving out my appreciations for my neighbors, I cannot let the opportunity pass without saying to George, "Thank you for a wonderful job in reporting the weather observations for Rick and I while we visited family." As most of our readers know,

George is retired from NOAA but he hasn't resigned from the ability to read and report weather.

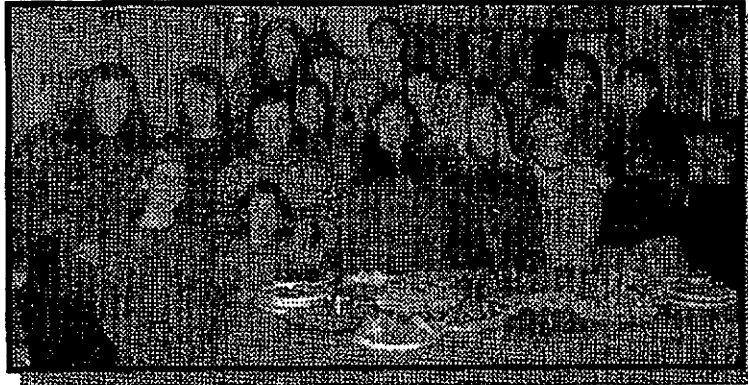
And now it is time for his vacation and one he certainly deserves. At the present, he is winging his way to Ohio and Wisconsin to spend Christmas

with his mom and brothers and their families. Have a great time, George, and come home refreshed.

Brooks, Diane and Ian Ludwig: I am pleased to report that the Ludwig family arrived safe and sound at their Fireweed Subdivision home the first week of November. Rick and I didn't get to see them, however, until we returned from our trip south. Ian, whose first birthday will be Feb. 2, is just as cute and lovable as Sarah and Rene Welty's description. Diane said they found their cabin in fine condition and that it felt so good to be back.

Welcome home, Brooks, Diane and Ian!

Chad Reymiller and Julia



donating their cookies to provide them a holiday treat, too. Audrey reports she has received written and verbal thanks for the delicious wares we all shared. I hear Tim Mischel's cookies didn't make it too far down the trail!!!

Audrey wants to thank all the ladies for their contributions to yet another successful cookie exchange. She says she appreciates the thank-you cards and the numerous responses from the ladies who attended. I, especially, have Audrey to thank. Not just for hostessing this event but for the cookies she so readily make "for me." Rick and I had just arrived home the night before, tired and busy unpacking. She informed me I

Coats: Two more McCarthy area residents have shown up for the winter months. Chad and Julia are thankful to have successfully gotten in their (long) list of building supplies. Although Rick and I haven't made it down to see their progress, they tell us they have a few more log rounds and then they should be ready to tackle the roof.

We were going to include a picture of their headway but decided to wait until next issue. So, stay tuned for Chad and Julia's construction project.

The Welty family: Don, Lynn, Sarah and Rene are off on a winter adventure – south. Their first stop is Xenia, Ohio, where they plan on visiting Lynn's parents, John and Nancy Burtch. Then they will travel even further south to see Don's folks, Don and Marge, in New Smyrna Beach, Florida. Since I know both sets of Sarah and Rene's grandparents are subscribers to WSEN, and their copies should arrive while the Welty's are there, I'll pass on to you, girls, that the rabbits (which I am babysitting) are fairing just fine. I know you all are having a wonderful time! WSEN's best regards to the Burtches and the senior Weltys!

Jim, Jeannie and Aaron Miller: Speaking of people heading to warmer climes, Jeannie informed me she, Aaron and Jim are taking off after the

new year for a long overdue "vacation." According to Jeannie, they have not had one since 1992, and they intend to make the most of it.

I asked who was going to be house and animal sitting. Daughter Stacie is expected to arrive shortly after Christmas and stay the entire time.

Stacie and her friend Dan Elsborg have their own dog team, says Jeannie, so they will have their hands full of animals! I was warned to be on the lookout for Dan and Stacie's team. Seems the dogs only know full-speed ahead. Jeannie says whereas her team plods along, not so with Dan and Stacie's. I asked Jeannie if Dan wears a helmet. She said, "No, but he should or maybe a full armor!" Well, thanks for the warning and our congratulations to the Miller family on their upcoming vacation.

Nelson Corcoran: It's quite a luxury to have Nelson drop in for a visit during the winter time. In the past she has spent her winters working elsewhere. Recently she came home with a new purchase—a Polaris snowmachine. I asked her if she enjoyed driving it and, even before she spoke, I could tell by the gleam in her eye and the humongous grin on her face, that she was hooked!

Anchorage seems to do strange things to Nelson. For

instance, she showed me the great buy she got on a pair of Carhart pants at a local thrift store—two dollars. I was impressed. Then she wondered if I had noticed anything different about her hair. Well, I had to admit the light-colored streaks were very attractive. She informed me that she had gone to a beauty parlor (!!!!) and got a new look. When she told me what it cost her, I was amazed. — especially for a young lady who wisely shops for \$2 Carharts!

Al and Fran Gagnon: I decided to give "May Creek" a call and see what was happening in their neck of the Alaskan bush. Fran answered the phone this time as Al was out trying out their new snowmachine. The Gagnons are doing very well. says Fran, but she did want to report that as of my phone call (Dec. 29) May Creek was still open in places. According to Fran, it is unusual for this time of year. She attributes it to the warmer weather we are having this winter.

The Gagnon's bird feeder is being well tended this season — Al keeping it filled with black sunflower seeds and a touch of thistle seed a lot of Pine Grosbeaks, black and boreal chickadees, a touch of red polls, and occasional visits by a Rusty Blackbird and a couple of crossbills are dining in luxury this winter.

Wrangell St. Elias News

VOL. Ten, Issue One, January & February 2001.

Published every two months at McCarthy, Alaska. McCarthy, PO Box MXY, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX (907) 554-4494 (note this is a new number).

E-mail Wsenews@aol.com. "Copyright © 2001 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers."

Contributors to this issue: George Cebula, Ned Rozell, Kenny Smith, JoAnne Woolever, Sarah Welty, Sissy Lommel Klueh & Ed LaChapelle. Subscription price is \$10 for one year in the USA. Canada \$12.50. Other countries \$20. Advertising rates upon request. Deadline for publication in next issue is Feb. 15.

PERIODICALS POSTAGE PAID AT GLENNALLEN, AK. 99588.

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

Fran says she and Al are in for the winter but they both had a wonderful time this past October visiting Al's side of the family in Sycamore, Illinois. They attended a wedding and a family reunion.

Since returning home, Fran says she has resumed her favorite hobby (and successful business venture) of creating her special bead necklaces. Welcome home, Fran and Al!

Ed LaChappelle and Meg Hunt: Ed and Meg also just recently returned home. New Zealand was their place of travel and, according to Meg, a place she would consider returning. The exchange rate was excellent and there was plenty of spring-type weather and lots of flowers to greet them. She and Ed spent 3 weeks during the month of November hiking, enjoying the beautiful scenery and the company of such "friendly" people.

Ed and Meg are also experimenting with a new purchase of theirs – a 340 Bearcat snowmachine. Meg made her solo trip to the Ladies' cookie exchange and did just fine. She and Ed even ventured out to the Nizini to visit the Bay family. Happy trails, Ed and Meg!

Tim Mischel: I never know where Tim is when he answers his cell phone, so I usually start off our conversation with, "Where are you?" I know that sounds rather abrupt, but with Tim, one just never knows if he's up at the Angle Station, down in the valley or visiting a neighbor. This time he was at the Miller's homestead.

Although Tim has plans for a bit of winter traveling, he says he's not ready to leave home while the weather is "so nice and mild." So, he's enjoying the winter, he says, and doesn't have any immediate plans to

leave.

Doran Ward, Roni English and family: Doran, Roni, Adam and Becah are back from a whirlwind and rather intense shopping expedition to Anchorage. They managed to drive over, skirt around and even successfully drive through the road glaciers on the McCarthy Road. (I was glad to hear that as Rick and I spent an hour in one of those "infamous" glaciers just recently!)

Roni says Cal Jr. (Doran's brother) is at the Fireweed Mountain homestead, too, and plans on spending Christmas with them. Cal Jr. is busy on a cabin-building project himself so he has been to the area a fair amount.

Stephanie Peikert, Adam and Becah's homeschool teacher, is visiting family Outside but, says Roni, she left a packet of school projects for the kids and Roni, who is back to being homeschool teacher. Needless to say, she misses Stephanie a whole bunch!!

Chris Richards: I am glad to report that Chris's knee surgery was a success. He says the knee is "mellowing out good, no complications, has full range and motion and, thankfully, the pain was minimal." That is helpful since he had to walk about 2 miles the other day when his 3-wheeler refused to carry him the rest of the way after a trip to mail.

Dave Hollis: Rick and I were pleased to receive a phone call from Hollis, asking us if he could come over and get propane. He says he is doing fine this winter. Mark Wacht who owns a cabin on the Nizina side of McCarthy Creek so graciously offered to let Hollis use his place while he's outside. I asked him what he is doing with his time and he says, "Hauling water, getting wood,

doing some reading and writing letters and Christmas cards and just enjoying the winter."

In loving memory of John D. "Jack" Coats – 1925 to 2000

Longtime Copper River Valley area resident John D. Coats, 75, died December 4, 2000, after a short battle with cancer at the Anchorage home of his brother, Bob.

A gathering of friends and family was held on December 15 at the Evergreen Memorial Chapel in Anchorage, Alaska. A memorial service followed.

Mr. Coats was born May 12, 1925, in Cordova. His childhood years were spent in Chitina, where his father was employed with the Alaska Road Commission. He moved to Anchorage with his family in 1937. Mr. Coats graduated from the Anchorage school system and attended diesel engine maintenance schools in Chicago and welding school in Cleveland.

Mr. Coats resided and worked in Glennallen for many years, employed first with the Alaska Road Commission, then with the Alaska Department of Transportation as a heavy duty mechanic, welder and heavy equipment operator. He also spent numerous winters maintaining snow removal equipment in Thompson Pass.

After retirement in the early 1970s, Mr. Coats moved to Strelina to enjoy the peace of tranquility of the wilderness and atmosphere.

Survivors include his brother and sister-in-law, Bob Luz Coats, nephews, Rick Coats of St. Croix, Virgin Islands, and Robert L. Coats of Aloha, Oregon, and grand-niece, Cimarron of Aloha.

Airplanes in the Wrangells

"Mudhole"

(Continued from November/December issue)

BY KENNY SMITH

As World War II drew to a close economic activity in Alaska was divergent and confused. Anchorage and Fairbanks benefited significantly from the war effort due to the huge military bases constructed near those communities. However, at the end of the war, almost all-military establishments in the territory would close with the exception of a few like those near Kodiak, Whittier, Anchorage, Fairbanks and Adak. Civilian settlements adjacent to the remaining bases continued to prosper. Cordova had small Army and Navy attachments at miles 7 and 13 along the old Copper River and Northwestern Railway (CRNW) route. When these closed down Cordova faced the same predicament as many other Alaskan communities. What activity or industry could be found to substitute for the fading military economic base?

Cordova would soon have to rely again on fisheries for its economic future. No change was in store for the up country ghost town communities at Chitina, McCarthy and Kennicott. These communities were destitute after the CRNW closed down in 1938. By 1944 Chisana wasn't much better off.

In January 1943 Smitty's boss and friend Harold Gillam had been killed in one of war contractor Morrison Knutsen Company's (MK) aircraft near Ketchikan. After Gillam's death Smitty continued to fly for MK. Most of his assignments were on the Alaskan Peninsula just east of the declared war zone in the

Aleutians. As 1944 progressed the Japanese were pushed out of the Aleutians and MK began to shut down its operations. When MK pilots quit they weren't replaced so Smitty began to make plans to move on.

At Cordova the stockholders of Cordova Air Service, of which Smitty was still one, had agreed in 1943 to merge with Alaska Star Airlines. (Alaska Star Airlines was the forerunner of Alaska Airlines and their symbol, ASA, is still used by Alaska Airlines today.) But by 1944 the Civil Aeronautics Board (CAB) had decided to deny the merger. By that time Cordova Air Service was in shambles (Alaska Star was not much better off). Alaska Star had moved the Cordova headquarters and all the Cordova airplanes, except one, to Anchorage. No pilots were permanently based in Cordova and residents of Cordova, Prince William Sound and Wrangell Mountain communities were unhappy. The stockholders of the air service were getting together to discuss the company's future and they wanted Smitty to come to Cordova for the meeting.

Before Merritt Kirkpatrick "Kirk" died in the aircraft accident near Cordova in April 1939, he had brought his younger brother, Maximillian Kirkpatrick "Max," to Cordova to work for Cordova Air Service as an aircraft mechanic. Max moved to Anchorage after Kirk was killed. About the time Smitty was preparing to leave MK, Max called with a business proposition. Max needed a third partner in an enterprise he was develop-

ing in Anchorage. Each partner had to put up \$35,000. Smitty believed he could come up with the money but instead thanked Max and said no. Smitty explained that he thought the economic future of Alaska was nearer Cordova and that mining activity in the Wrangells would undoubtedly come alive again. Max's business went on to become Alaska Sales and Service Inc., worth millions since it held the General Motors's franchise for most of Alaska.

While Smitty was still working for MK he borrowed one of their airplanes and flew to Cordova to meet with the Cordova Air Service stockholders. He also took time to visit communities in the Wrangell Mountain and Tanana River country as he was aware of rumors that those areas had suffered severe transportation neglect during the war years. One of the worst situations he experienced was at Chisana where his old friend N.P. Nelson still lived. On his way in Smitty picked up the Chisana mail at Chitina. Chisana had not received mail for eight months. Food supplies were exhausted and folks were getting together and making plans to walk out before winter really set in. Smitty took their annual grub orders and headed for Anchorage.

Ray Shinn was vice-president for MK. Smitty was still working for MK and asked Ray if he could lease a larger airplane to help Chisana. The big Boeing 80-A, NC224M, that Smitty had wrecked at Merrill Field the year before, had just been rebuilt and

fitted with new hydraulic brakes. Shinn told him to use it. Smitty used 24M for more than a week making trips from Cordova to Chisana and other areas in central Alaska. He could transport over 5 tons of food into those small airports with that huge trimotor biplane. After he was finished he took 24M back to Anchorage and asked Shinn how much he owed MK. Shinn said you owe us nothing. Shinn knew Smitty was going back to Cordova in order to jump start Cordova Air Service and figured he needed all the help he could get. (In 1992, Alaska Airlines paid tribute to its founding fathers. They honored Smitty by printing the story of the Chisana emergency supply lift in ads in many popular national magazines like *Time* and *Newsweek*.)

Cordova Air Service stockholders wanted Smitty to return and run the air service as he had before the war but Smitty wanted to buy them out. The stockholders owed Alaska Star Airlines thirty-thousand dollars, the amount ASA had paid them before the merger was denied. The stockholders agreed to sell their stock to Smitty for that amount which meant they more than doubled the money they had originally put into the air service in 1934. All Cordova Air had was one Bellanca when Smitty purchased it. Within a short time he acquired a SM8A Stinson from his friend Jack Peck in Anchorage, a SR10 Stinson he bought from Bristol Bay Air Service and a SR9 Gull-Wing Stinson.

Shortly after returning to Cordova in 1944, Smitty and Bertha purchased Tom J. Donohoe's vacant home and had it refurbished. Donohoe was the



CRNW's first attorney and had been practicing law in the territory before the turn of the century. Donohoe Ridge near McCarthy was named after him. He also was partnering with George Hazlet when they surveyed and platted a townsite on Orca Inlet in 1905. Later, Mike Heney, "The Irish Prince" and the first construction contractor for the CRNW, purchased half the townsite and named it Cordova. Hazlet and Donohoe each took one of the better lots for their family homes.

Smitty also began hiring pilots. One of the pilots he hired was Darryl "Red" Underwood. Red had extensive war time experience in the most modern air transports of the day. As soon as he acquired aircraft and pilots he began running scheduled flights to Anchorage and Fairbanks. The flight to Fairbanks had multiple stops, such as Valdez, Copper Center, Gakona and Paxson. Cordova Air Service also had air mail authority for every community in the Wrangell

Mts., Prince William Sound and the gulf coast of Alaska as far south as Yakutat.

By 1945 it was obvious that the single engine aircraft weren't really suited for the Fairbanks and Anchorage schedules so Smitty went back to MK and purchased their Lockheed 10E, Electra. There were only 15 of these aircraft built. This Electra was a near twin to the one that cost Gillam his life near Ketchikan in 1943, except this one had the larger Pratt & Whitney 1340 Wasp (550-hp) engines. It was also identical to the aircraft Amelia Earhart used when she won the Bendix Trophy; the same airplane in which she disappeared during her 1937 round-the-world attempt.

When the Alaska Steamship Company's liner "SS Yukon" after leaving Seward for Cordova during a February 3, 1946, storm went aground and split in two on Cape Junken, the Electra proved valuable for Cordovans. There were 495 passengers and crew on the ship, many of which were family or friends of those in

Cordova. The Electra carried 10 Cordovans and was able to circle the survivors and wreckage for hours. Many passengers were trapped on the ocean breaker lashed beach next to vertical cliffs. It took two and half days to rescue everybody (11 passengers perished). One of the Electra's Cordova passengers was a man whose wife was on the Yukon. He was almost overcome with grief, but she was among the first few survivors to come ashore at Seward and he was there to greet her.

Cordova Air Service used the Electra for about a year. Then in mid 1946 Smitty sold it and purchased a Douglas DC-3, just in time for Alaska Steamship Company's longshoremen strike. No ships came to Cordova for two and a half months. An emergency airlift was needed. With Red Underwood flying, it took Cordova Air Service two days to complete a round trip to Seattle with the DC-3. The DC-3 could carry 7,000 pounds of groceries. Due to the demand for food, Cordova Air had to place a northbound embargo on all cargo but groceries. The DC-3 could be expected to return from Seattle at any hour day or night. (One of my oldest memories goes back to when I was six years old and the time Smitty (Dad) had me hold a lantern on a cold wet night in order to mark the edge of the parking apron at the Mile 13 airport for the DC-3s arrival.) In town, even late at night, Cordova residents waited in lines over a block long for the airlifted food.

Later the SS Alaska hit a rock not far from Cordova, but was able to limp into port. Cordova Air Service used the DC-3 to ferry most of the SS Alaska's passengers to Anchorage.

After the strike was over Smitty had to sell the DC-3. By the late 40s the economy of Alaska had slowed again and the Prince William Sound's commercial salmon fishery was entering an extended period of doldrums. Smitty began using somewhat smaller aircraft and even though the Cordova economy was hard he was able to maintain schedules to McCarthy, Fairbanks, Valdez, Anchorage and the Prince William Sound mail points. Over the next six years on these routes Smitty used a variety of aircraft including two large eight passenger single engine Noorduyt "Norsemans," two or three twin engine Cessna T-50 "Bamboo Bombers," one Douglas "Dolphin" twin engine amphibian, one Grumman Goose twin engine amphibian, and one six passenger Lockheed Model 12 "Electra Junior." In addition, Smitty used smaller aircraft such as a number of the Stinson Reliant SR series including the Gull Wing Stinson, Cessna 170s, Aeronca Sedans, and Piper PA-14s.

One of the major problems Cordova Air Service had up until 1953 was that its operations were dependent upon visual flight rule (VFR) conditions. Scheduled flights were canceled time and again because of weather. Smitty wanted to expand the size of the fleet and begin more reliable service. In order to do this it was necessary to begin instrument flight rule (IFR) operations. But Cordova's route structure couldn't really support large all-weather size aircraft like the DC-3.

But Smitty wanted to expand. Since commercial banks in Anchorage and Cordova were cool on the idea, Smitty talked his Valdez banker friend, John

Gillson, into financing two DC-3s and then he changed the company name to Cordova Airline. Smitty separated the airline into two divisions: mainline and bush. The larger mainline aircraft were operated out of the new base of operations in Anchorage but the bush division headquarters remained in Cordova. (Smitty and Bertha continued to live in Cordova but maintained an apartment in Anchorage). Calvin Ward was chief pilot and general manager in Cordova throughout most of the 1950s. (This is the same Cal Ward, including his children and grandchildren, who own the large and charming homestead on the south face of Fireweed Mountain near McCarthy.) Smitty also bought Haakon Christansen's route authority at Seward. Longer DC-3 size runways were just being completed in Valdez and Seward.

In early 1952 Smitty and Bertha visited Knott's Berry Farm in California. It reminded Smitty of McCarthy and gave him the idea that McCarthy/Kennecott could be a tourist attraction. Smitty and Bertha owned the old Hubrick house/store in McCarthy. That summer a fellow by the name of Zack Brown contacted Smitty with the idea of leasing the store and converting it into a lodge. They agreed on a deal. Later Smitty purchased the Golden Hotel and Bar and J.B. O'Neill's store which were both incorporated into the McCarthy Lodge's operations.

Since May Creek had a DC-3 length runway, weekend tourists from Anchorage could be flown into the McCarthy area Saturday morning and taken out Sunday evening. Brown and a fellow by the name of Howard Knutson set up the entire McCarthy/Kennecott/May Creek tourist

operation. They repaired and fired up some of the old vehicles like Model A Fords for transport between May Creek and McCarthy and designed a "speeder train" to haul tourists on the old CRNW tracks between McCarthy and Kennecott. (Knutson became a popular and well-known Wrangell Mountain aviator himself. He flew for Cordova Airline for years. At one time he even established his own air service. From the beginning he was one of the principals in Consolidated Wrangell Mining Company and the Great Kennecott Land Company. He still pilots his own aircraft. Two years ago he flew over the North Pole.)

Put in service on summer tourist flights into McCarthy, year around daily scheduled flights between Anchorage and Cordova, scheduled flights into Seward and Valdez and statewide passenger and freight charter operations, the DC-3s were able to pay their way and help the airline break even. Oil deposits on the coast soon led to Cape Yakataga and Icy Bay being added to the scheduled DC-3 service. During the 1950s, Philips Petroleum Co. oil exploration efforts along the north gulf coast particularly benefitted the carrier.

Captain Gene Effler tells a tale when Smitty had him fly a heavy, almost 6,000 pound, native copper nugget out of May Creek into Anchorage with a DC-3. (That nugget can be viewed at the University of Alaska museum in Fairbanks today.) The nugget's size wasn't very impressive but its weight almost "grossed out" the allowable takeoff weight of the DC-3. Gene said the nugget weight was so concentrated in the center of the fuselage that he believed it bent

the airframe in such a manner that it altered the aircraft's flight characteristics.

The Kennecott tours were extremely successful but unfortunately were forced to terminate in 1957 when Kennecott Copper Corporation sold all their surface property to a scrap dealer in Washington State. The airline continued to serve McCarthy with a combination of light aircraft and DC-3 service but the tourist business had completely dried up with the closure of Kennecott. Smitty then switched summer tourist transport to Dawson City in the Yukon. The airline also purchased three Curtiss C-46 aircraft. These were "Super C-46" modified airplanes with larger engines, one of these, 79B, was used extensively for passenger operations and could carry 55 tourists to Dawson City. The DC-3s each carried 32 passengers.

During the 1960s, the bush division had stations at Cordova, Chitina, Glennallen and Homer. Gruman Widgeon amphibian aircraft were used at these points; (the company originally had two "Ranger Widgeons" which were replaced in 1959 with three "Super Widgeons"). The bush division also operated "Super Cubs" and Cessna 180 and 185 aircraft on both wheels and floats. Twice the airline purchased Aero Commanders for its bush division—once in 1956 and again in 1965 when a new "Grand Commander" was purchased. Not due to any fault on the part of the aircraft but both of these acquisitions ended in fatal accidents.

In 1965 the CAB granted Cordova Airlines large aircraft route authority into Juneau and Yakutat from Anchorage. Cordova purchased two sleek

pressurized Convair 240 aircraft for this route. Each Convair carried 44 passengers. The Juneau route authority made Cordova Airline a prime merger prospect. Alaska Airlines as well as a few other carriers wanted to compete into Southeast Alaska against Pacific Northern Airlines. In addition, the CAB had for some time been attempting to convince the Alaska carriers to combine.

Cordova Airlines mainline and bush division operated up until 1968 when Cordova Airline merged with Alaska Airline. Wayne Smith purchased the bush division from Alaska Airlines and renamed it Chitina Air Service. Counting Harold Gillam's operation in Cordova when he sent Kirkpatrick down there, the air service had operated for 36 years. During its 17 years of operation, Cordova Airline's mainline division never had a crew or passenger fatality, thanks to a very loyal and professional staff of pilots, mechanics and other employees.

Smitty remained on the board of directors of Alaska Airline for approximately 5 years after the merger. He retired in Cordova and dabbled in small bush air taxi type ventures around the state up until his death in June 1981, at the age of 74. Bertha continued to live in the Cordova family home until her death on Valentine's Day 1997 at the age of 88. Smitty's aviation awards and accommodations are numerous. For instance, if one flies into Cordova's primary airport today they will see a sign on the apron that says: Welcome to Merle K. "Mudhole" Smith Airport.

New Federal Subsistence Wildlife Management Regulations take effect July 1, 2000

The Federal Subsistence Board announces publication of the 2000-2001 Subsistence Management Regulations for the Harvest of Wildlife on Federal Public Lands in Alaska, which become effective July 1st. The booklets, distributed statewide, contain information on federal subsistence seasons, customary and traditional use

determinations, harvest limits, permit requirements, and methods and means of taking wildlife on federal public lands in Alaska. The booklets do not include subsistence fisheries regulations, which are published separately.

For additional information, or to request a copy of the 2000-2001 wildlife regulations

booklet, please contact the Office of Subsistence Management toll-free at 1-800-478-1456 or 907-786-3888. TTY users may call through the Federal Relay Service, 1-800-877-8339. The regulations are also available on the Office of Subsistence Management web site (www.r7.fws.gov/asm/home.html).

Proposed changes to Federal Subsistence Wildlife Regulations

BY MITCH DEMIENTIEFF, CHAIR
FEDERAL SUBSISTENCE BOARD

The Federal Subsistence Board is asking for comments on proposals to change federal subsistence wildlife regulations for the July 1, 2001, to June 30, 2002, regulatory year. These proposals suggest changes to federal customary and traditional use determinations, as well as federal subsistence hunting and trapping seasons, harvest limits, methods and means for taking wildlife on federal public lands and waters in Alaska. The proposals address subsistence wildlife harvests only.

Proposal 1 and Proposal 2 are to define the words "Airborne, Bait, Drainage and Salvage," which are used in regulations but not defined.

Proposal 48 would add Chickaloon to the list of Customary and Traditional users of unit 11 for sheep hunting.

Proposal 12 would change the start of the Lynx trapping season from the current December 1 to a proposed date

of November 10. This would include units 6, 7, 11, 13, and 15.

Most proposals deal with units other than unit 11 or unit 13, and can be found in a booklet published by the Federal Subsistence Board.

Comments may be mailed to the Board at 3601 C St., Suite 1030, Anchorage AK 99503, faxed to 907-786-3898, or e-mailed to bill_knauer@fws.gov. Comments received by January 12, 2001, will be provided to the Regional Councils for discussion during winter meetings. Comments submitted after the winter Regional Council meetings will be submitted to the Board for consideration at its spring meeting. Please reference the proposal number(s) in your comments.

During the public review period, the Board's staff will prepare a technical analysis on each proposal. In a public meeting in Anchorage, May 8-10, 2001, the Board will

consider technical analyses, Regional Council recommendations, and public testimony in reaching decisions on the proposed changes. Final regulations for the 2001-2002 regulatory year will become effective July 1, 2001, and a regulations booklet will be published and distributed throughout Alaska at that time.

If you have questions or need additional information, please contact the U.S. Fish and Wildlife Service, Office of Subsistence Management, toll free at 800-478-1456, or in Anchorage at 907-786-3888. Regional subsistence coordinators are also available to assist you, for Southcentral contact Ann Wilkinson at 1-800-478-1456. Hearing or speech-impaired individuals may call 907-786-3874 ITY or through the Federal Relay Service, 800-877-8339.

State to release 7.6 million fish for anglers- comments sought

The Department of Fish and Game plans to stock Alaska's waters with over 7.6 million fish this spring and summer to benefit anglers. Most of the fish will be chinook salmon, coho salmon and rainbow trout. The remainder will be Arctic grayling, Arctic char, and lake trout.

The 2001 stocking plan is in draft and available for public comment. The plan summarizes all planned public stockings for recreational fishing in Alaska from 2001 through 2005. The state is seeking public comment on the plan through January 18, 2001.

Approximately half of the releases in 2001 are slated for Southcentral, with over 3.8 million fish due to be released into the region's waters. Chinook and coho salmon

releases account for over 2.86 million of these fish. In Southeast, managers plan to release almost 2.8 million fish; 2.6 million of these are chinook salmon. The Interior is due to have approximately 1 million fish released; Interior releases include more than 771 thousand rainbow trout and 102 thousand coho salmon.

The primary purposes for the sport fish stocking program are to maintain and improve existing angling opportunities, relieve pressure on depressed fish stocks, and create new fisheries.

Funding for these projects comes from a federal tax on fishing tackle, boats, and motorboat fuel (Dingell-Johnson/Wallop-Breaux funds) and from the sale of sport

fishing licenses and king salmon tags in Alaska (the sport fish account of the state Fish and Game Fund).

Copies of the draft stocking plan update are available for review on the internet at Alaska Department of Fish and Game, Sport Fish Division web page, and at Sport Fish offices in Anchorage, Fairbanks, Juneau, Glennallen, Palmer, Soldotna, Kodiak, Homer, Delta, Sitka, Ketchikan, and Douglas. Comments on the plan must be received by Fish and Game by January 18, 2001.

For additional information or to comment on the plan, please contact Diane Loopstra at ADF&G, 333 Raspberry Road, Anchorage, AK 99518, or call telephone number 267-2529.

Proposed stocking actions for 2001:

Southcentral:

Northern Cook Inlet: stock 200,000 chinook salmon in Willow Creek Anchorage Urban area; stock 315,000 chinook salmon in Ship Creek. Stock 225,000 coho salmon in Ship Creek. Stock 100,000 coho salmon in Bird Creek. Stock 75,000 coho salmon in Campbell Creek. Stock 150,000 coho salmon in the Eklutna Tailrace.

Crooked Creek: stock 105,000 chinook salmon in Crooked Creek.

Kachemak Bay: stock 210,000 chinook salmon at the Homer Spit. Stock 120,000

coho salmon at the Homer Spit. Stock 105,000 early-run chinook salmon at Halibut Cove Lagoon. Stock 105,000 chinook salmon in Seldovia Bay.

Ninilchik River: stock 50,000 chinook salmon in Ninilchik River.

Resurrection Bay: stock 105,000 early run chinook salmon in Seward Lagoon. Stock 105,000 early-run chinook salmon in Lowell Creek. Stock 120,000 coho salmon smolt in Lowell Creek. Stock 120,000 coho salmon smolt at Seward Lagoon.

Prince William Sound:

Stock 105,000 chinook salmon in Whittier, Valdez, and Cordova.

Kodiak: stock 7,500 coho salmon in Dark Lake; 22,500 coho salmon in Island Lake; 6,500 coho salmon in Mayflower Lake; 12,500 coho salmon in Mission Lake; and 9,500 coho salmon in Potato Patch Lake.

Southcentral Non-anadromous lakes: stock 89,350 chinook and 177,300 coho salmon, 923,300 rainbow trout, 23,500 Arctic grayling, and 4,000 lake trout in Southcentral land-locked lakes.

Wrangell St. Elias News says "congratulations"

Stephen and Kelly Syren are happy to announce the arrival of Carly Josephine to their family. Carly weighed 9 lbs. 3 oz. and was born in Palmer on October 24, 2000, at 12:19 a.m. Sisters, Jess and Jen, and a brother, John Paul, are very proud of their new baby sister. Says a proud father, "All is well here. Carly is a joy to have with us!"



Photo courtesy Kelly Syren

CARLY JOSEPHINE SYREN



Photo courtesy Carole Morrison

KATHLEEN HALE

Kathleen Hale was born July 7, 2000, to Scott and Carrie Hale of Strelna. As you can see in this picture, Grandmother Patti Hale is very proud of her granddaughter and wants the world to know it! The other grandparents are Daniel and Carole Morrison of Crystal Lake.



GRAB A BULL BY ITS HANDLEBARS.

An Arctic Cat® ATV can handle just about anything you throw at it. Every ATV, from our 250 2x4 to our 500 4x4 and 500 4x4 Automatic, is bred to beat the competition. They feature superior suspension systems for a more comfortable ride and superior handling, plus huge rack, towing, and fuel capacities. You just get more with an Arctic Cat. Period. Come in **ARCTIC CAT** and see what they're all about. **A WHOLE DIFFERENT ANIMAL.**

The Cat Shop
Box 464—Mile 187 Glenn Hwy
Glennallen, AK 99588
Phone 822-5131 Fax 822-5310

ATVs can be hazardous to operate. For your safety always wear a helmet, eye protection, and protective clothing. Never ride on paved surfaces or public roads. Never carry passengers: never engage in stunt driving; riding and alcohol/drugs don't mix and could cause injury or even death. Avoid excessive speeds and be particularly careful on difficult terrain. The Arctic Cat ATV may not be ridden by anyone under 18 years of age. Arctic Cat recommends that all riders take a training course, and that they read and understand their owner's manual before operation. For safety or training information, see your dealer or call the ATV Safety Institute at 1-800-887-2887. Along with concerned conservationists everywhere, Arctic Cat urges you to "Tread Lightly" on public and private land. Preserve your future riding opportunities by showing respect for the environment, local laws, and the rights of others when you ride. ©1999 Arctic Cat Sales Inc., ®™ Trademarks of Arctic Cat Inc., Thief River Falls, MN 56701. (218) 681-4999.

Wrangell St. Elias News back issues are available for \$2.50 each postpaid. Write Wrangell St. Elias News, McCarthy #42, Box MXY, Glennallen AK 99588 or call (907)554-4454.

Good news from the Wrangells

BY BONNIE KENYON

You and I have just stepped into a new year, one containing all sorts of possibilities, plans, purposes, pursuits and priorities. With each new year comes sincerely-made resolutions—promises to ourselves and maybe others—for changing lifestyles that effect all areas of our lives. Perhaps we entered 2001 with an excessive amount of weight that we are determined to lose before the year runs out. Maybe we decided to stretch our mental capacity by learning a new language or taking an educational course. Then there is always the plan to put more into savings and spend less so there is more at the end of 2001 than we saw at the end of 2000. And what about our social lives? We resolve to spend more quality time with friends and family and less time with those who desire to draw us away from what we believe is the right path for our life.

Last, but what I sincerely believe is the most important priority, is our spiritual condition and growth. Is our relationship with God, our Creator, deeper and more intimate that when we began the previous year? Or have we allowed other “priorities” to draw us away from the One who knows us best and loves us most? A new year is always a good time to reflect on where we’ve come from and where we are going.

While it is of vital importance that our physical condition be sound, that our minds be productive, that we have enough money to pay bills and meet our daily needs, and that we have good relationships with family and friends, I wonder

where on the scale of priorities do we position our heart condition. The Bible (the Manufacturer’s manual) tells us in Proverbs 4:23, “Keep and guard your heart with all vigilance and above all that you guard, for out of it flow the springs of life.” Jesus’s words in Matthew 6:33 are some of the most important in all the Bible. They are foundational to life in God: “But seek ye first the kingdom of God, and his righteousness; and all these things shall be added unto you.”

I have heard the kingdom of God described as God’s way of doing things. It is difficult to know how to do that without reading His book. In the second half of that verse where it says these things shall be added unto you, the “things” are food, drink and clothing—the daily necessities of our lives. This is further proof to me, and I hope you, too, how important our walk with God is.

I am convinced that the most powerful thing we can do in life is seek God with all our hearts. The more I do this, the more I discover His goodness. In a world that is often a very unhappy place, we all need to experience God’s great goodness on a daily basis. We all have need to be loved and this is what God, through His Son Jesus Christ, is all about.

May I encourage you as I have been encouraged, especially at this time of the year, to make a quality decision to put God first place. Seek Him in His book, the Bible. Ask Him to reveal more and more of His goodness to you. Believe me, it will affect every other area of your life. Walking with God, fellowshiping with Him, will

bring His goodness into your home, your family and your friends’s lives. God desires to spend time with you, too. Remember He has plans and a purpose for your life and He wants to reveal them to you.

While in Florida on vacation, I saw a beautiful painting by artist Thomas Kinkaid. He is described as “The Painter of light.” The best way I can describe the effect of a particular piece by Mr. Kinkaid is to say when I looked at it, I was there in it. Does that make sense? I am not a connoisseur of art but peace and joy reached out and grabbed hold of my heart.

The painting to which I refer is entitled Garden of Promise.

There are stone steps that lead up to an iron gate which stands open as if someone has gone ahead and is waiting for me. Alongside the steps are flowering bushes that seem to have been placed there on purpose to be a blessing to the one entering the garden. Beyond the gate are trees with leaves that glimmer in the light that is the focus of it all.

It comes to mind that Jesus said, “I am the light of the world: he that followeth me shall not walk in darkness, but shall have the light of life.”

Underneath the painting is the scripture verse: “The Lord is faithful to all His promises and loving toward all He has made.”

This God is the One who wants to walk and talk with you everyday of your life and reveal His faithfulness to you. Let’s make and keep Him the number one priority in our new year. It’ll make all the difference in the world!

OUR TOWN

January 1926 February

I SEE BY THE PAPER THAT:

John E. Barrett left by Tuesday's train en route to Seattle to consult a specialist in regard to the injuries received to his nose in his accident at the Green Butte. He will be out about two months and expects to visit Los Angeles.

BORN. At Kennicott hospital Sunday, December 27 to Mr. and Mrs. C. O. Marwood, a son.

Jimmie Moore of the Mother Lode looked the town over New Year's Eve.

STATUE ERECTED FOR FAMOUS BALTO

New York, - A statue to Balto, the famous leader of the malamute dog team that hauled the serum to Nome last winter saving many in that mining town from diphtheria during the epidemic, was formally unveiled yesterday afternoon in Central Park. Balto, Gunnar Kasson, his owner, and other Alaskans sojourning in the metropolis for the winter, attended the exercises.

INSANE MAN DIES AT UYAK — WELL KNOWN AT KENNECOTT

Herbert Peterson, a Dane about 25 years of age, who has been trapping at the head of Uyak Bay for the past season, went violently insane a few days ago and while being brought to Uganik in a small dory

passed away. Particulars were brought to Seward this morning by the Starr. The body was shipped over to Kodiak where interment will be made. Peterson lived in a cabin two miles away from Hans Gerdstrum, the latter also a trapper in the region.

Upon arriving at Petersen's cabin they found the insane man raving and prowling about the cold cabin without a stitch of clothing upon him. He was bodily frozen, for during the two days that Gerdstrum had been gone, an extremely cold snap visited the district. So violent was Petersen that the men were compelled to rope him up. He was then bundled into the dory and the return trip to the mining camp started. But Petersen was so far gone that he died before the camp was reached.

SEWARD GATEWAY

Jan. 2

I SEE BY THE PAPER THAT:

Archie Poulin reports that he has a barber coming from Ketchikan on tomorrow's train to take over the chair in his billiard parlor.

BALMY SPRING SHOWERS

McCarthy continues to bask amid verdure clad hills in tropical sunshine and gentle Spring rains. Those who look upon Alaska as a land of ice and snow should come and experience for themselves the wonders of

an Arctic winter. For the past week the thermometer has ranged from the freezing point to forty degrees above zero and Thursday evening a steady and warm rain fell for several hours.

Local gardeners are taking their garden hoes and rakes out of cold storage and merchants are setting up their seed display boxes.

TOURIST PLANS FOR SUMMER

Pleased with the success of last summer's tourist party, the New York agency of Gillespie, Kinports and Beard is planning to bring another group through Alaska next season. The booklet announcing the tour reached Cordova on the last mail. The agency brought a party of twenty five through Cordova last summer, taking them over the Richardson Highway.

Jan. 9

I SEE BY THE PAPER THAT:

Pete Eiklund came in from the glacier Sunday afternoon where he has been building and repairing shelter cabins. He went in again Tuesday.

J. B. O'Neill and Robt Mooney went out to F. A. Iverson's ranch Thursday to tease the fish and forget the cares of city life.

BORN - At Wasilla on December 20 to Mr. and Mrs. R. E. Lander, a son. (Harry).

Oscar Breedman was brought up from Chitina Wednesday by speeder to Kennecott hospital for medical treatment.

BIRTHDAY PARTY AT MURIE'S ROAD HOUSE

A number of McCarthyites went from town to Murie's Road House on the Nizina Tuesday in honor of Jim Murie's birthday. Six dog teams took the guests to their destination and it looked like old times to see dog team and dog mushers lined up on front street preparatory to starting Tuesday afternoon.

Cards, music and dancing were enjoyed Tuesday evening until the small hours. The party returned to town Wednesday afternoon.

Guests were: Mr. and Mrs. C. Malehorn, Mr. and Mrs. H. Boyden, Mr. and Mrs. E. J. McConnell, Mr. and Mrs. Roy Snyder, Mrs. Kate Kennedy, Andy Taylor, Pete Eiklund, Sig Wold, Bill Berry and Jack Meloy.

Jan. 16

I SEE BY THE PAPER THAT:

Mrs. C. E. Osborne and children of Kennecott were Seattle passengers on the Alaska this week. They intend remaining Outside about three months.

J. B. O'Neill went to Cordova Thursday on a short business trip.

Andy Taylor again made a start for the Mount Logan base camp this week to salvage equipment. He was accompanied by Joe Hutchings.

CHAS CHONG BUYS PANHANDLE BLDG

Charlie Chong this week closed a deal for the purchase of the Panhandle Bldg on Second Ave. from Diva Dale and is having it moved from its present location onto the lot beside his store.

The present intention is to open a restaurant in the new building to be operated by Lem Hey who expects to open up about April 1st.

John Hill has taken the contract to move the building.

CHURCH SERVICES HERE TUESDAY

The Reverend L. Kent, of the Cordova Episcopal Church has written to signify his intention of being in McCarthy Tuesday January 26 and is holding a service here in the early evening and then going on to Kennecott to hold service the same evening.

No mention has been made of the place or hour but it will doubtless be held in the school building. He also states that there is a possibility of his holding regular meetings here.

L. S. WALKER IS SERIOUSLY ILL AT HOSPITAL

L. S. Walker, who was injured about eight days ago when a load of wood upset pinning him beneath it, is in a bad condition at Kennecott hospital. When admitted, it was found that he had three ribs broken and on top this he developed

pneumonia from exposure and on Monday registered a temperature of 102.

Lou was bringing in a load of wood from Sourdough Hill a week ago Friday when one of the sleighrunners dropped into a rut and the load turned over pinning him underneath. He was unable to extract himself and had it not been for the timely arrival of G. C. Gwin the consequences might have been far more serious.

Jan. 23

I SEE BY THE PAPER THAT:

H. C. Bosch came in from Long Lake Thursday with a fine catch of lynx.

BORN - At Kennecott hospital Thursday, January 28 to Mr. and Mrs. Frank Burns, a daughter.

WEDDING BELLS AT CHITINA

Word was received by special radiogram in this morning that Al Strom of Chitina joined the ranks of the Benedicts last night by taking unto himself a wife. The name of the bride was not mentioned but the News joins their many friends in wishing the couple long and joyous wedding bliss.

Jan. 30

I SEE BY THE PAPER THAT:

Walter Lommel of Kennecott left today to join his wife and family in Seattle.

Dan Campbell while crossing the glacier about two weeks ago was caught in a snow storm and snowed in for seven days and then being forced to mush forty miles to rejoin his companions.

Feb. 6

I SEE BY THE PAPER THAT:

Slim Houston was in from Dan Creek cabin Thursday with his fur catch of three lynx and ten mink.

Sig Wold came home last Saturday from Kennecott hospital after a successful operation performed two weeks ago by Dr. Gillespie. Sig is able to be about again but is still taking things easy.

In a letter from Sam Seltenreich received here he intimates that they may soon return to McCarthy, probably in the spring. Sam prefers Alaska's frost to Seattle's rain.

Feb. 13

BUNGALOW INN RAIDED SUNDAY

"Doc" Caswell, of the Alaska Narcotic Department, and Marshall Reynolds made a raid on the premises of R. G. (Slim) Lancaster Sunday and obtained a 'still' containing mash which they seized as evidence and laid a charge against him of violating the Alaska Bone Dry Law.

Slim pleaded guilty before Commissioner Harwood Monday and was assessed \$250 and given three months suspended sentence. Upon failure to raise the money for the fine he is serving out the time in the local jail.

ALASKA CAFÉ CLOSES DOORS

The Alaska Café closed its doors this week owing to the general business depression which has prevailed for some weeks past. Mr. and Mrs. Mansfield who have been operating the restaurant, are spending a much needed vacation at Dan Creek.

Feb. 20

CARL ENGSTROM SERIOUSLY HURT

Carl Engstrom, head mechanic of the Kennecott shops, had his arm broken in two places, his hip fractured and head cut while working on some machinery in the power plant Thursday.

According to reports of eye witnesses, Carl had gone to the upper part of the plant to replace a belt which had come off a pulley and was caught by a turning shaft, whirled through the air and dashed to the floor twenty feet below.

DAN CREEK MINES CHANGE NAME CO'Y

The Dan Creek Hydraulic Mining Company have recently changed the old company name, the new name being "The Nicolai Placer Mines."

DRIVES WOLF IN DOG TEAM

Mike Knowles came in from Teikhel over the Highway Thursday driving his dog team, in which is included a fine black wolf. Mike says he caught the animal last spring when a pup, and since that time he has been training it to usefulness. The animal works as well in harness as the dogs, and to his master yields the same obedience and affection as the other animals of the team. To strangers, however, he still displays some of his native savagery. While in town Mr. Knowles has the animal tied in Ed. Wood's barn where he has been viewed by a number of the townspeople.

Valdez Miner.

Feb. 27

Creepy Critters in the Snow

BY NED ROZELL

This column is provided as a public service by the Geophysical Institute, University of Alaska Fairbanks, in cooperation with the UAF research community. Ned Rozell is a science writer at the institute. He can be reached on e-mail at: nrozell@dino.gi.alaska.edu

While skiing on the cushion of snow that recently covered Fairbanks, I saw a spider on top of the snowpack. Snow seems a poor choice for the stroll of a cold-blooded creature, so I called Steve MacLean, an expert on small, creepy things.

"My guess is that the spider came down from the trees, where it might have been hanging out waiting for spring," said MacLean, a professor emeritus with UAF's Institute of Arctic Biology. "But if they're going to overwinter up there, they have to have some cold protection."

As Alaska enters winter, countless millions of insects are wedged into crevasses in trees and mixed with leaves on the forest floor. These insects use different strategies to survive the long wait until spring.

MacLean said the spider on the snow was using either freeze tolerance or supercooling to survive.

Freeze tolerance is just as it sounds—insects turn into little bits of ice, then thaw in spring to fly or crawl away. To pull off this trick, insects or their larvae must remove much of the water from within their cells and keep ice organized to remain outside cell membranes. They also add sugars and alcohols to their bodies to counter the effects of freeze-drying. If ice forms inside cells or if cells become too dry, the insects die. Insects aren't the only organisms to use this strategy to survive; trees and wood frogs survive after being mostly frozen much of the year.

Supercooling is a trick used by many insects to wait out the deep cold. Yellowjackets and stinkbugs are among the many insects that get rid of any impurities in their bodies that might trigger the formation of ice when their body liquids are below 32 degrees Fahrenheit. By purging anything in their guts and sometimes ridding their bodies of bacteria, insects can withstand temperatures well below freezing. Keith Miller, a former UAF biologist, found that larvae of the gall wasps, which spend winter in fuzzy little balls on the surface of willow leaves, can

avoid freezing down to minus 60 by adding glycerol to their body fluids.

Yellowjackets and stinkbugs are supercoolers, but they aren't as hardy as gall wasp larvae. Like many insects, yellowjackets and stinkbugs choose to spend winter beneath the snow. With a good snow cover, the temperature at ground level can remain just below freezing for much of the winter, no matter how cold the air above the snow pack. In experiments he and his students performed, UAF professor Brian Barnes found that yellowjackets and stinkbugs can cool to about 7 degrees F (-12 degrees C) before they freeze and die.

If wintering under the snowpack keeps an insect warmer, why do some, like the spider on the ski trail, choose to spend the cold months above the snow? MacLean said the warmth under the snowpack might prevent an insect from becoming dormant, forcing it to use resources it needs to make it to spring. A climb out into the cold air might trigger the shutdown an insect needs to survive. A chilly winter home in trees or stumps might also help an insect avoid predators beneath the snow, such as shrews that feed all winter. Another possible reason to tough it out above the snowpack is to get a jump on other insects in spring. Insects not under an insulating blanket will be the first to feel the warm air, and the first to shake off the effects of a long winter.

"Of more worth is one honest man to society, and in the sight of God, than all the crowned ruffians that ever lived."—Thomas Paine

Kennicott-McCarthy Wilderness Guides

*"In the heart of the
Wrangell Mountains"*

Chris Richards
Box#1, Kennicott via Glennallen, Ak 99588
(800) 664-4537

New book travels the trail with twenty-five years of Iditarod Poster Art

For more than twenty-five years the Iditarod Trail Sled Dog Race has brought triumph, made heroes, and created historic tales of endurance, determination, and most of all, spirit. Alaska artist Jon Van Zyle has captured it all, year by year, with his commemorative posters that are as much a part of the race as are the sub-zero temperatures.

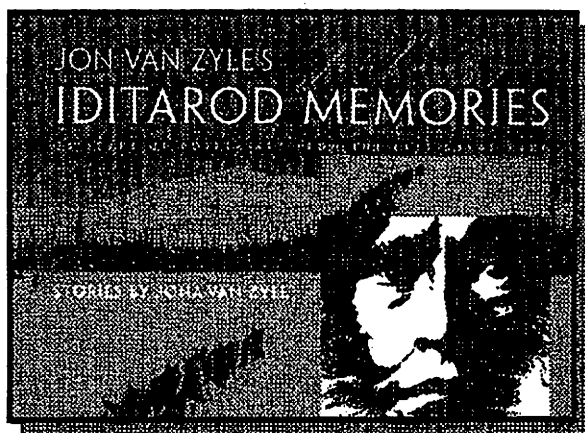
Jon Van Zyle's Iditarod Memories (Epicenter Press, \$16.95) captures the feel of the Iditarod, for both fans and participants, and offers a collection of twenty-five years of Iditarod posters that help to make each year of the race a one-of-a-kind event. Jon's wife, author and musher Jona Van Zyle, relates the events and struggles that bring each poster to life.

The popularity and recognition of both Jon Van Zyle and the Iditarod Trail Sled Dog Race have grown since 1973. In 1977 artist, Iditarod musher, race enthusiast Van Zyle offered his work to help support the race, which was struggling financially. The fledgling race is now broadcast across the globe and followed by millions. The dedicated artist is known worldwide for his distinctive Alaska art, as well as his annual Iditarod posters and limited edition Iditarod prints.

The harsh climates and the incredible feats of strength, courage, and endurance that the mushers and dogs face every year are depicted in Van Zyle's posters. Other intriguing aspects of this incredible journey explained in *Iditarod Memories*: the history of the 1925 lifesaving

serum run and the fate of Balto; a musher's triumph of just crossing the finish line—symbolized by the red lantern award; and the critical interdependence of musher and team, participant and volunteer.

For mushers, Iditarod fans, art collectors, and dog lovers alike, *Iditarod Memories* provides the emotions and the anecdotes that will make every Jon Van Zyle Iditarod poster an incredible trip down the trail and into the history of the Last Great Race®.



ABOUT THE ARTIST: Recognized throughout the United States and the world, Jon Van Zyle lives in Eagle River, Alaska, owns a team of Siberian Huskies, and twice has run the Iditarod Trail Sled Dog Race. More than two hundred of his originals have been published as limited edition prints and in

posters over the past thirty years. His work can also be seen in *Jon Van Zyle's Alaska Sketchbook*, and *Iditarod Classics*, books published by Epicenter Press.

ABOUT THE AUTHOR: Jona Van Zyle's art and life are influenced by a longtime love of wild-life and sled dogs. She has written and illustrated articles about dog history and training for such publications as *Mushing* magazine and works to raise public awareness of sled dogs. The Van Zyle's team consists of seventeen dogs, many of which have provided models for the Van Zyle's works.

Honest Dogs

REVIEW BY SARAH WELTY

Honest Dogs, (Epicenter Press, \$16.95) a true story written by Brian Patrick O'Donoghue, is an exciting first-hand account of the author's experiences in the Yukon Quest Sled dog race. It is full of unexpected twists and turns as this man and all his fellow racers fight freezing temperatures, injured dogs, the treacherous ice of the

frozen Yukon River, broken sleds and little sleep. I was always on the edge of my seat wondering what would happen next.

Most anyone who likes adventure and sled dogs would enjoy this book. However, I did not appreciate a lot of the language that was used quite frequently.

Single copies of *Iditarod Memories* and *Honest Dogs* are available at EpicenterPress.com, or by calling 1-800-950-6663.

Kennecott Kids Korner

BY SISSY LOMMEL KLUH

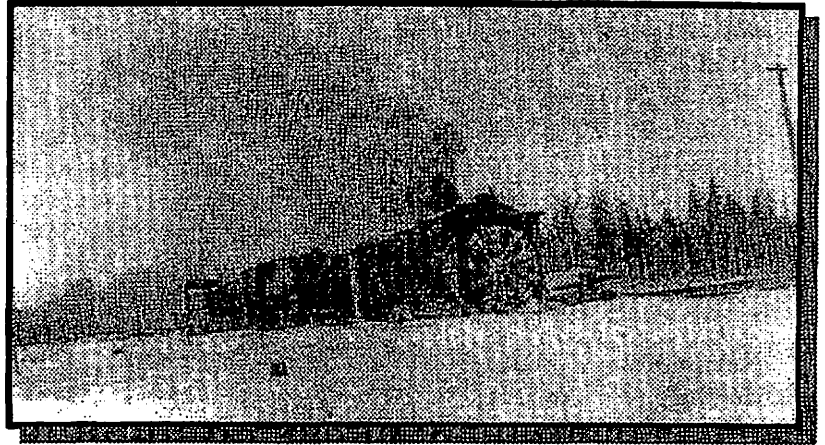
I read, with concern, your story of the landslide—I can imagine the inconvenience this act of nature has caused for many of you folks in the area. It sent me back into time (1920s) remembering the slides, both snow and land, when I was but a child.

The word SLIDE (surpassed only by the word FIRE) poured fear into my child-sized mind and body. They both drove adults into prompt action and excitement that piqued my childish fear and curiosity.

Of course, there were many slides on the tracks between Cordova and Kennecott, and we were frequently passengers on the trains that were delayed by the slides. One such trip I remember well.

Being young, I had no idea of inconvenience, danger or time other than there were certain abnormalities occurring in everyday life that produced a lot of commotion, and on this day we were aboard the train. We came to a sudden stop and rumbling throughout the coach was the word SLIDE. Those asleep suddenly came to life and others were peering out into the snow banks through the steamy windows.

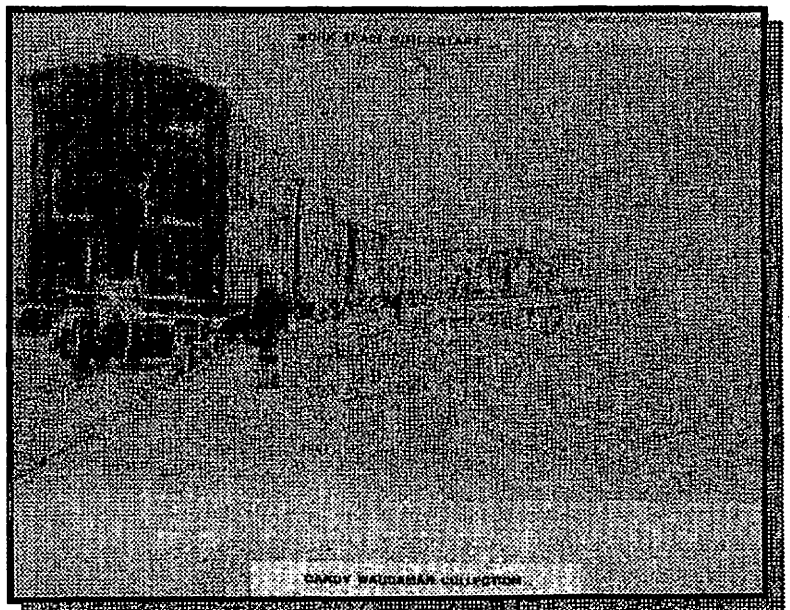
The conductor came through the car announcing a few hours delay. In my child's mind this added some real excitement to the trip. My Dad bundled me up and we climbed down the steps, with the help of the porter, and out into the snowdrifts. We walked along the side of the track to the giant locomotive that was puffing and snorting like a dragon. This engine was sporting a big round



wheel on the cow-catcher which my Dad said was a snowplow, and soon it would be spinning and throwing the snow from the tracks.

Darkness was falling and the delay turned into an overnight stall on the tracks. My sisters and I played in the snow by the light of the moon, and I shall never forget that beautiful starlit, crisp cold night. After a dinner aboard and a restless sleep in the coach, we awoke to a clear track.

Now it was my turn to help get the train off to a start. The conductor came by and picked me up and carried me to the boarding steps. He held me up high and we leaned out toward the snow banks. Waving up ahead to the engineer he said, "Now Sissy, holler as loud as you can, ALL ABOARD FOR CHIT-I-NAH!" I did, and miraculously the train moved forward. These unforgettable moments shall live as long as I do.



Kennicott Road opened

BY RICK KENYON

Department of Transportation and Public Facilities (DOT&PF) crews from Chitina and Valdez arrived in McCarthy during October to open the road to Kennicott that had been blocked by a large landslide

"We hope that the repair to the mudslide is permanent," said George LeVasseur, Valdez District Manager for DOT&PF, "however we encountered several large, saturated silt pockets which may cause future problems."



WSBN staff photo



WSBN staff photo

"If needed, we will continue the project next season working on drainage, installing filter fabric and possibly more gravel on the surface," said LeVasseur.

According to LeVasseur, the cost to repair the damage at the Kennicott mudslide was approximately \$20,000. This work also included the installation of the fence at the safety area on the north end of the McCarthy Airport runway, the placement of a new culvert at Clear Creek to protect the town's water supply, the removal of boulders on the west side of the Kennicott River bridge which prevented wheelchair access.

Since emergency funds could not be used for the repair, the money came from the general fund budget for maintenance and operations of our southcentral district, which includes the McCarthy Road.

The crews faced several challenges, one of which was crossing the Kennicott River. Although the Elliott "portable ford" was in place, high water prevented its use. Instead, the DOT&PF had to make a

temporary road across the river, and use a large bulldozer to help the smaller vehicles cross the icy waters.

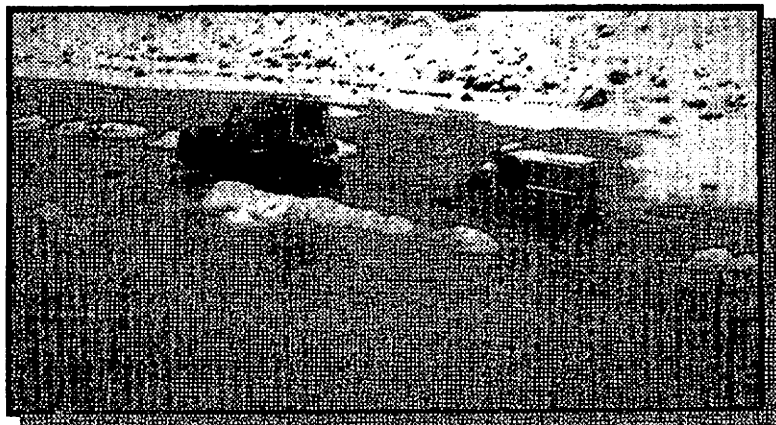


Photo courtesy Chnd Reymiller

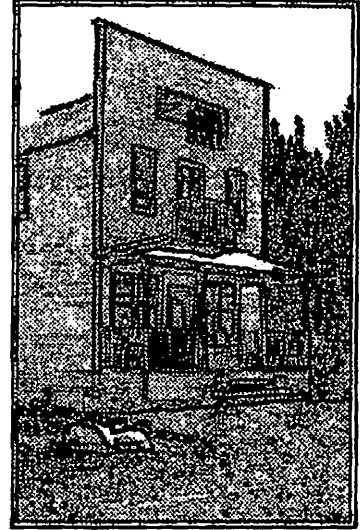


McCarthy Lodge "Historic Saloon"

Downtown McCarthy

907-554-4402

Stay at the original
"Ma Johnson Hotel"



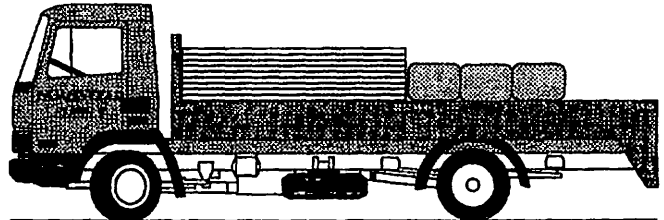
HOMESTEAD SUPPLY

Lumber, building materials and hardware delivered
to the McCarthy area at Anchorage prices!

Give us a call or come in and browse
our new ACE Hardware store.

NEW! Greenhouse and potting supplies!

1-800-478-3987
or
FAX 822-5209



Mile 115.5 Richardson Highway (Box 49) Glennallen

KENNICOTT RIVER Lodge and Hostel

*Welcomes You to
Comfortable Accomodations with
Glacier and Mountain Views*

\$25 per person. Walk-ins always welcome.
Private cabins with Queen Size beds now available.

Accommodations include:

- * Bunk or bed with mattress
- * Use of commons area
- * Use of cooking area with gas grill
- * Use of cooking pots and pans

You will need to bring:

- * Sleeping bag or blankets
- * Food-dry or canned (non-perishable)
- * And a Frontier Spirit!

<http://www.ptialaska.net/~grosswlr>

Kennicott River Lodge and Hostel

PO Box 83225, Fairbanks, Alaska 99708

(907)479-6822 Winter (907)554-4441 Summer

Lodge Location: End of McCarthy Road,
600' before McCarthy, Alaska / Footbridge
Turn left by sign, head toward the Kennicott Glacier

COPPER RIVER TELECOM

Commercial 2-Way Sales & Services

BENDIX/KING

WORLD CLASS RADIOS™

AUTHORIZED

SALES & SERVICE

MOTOROLA RADIO SALES AGENT

Digital Satellite Systems



Professional Sales & Service

We Service What We Sell!

(907) 822-3669 —Copper Center



*We at Copper Valley Cellular wish
you all a healthy, happy & safe
2001.*

*Call us at 1-800-235-5414 for more
information on how affordable the convenience
and security of cellular phone service can be.*

*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.

Gulkana/McCarthy	\$75
McCarthy/Gulkana	\$75
Gulkana/May Creek	\$85
May Creek/Gulkana	\$85
Anchorage/Gulkana	\$150
Gulkana/Anchorage	\$150

Space available only
Baggage allowance 40 lbs.
(charge for excess baggage)
tax included

Ellis Air Taxi, Inc.

Phone 822-3368

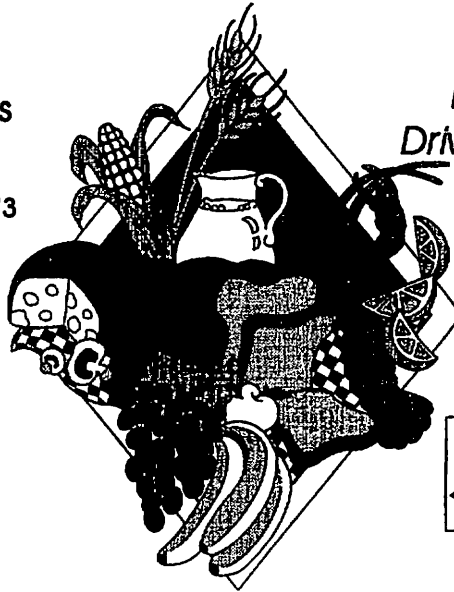
800-478-3368

Gulkana Airfield Box 106, Glennallen, AK 99588

Copper River Cash Store

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

We take VISA
Master Charge
Alaska Option
FAX 822-3443



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

Stop by and Check
for the Weekly
IN-STORE SPECIALS



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



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

The New

Caribou Hotel

All materials provided!

February 2 & 3 6:00PM
Official, Government Sponsored
Concealed Handgun Class

held at **Caribou Hotel's banquet room**

Special rate— \$150 for class, room & breakfast

\$ 75 for class only

Preregister by Jan. 25. Mail funds to:

Attn: Park Kriner, PO Box 329 Glennallen, AK 99588

Stop by and check out our Brand New Restaurant with the "Largest menu on the highway."

Mile 187 Glenn Hwy 822-3302 Glennallen, AK

JoAnne's Cooking Column

BY JOANNE WOOLEVER

I sincerely hope that all of WSEN's readers enjoy a wonderful holiday season and are looking forward with anticipation to 2001. If you participated in any family gatherings, office parties, church pot-lucks or cookie exchanges (and who didn't?), perhaps you collected some new recipes (as well as a few extra pounds!). I hope that you will share these recipes with me and the rest of our readers in the near future.

Most of us are always looking for new and tasty ways to improve what we eat. While exploring the grocery stores here in Anchorage (after not shopping for almost five months while out at Kennicott), I discovered a fabulous new salad dressing and dip. It is Salsa Ranch (or Ranch Salsa depending on which brand you purchase). I had been combining these two on my own for over ten years but lacked the foresight to trademark it! Oh well. This dressing works equally well on hot or cold items and I have also used it as a sandwich spread to replace mayonnaise or mustard. Yummy!

My favorite is to use it on turkey sandwiches. It is not too mild or too spicy but just right. Of course when you make it yourself you can "adjust" the spiciness according to your own personal preferences; you can add extra garlic, chili powder, cayenne or again one of my favorites, fresh cilantro! And all of us usually have some type of Ranch dressing and salsa around our homes. If you don't have salsa, taco sauce works pretty well, too!

Another inexpensive and easy idea is to use what I refer to as "fake" crabmeat (but I think the seafood companies prefer the term "surimi"). I use this great stuff whenever I can. Some suggestions are stuffing for mushrooms. I purchase flavored cream cheese and just mix the "crabmeat" in and fill mushroom caps, bake or broil until the cream cheese is soft and warm. A perfect quick and scrumptious appetizer but very rich! I also use this "crabmeat" to make seafood nachos, tacos and burritos. Just replace whatever meat that your favorite Mexican recipes call for and off you go. To make your "stuffing"

for tacos and burritos even faster, just mix your "meat," some shredded cheese (my favorite is the marbled cheddar and Monterey Jack) and a can of cheese soup (do not add the water!). You can use any of the cheese soups that are available. The broccoli cheese makes terrific vegetable burritos!

Now for the "official" recipe. If you will allow me to start off this wonderful new year with a little humor, I am going to give you the recipe for Elephant Stew! Happy New Year and happy cooking.

Elephant Stew

1 elephant
salt and pepper
2 rabbits (optional)

Cut elephant into small bite-size pieces. This should take about 2 months. Add enough brown gravy to cover. Cook over kerosene fire for about 4 weeks at 465 degrees. This will serve 3,800 people. If more are expected, 2 rabbits may be added, but do this only if necessary as most people do not like to find hare in their stew.

Kenny Lake Mercantile

RV Park—Water & Sewer Dump for Campers—Hotel

Laundry and Showers — Cafe

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

Phone 907-822-3313 Mile 7.5 Edgerton Hwy. May 31-Sept. 30 Hours 9-9 7 days a week

A LOOK AT THE WEATHER

BY GEORGE CEBULA

October 2000 was an average October in both temperatures and precipitation.

The average temperature for October was 26.7 (29.5 in Oct. '99 and 27.2 in Oct. '98). The high was 51 on October 6th (53 on Oct. 2, '99 and 53 on Oct. 18, '98) and the low was -6 on October 29th (-5 on Oct. 30, '99 and -5 on Oct. 29, '98). There were only 3 days with the low zero or lower and 7 days with the high of 40 or above. *This compares with Silver Lake's average temperature of 27.4 (30.1 in Oct. '99 and 27.4 in Oct. '98). The high at Silver Lake was 47 on October 17th (52 on Oct. 3, '99 and 47 on Oct. 25, '98) and their low was -3 on October 30th (3 on Oct. 30, '99 and 1 on Oct. 30, '98). Silver Lake had 7 days with the low 10 or lower and 10 days with a high of 40 or above.*

The total liquid precipitation was 2.23 inches (3.02 in Oct. '99 and 2.50 in Oct. '98). About half of the precipitation fell as rain, with a total snowfall in October of 13.9 inches (14.9 in Oct. '00 and 1.7 in Oct. '98). *Silver Lake had 1.74 inches of liquid (2.17 in Oct. '99 and 1.36 in Oct. '98) with 7.7 inches of snow (12.5 in Oct. '99 and 1.0 in Oct. '98).*

The snow depth at

McCarthy began with 8 inches on October 1st and ended the month with 12 inches. *Silver Lake began with 3 inches on October 11th and it melted by the 16th. They got 2 inches on the 30th and ended the month with 2 inches on the ground. Silver Lake was completely ice covered on October 29th (Oct. 31, '99 and Oct. 29, '98).*

November was rather mild with above average temperatures and below average precipitation.

The November average temperature at McCarthy was 13.2 (9.0 in Nov. '99 and 8.9 in Nov. '98). The high temperature was 42 on November 11th (37 on Nov. 1, '99 and 32 on Nov. 19, '98). The low temperature was -16 on November 6th (-26 on Nov. 29, '99 and -16 on Nov. 26, '98). The record temperatures for November are a high of 48 on November 1, '70 and a low of -46 on November 11, '89. *Silver Lake had an average temperature of 15.3 (9.8 in Nov. '99 and 9.4 in Nov. '98). The high was 42 on November 11th (38 on Nov. 2, '99 and 33 on Nov. 29, '98) and the low was -8 on the 6th, 8th, 9th and 30th (-10 on Nov. 5, '99 and -19 on Nov. 26, '98).*

The total liquid precipitation for November was 0.75

inches (2.26 inches in Nov. '99 and 0.13 inches in Nov. '98). Total snowfall was 9.3 inches (7.4 inches in Nov. '99 and 1.8 inches in Nov. '98). *This compares with 1.05 inches of liquid precipitation at Silver Lake (1.51 inches in Nov. '99 and 0.33 inches in Nov. '98). Snowfall at Silver Lake was 7.1 inches (6.2 in Nov. '99 and 4.6 inches in Nov. '98). The snow depth at McCarthy was 12 inches on the 1st increased to 17 inches on the 3rd and ended the month with 12 inches. Silver Lake started the month with 5 inches of snow. This increased to 6 inches on the 3rd and they ended the month with 1 inch on the ground.*

The first snow machine to cross the Kennicott River ice without incident this year wasn't until the first week of December. Al Gagnon safely navigated the ice covered Nizina River on December 16th. This was a month later than last year when he safely made the first trip on November 18th.

December and January are usually the coldest months with lows falling to -50 and colder.

Daylight is down to just under 5 hours by December 21, before it begins to increase again.

"We all declare for liberty, but in using the same word we do not always mean the same thing. With some with word liberty may mean for each man to do as he pleases with himself, and the product of his labor; while with others the same word may mean for some men to do as they please with other men, and the product of other men's labor. Here are two not only different, but incompatible things, called by the same name..."—Abraham Lincoln

FOR YOUR CONSIDERATION

The Hidden Economy

BY ED LACHAPELLE

Noticed a lot of construction activity lately around our community? Cabins are going up everywhere with several new starts each year. Carpenters find employment and loads of lumber are a regular feature on our roads. While more and more people within and outside our area are searching for and often finding property to buy. A regular growth boom is underway, easily recognized from an overflight that spots new construction everywhere.

Wonder where the money comes from to finance all this activity? Has the local summer tourist trade suddenly generated fantastic profits? Hardly! What you see is the hidden economy at work.

A surprising amount of money flows in and out of backwoods Alaskan communities almost unnoticed. It is often overlooked when economic analyses are made, projections developed and growth is fostered. This money comes from investment income, pensions and social security, longevity bonuses, welfare, and transfer payments of all kinds. It also comes from book royalties, private contract work (often based on telecommuting), craft products sold to distant markets, private real estate transactions and transfers from family members located elsewhere.

What is the biggest source of net income in the Copper

River Basin? It is investment income, of course. The Permanent Fund Dividend brings to the Basin something in the vicinity of four million dollars each year. No other local business can come anywhere close to this much net profit. Everyone knows about the PFD, but it remains a part of the hidden economy because it is diffused among the whole populace, not concentrated in one conspicuous place.

To get a better picture of why so much economic activity is hidden, consider the following two examples.

Example 1.

An enterprising person invests some money in setting up a retail business, say a souvenir shop located on a major highway. The site is well chosen and the building attractive. The shop owner makes a profit by buying and selling a line of merchandise. If the business is successful and endures, it is recognized as a part of the local economy and the owner is invited to join the local Chamber of Commerce.

Example 2.

Another person ambitious to make a living in an attractive locale also invests money buying and selling commodities. This business is also successful and generates profits similar to those in Example 1. The commodities are stocks and bonds, the transactions take place over the Internet. This

activity belongs to the hidden economy, is not recognized as part of the local business world and, in fact, may be viewed with a measure of suspicion by some of those who know about it.

This leads to the definition of what constitutes the recognized local economy. To be counted as a "business," an enterprise has to generate enough dust, noise and general uproar to attract public attention. By a peculiar myopia, local business communities fail to notice, or recognize, those that do not meet this standard. They remain hidden, but sometimes reach the status of the tail that wags the economic dog.

Another feature of the hidden economy is that the outgo is often as obscure as the income. Much such money entering a community does an abrupt U-turn and goes right back out again. Shopping in Anchorage and catalog purchases absorb a lot. So do savings, investments, insurance costs, telecommunication and travel.

This is especially noticeable with the Permanent Fund Dividend. Some look around for a place to invest it, others head for a shopping spree in Anchorage. But how many go tearing off to Glennallen to blow their PFD?

LETTERS TO THE EDITOR

November 1, 2000
HC 04 Box 9194
Palmer AK 99645

Dear Editor,

At a public meeting at Kennicott June 30, the park superintendent and head ranger informed the inholders that the wagon road, "an alternate route from McCarthy to Kennicott," did not fall under their jurisdiction, except for maybe two hundred feet or less. So they were not interested in discussing the status of the wagon road, which some people want to change to a footpath and bike path. (There is private property along the wagon road, also a cemetery.)

In my letter to the Park dated April 14, 2000, concerning the Kennicott Interim Management Plan, I mentioned several reasons for keeping the wagon road status, one of which was an emergency alternate to Kennicott. Now the unexpected has happened, the massive slide of September 27, which blocked the road to Kennicott.

In the November & December 2000 issue of *Wrangell St. Elias News* (Vol. Nine, Issue Six), page 10, middle column, I quote from the article *Landslide covers Kennicott Road*:

"Some have suggested widening and improving the old Wagon Road instead of trying to move the slide. We talked with NPS chief Ranger Hunter Sharp, who told us that as far as he

knows the old road is not a DOT right-of-way, but is part of the park. NPS would prefer to keep it as a foot and bicycle trail, rather than have it become the main access into Kennicott for vans and freighting. Ranger Sharp says they could issue a temporary permit (up to one year) for a road around the slide area, or could work an exchange with the state if it is determined the best thing to do is reroute the road permanently."

My concern is that Ranger Sharp told us only a few weeks before that the wagon road was not under NPS jurisdiction. In the paragraph quoted above, it appears that Ranger Sharp referred to the wagon road as "the old road," not a foot and bicycle trail. Is terminology based on intent, or on fact? The matter of prescriptive rights and RS 2477 (protecting public access across federal land) may also have a bearing on this situation.

It is not necessary to have a permit to use the wagon road and/or public lands, although the park would have one believe so.

In summary, it is my desire to continue designating the road in question as it was originally intended and used, up to & including the present, as a wagon (vehicular) road.

Ken Rowland

10/15/00

Palo Alto CA

Dear Rick and Bonnie,

We do so enjoy your wonderful publication and compare notes after reading it independently. So looking forward to each issue. You both do a fabulous job of putting everything-together and making your beautiful area come alive with each new issue!

Molly O'Neill Huckins

November 2, 2000

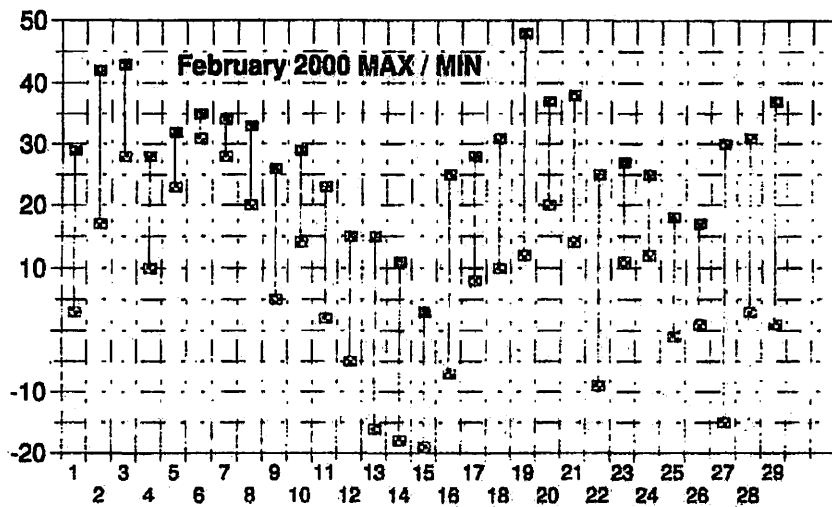
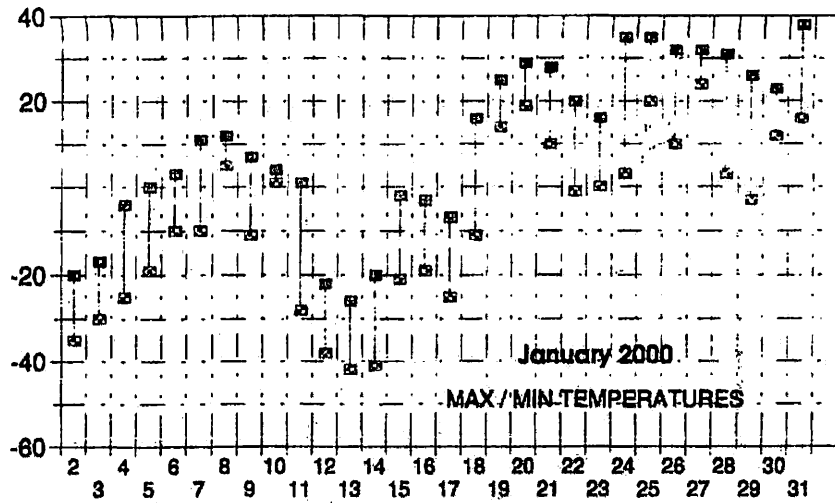
Rick and Bonnie,

Yes, please renew my subscription to your wonderful magazine! I read it from cover to cover each time. I love the Kennecott Kids Korner, since I too am a Kennecott Kid! And now my sister Jeanne is an Alaskan again, having married the love of her life, Frank Morris. You know, our mother, age 92, is still in good health and quite active, still drives to church every Sunday, mows and rakes her large yard, has a wonderful garden every summer and in her spare time, she crochets! I would love to have brought her back to our last reunion, but it's too long a trip for her—but wouldn't she love to have seen the house she lived in, 70 years ago!

Thanks again for your wonderful work!

Nan Moore Henderson

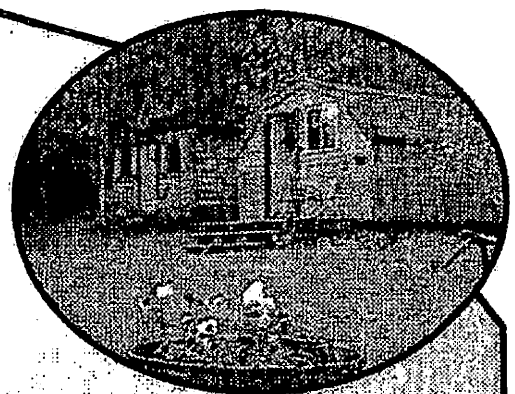
Weather - What can we expect?



Wrangell St. Elias News
McCarthy
PO Box 100
Glenville, AK 99588

SU01
Ray Kreig
201 Barrow #1
Anchorage, AK 99501-2429

**Wrangell B
St. Elias &
News B**



- ▶ *Quiet* location away from the crowds.
- ▶ *Private* cabins for 2 to 4.
- ▶ *Convenient* access by automobile, just two miles from the footbridge.
- ▶ *Historic* homestead setting. Enjoy Alaskan bush living.

Phone (907)554-4454 or email wsenews@aol.com.
See us on the WEB at <http://kennicott-mccarthy.com/WSENBB.htm>
Your hosts, long-time residents Rick & Bonnie Kenyon.