

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

Vol. Ten Issue Three

May & June 2001

Two Dollars

The trail to the Mother Lode Mine

As I climb up seven thousand feet of winding trail Northwest,
Where the nightly shadows lengthen from o'er the Mountain crest
I can hear night winds a sighing through canons as they twine,
From out the Wrangell Mountains, on the way to Mother Lode Mine.

I can see the valleys far below through the darkening purple haze.
And I see the many lights of Kennecott, a twinkling as I gaze
And down upon the Glacier, I can hear some animals whine,
As I take a rest along the trail, On the way to Mother Lode Mine.

I can see the silvery moon beams, On Blackburn's rugged height
And I hear a raven calling, to its mate on homeward flight,
And somewhere up the canon I see the eternal shine
Of the snows not yet melted, On the way to Mother Lode Mine.

I can see the shacks of Blackburn, deserted by a race
Where once a town had flourished, and a dance hall had set the pace.
And as I look on this tumbled heap so like an ancient shrine,
A man begins to ponder on the way to Mother Lode Mine.

I can see a bunch of rivers, Winding down to Chitina's way,
Like so many silvery snakes or lightnings forked array.
And I hear the night birds calling, from out some tangled vine
As I keep on ever climbing up, On the trail to Mother Lode Mine.

And as I gaze from on top of the World across the Valleys to Mountain tops,
Or I spy a little creature that comes up to me then stops.
Oh, it makes me feel it's good to live, though wealth may never be mine.
For I'm "Lord of all that I survey," on the trail to Mother Lode Mine.

Harry C. Bosch (1925)

**WRST Chief
Ranger Hunter
Sharp Honored**



A note from the publisher

BY BONNIE KENYON

The month of April is nearly over. Spring is in the air, breakup is doing its usual thing and the editor (Rick) of this publication is having a difficult time keeping me at the computer. I tell him it's not really my fault. After all, he's the one who installed the new propane heater in the greenhouse so I could get a jump on planting those cucumbers! Needless to say, a few minutes playing in the dirt did a good job in distracting me from doing my share of the writing. I say all this to let you know the reason behind this issue being a bit on the late side. Somehow I knew you would understand because many of you are doing the same kind of outdoor activities and enjoying your spring-like conditions.

The subject of weather reminded me to inform you that McCarthy weather conditions and forecasts are now posted on our website. Take a look at:

mccarthy-kennicott.com/WSEN.htm

Shortly after our March/April issue was printed, we received a couple of requests from subscribers, University of Fairbanks, and Charlie Ricci.

They came too late to include with our last issue.

Inquiry!

I have received an inquiry from the University of Fairbanks' Oral History Program. Robyn Russell, Library Assistant, is looking for the descendants of Tess Murie Holmes, in order to get a release form for an interview Tess gave in 1974.

Tess was born in 1889 and was 85 years old at the time of her interview at the Palmer Pioneers Home. She and her first husband, Jim Murie (no relation to the naturalists), ran the Nizina River Roadhouse on the trail between McCarthy and Chisana for 24 years until 1940. In that same year Jim became terminally ill and Tess accompanied him to Oregon where he died. After the end of WWII, Tess returned to Alaska and married Walter Holmes, a miner friend from Dan Creek, who had looked after her properties while she was in the states.

If anyone has any information on how Robyn can get in touch with any of Tess' relatives/children/executor of her estate, please contact Robyn at one of

the following. Her email address is: fnrlr1@aurora.uaf.edu. Her phone numbers are: (907) 474-5354 (mornings); (907) 474-6773 (afternoons). Her fax number is: (907) 474-6365. Her mailing address is: Oral History Program, Alaska and Polar Regions Dept., Rasmuson Library, University of Alaska Fairbanks, Fairbanks, AK. 99775.

Request for information for possible articles!

Subscriber Charlie Ricci of Anchorage writes that he would like to see WSEN do articles on 5 Gold Band Mines (Brenner group). Also, on Hubbard Elliot group mines. If you can help us, we would greatly appreciate it. Our mailing address, email address and fax and phone numbers are in the masthead on this page. Thank you!

Wrangell St. Elias News welcomes aboard the following subscribers: Jim Kaseman, MO; Wes Howard, SC; Layton Bennett, AK; JoAnne Woolever, AK; Lindsay Kreblin, WI; Bertha Ramer, AZ; Tom Johnson, AK; James Thompson, AK; Gene Brooks, AK; Eileen Hennessy, WA.

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Items of Interest

BY BONNIE KENYON

Jen Jolliffe: When Jen stopped by the other day to pick up her pre-summer supply of propane, I asked her if she minded being included in "Items." She graciously consented and preceded to share her upcoming trip plans. I managed to catch her just before taking off for Santa Cruz to see Mike Loso. She and Mike plan to attend a Blue Grass Festival in North Carolina. Jen says they both look forward to meeting up with old friends at this annual get-together.

I asked her what Mike was up to these days and she said he is still working on getting his PhD in geology. He is planning on being in our area off and on throughout the summer.

An extremely significant stop on her trip will be to Birmingham, Michigan, where she is eager to meet—for the first time—her year-old nephew, Robert Valdimer Hagner. I could tell that Jen could hardly wait to get her hands on this young man! Her sister, Susan, and husband, Dave, adopted Robert from Russia and only had him for 2 weeks at the time Jen and I visited. This will be quite a family reunion as well as a very special time for Jen and Robert.

Jen plans on returning to McCarthy around May 1 when she will resume her position as Executive Director with Wrangell Mountain Center.

Betty Adams, Lane and Kaylin Moffitt: Betty, Lane and Kaylin are happy to be back in McCarthy after their "short" trip to the big city turned into weeks. They are very grateful to

Tim Mischel for being such a "great neighbor."

Betty says, "He stuck with the Lodge when a few-day house sitting job extended into weeks. Thanks, Tim!"

While in Anchorage, Kaylin celebrated his fourth birthday with grandparents, aunts and uncles. He also welcomed his new second cousin, Ethan, who was born to his Aunt Donna and Uncle Scott. The proud grandparents are Frank and Anna Adams.

Lane took advantage of being in the big city to work on the community fire protection project. Kaylin was pleased that his parents found time to explore public parks, to take him to see a lot of construction equipment (which he dearly loves!!) and accompanied him on a visit to the State Transportation Museum.

It didn't take Kaylin long to discover all the various playlands that come with McDonalds and Burger King. Those bush eyes on this "Bush Boy" can now spot the golden arches long before his parents do. I guess it was time to come home, Betty and Lane!

Don, Lynn, Rene and Sarah Welty: Speaking of birthdays... the Welty family has been doing plenty of celebrating themselves. Both Rene and Sarah passed important milestones in life.

Rene entered her teenage years and did so with quite a party on March 30. Neighbor Roni English says she counted 20 young people in attendance, not including the parents who turned out to join in the festivities which consisted of snowboarding, skiing and a rousing volley ball game.

Sarah officially turned 16 on April 15th but because her dad was in Anchorage, she and the family waited to observe the



WSEN STAFF PHOTO

THE BIRTHDAY GIRLS—SARAH AND RENE WELTY.

special occasion on April 21 when Don could be home with them (and bring the ice cream!). The Welty table was laden down with goodies. I especially appreciated the fresh vegetables that are a rare treat to those of us who winter in McCarthy.

Sarah's friend, Ellie Claus, was flown over by her grandfather specifically for the celebration. I heard that after Rick and I left the party, a strenuous game of soccer took place. (After I saw and heard the Welty's groans the next day, I

was glad they waited until we left!)

Lynn was in for quite a surprise of her own. Unknown to her, Don found a great deal on kitchen cabinets while in town and by Sarah's party had several of the units already in place for a neighborhood inspection. Congratulations, Lynn, and for your information, Don, your handiwork is an inspiration to all us ladies in the community who are still waiting cabinet doors and all those wonderful drawers!

Al and Fran Gagnon: I am always curious to see how our various seasons are playing out in those far-away "neighborhoods" such as May Creek and Dan Creek. Al and Fran live at May Creek and about 4 miles away at Dan Creek are our neighbors Fred and Irene Denner. Although Fred and Irene cannot be reached by phone (we are still working on them!), we occasionally visit with them on Al and Fran's phone. Mail delivery for these two families happens at May Creek twice a week, same as McCarthy.

When I called the Gagnon residence this morning, Fran answered and after visiting with her awhile, I asked if Fred and Irene were expected to come over for mail call. She said no, due to the break-up conditions now in progress. Winter travel is much easier for many of us. Pot holes are filled in, creeks and rivers freeze and one can skim over those problem areas. Spring and summer travel to mail for the Denners is totally different. Hiking 8 miles round trip is the mode of travel for the Denners and they don't come as often, says Fran.

Al called 2 or 3 days ago (today is April 25th) to inform Rick and I that he had spotted

his first robin of the season. The Denners reported seeing swans on the lake at Dan Creek. So, in spite of the greater snowfall this winter, Fran and I confer that we are soon to see summer. We are both eagerly watching the patches of grass grow each day now and ready for the seasons to change. Happy spring time, Al and Fran!

The Rowland families: I thought about listing each individual "Rowland" that visited the McCarthy area during March and April, but I was sure I'd miss someone's name. Keith and Laurie and their 5 children were in the area for about a month, then Keith's parents, Ken and Nancy, the elders of the Rowland family, accompanied son Roger, his wife Tammy and their family of 5 to the McCarthy area.

Keith and Laurie who purchased property on the west side of the Kennicott River spent the majority of their time working on their road access and bringing in materials to begin the construction of their home. Keith called on his neighbor, Don Welty, for assistance and brother Roger pitched in as well. Laurie spent the morning hours homeschooling, but enjoyed having tea with her neighbors in the afternoons. I especially appreciated the afternoon I went visiting Tammy and Laurie. My time of arrival was perfect! Tammy was just removing a tray of fresh molasses cookies from the oven. Lynn and Sarah Welty arrived soon after, and we ladies had a great time together. Tammy clued me in on a couple of new authors as we both like

mysteries. By the way, Tammy, I ordered those books you suggested and am presently reading one now. Thanks for the heads up!

Roni English, Doran, Bekah and Adam Ward: When I called Roni the first time, there was no answer. I thought she probably was outside working on a project. I was right. She said she was putting the finishing touches on their deck—a previous fall project. I can see Roni is making good use of our spring-like days.

Bekah and Adam are applying their own finishing



WSEN STAFF PHOTO

BEKAH AND ADAM WARD

touches—on schoolwork. Each are working on writing an essay on the Iditarod. They still find time to do their daily chores, says Roni. One chore in particular that both young people are getting good at is splitting firewood.

Doran is due in today. For those of you who are new to *Items*, Doran is a commercial airline pilot for Alaska Airlines. When Roni and the kids are at the family's Fireweed Mountain home, Doran commutes from the Seattle area.

Jim, Jeannie, Aaron and Matt Miller: Jeannie just got

home from a trip to Anchorage where she picked up Matt who was returning from Grand Rapids, Michigan. Matt and Jim are both working for the National Park Service and their jobs have already started for the season. The house was quiet when I called Jeannie; well, I guess I should qualify that statement. Actually, she was babysitting Kaylin Moffitt and he had just received first aid treatment from Jeannie after being bit by her cat! According to Kaylin, it was just "one small bite." When Jeannie and I started laughing, Kaylin made it quite clear that he didn't think it was funny. I guess if I had been in his shoes I wouldn't think even one small bite was something to laugh about!

Stephanie Peikert: Stephanie tells me her winter has not been all work and no play. From recent issues of WSEN, you found out that Stephanie's major focus has been homeschooling Adam and Bekah Ward. However, in-between classes she has managed to venture out of the Fireweed Mountain area.

A field trip to May Creek and Dan Creek was a highlight in March. She, Adam, Bekah, Roni, Cynthia Shidner and Nancy Cook snowmachined to these outlying areas to enlarge Adam and Bekah's familiarity of McCarthy's backcountry.

Later in March she and Mark Vail took a 4 day camping trip up the Nizina to May Creek and back with Mark's dog team, sled and skis. They took advantage of the Public Use cabins in the area.

Now that spring is upon us and summer just around the corner, I asked Stephanie what her future plans were. She says

she hopes to get a job in our local area for the summer but in the fall she plans on going back to school in upstate New York and finish out her Bachelor's Degree in Environmental Studies.

By the way, if you haven't seen Stephanie lately, you may not recognize her. She is sporting a new hairdo and cut. It is very becoming! She tells me Carly Kritchén bravely tackled the project! You did a good job, Carly.

Ken and Carly Kritchén: Speaking of Carly...she and Kenny are back in the neighborhood. The Kritchén's did some traveling this winter but are now settling back into their McCarthy routine. Kenny is in Cordova halibut fishing and Carly is doing what she likes best at this time of year—gardening. In fact, when I called she was out in her sunroom watering her plants.

When they returned from Oregon they brought back a new addition to the Kritchén household. It is a Border Collie named Tuff. Carly says Tuff is really smart and quick to learn tricks; well, most tricks. It sounds like there is at least one trick that Kenny has been working hard on with Tuff and this "real smart" dog is smart enough to know his master's trick is just that, a trick, and Tuff has better things to do! Welcome home, Ken and Carly, and welcome to McCarthy, Tuff.

George Cebula: This is the time of year when people are coming and going. George made a short trip in to his cabin recently. He was quite pleased to report that one of the photos he took this past fall of the flooding of National Creek will be included in the Alaska Weather Calendar 2002. He was also very

proud of the fact that his friend JoAnne Woolever had two of her photos chosen as well for the same calendar. JoAnne's two photos were taken from the Kennicott Glacier Lodge and will be stitched together into a panorama. Be sure to be on the lookout for the new calendar when it comes out!

McCarthy sings: On April 4th the McCarthy-Kennicott Community Church was the scene of a Singspiration with approximately 30 people turning out to make music. Prior to the singing a share-a-dish was held in the church basement. Thankfully, the abundance of food and the partaking of it, didn't deter those in attendance from raising their voices in song.

Laurie Rowland, who suggested the idea, played keyboard; Lynn Welty directed us all, making sure we all sang the same song at the same time! Our thanks go out to both ladies who did an excellent job. Adam Ward brought his flute and gave Laurie a hand at keeping us on the right key. A fun time was had by all!

Thank you, Lane! Those of us who traveled the McCarthy Road this winter wish to thank Lane Moffitt for all his efforts in keeping the road open. With the use of the local Kennicott McCarthy Chamber of Commerce grader, Lane tackled a variety of road glaciers this winter—several of which were extremely hazardous. The community of McCarthy says, "THANKS!"

Reminiscences of Cordova and Mile 13

BY C.L. SIEBERT, JR.
CAPTAIN, CORPS OF ENGINEERS

The 42nd Engineer Regiment (General Service) was a Regular Army unit activated in March 1941. The regiment comprised six line companies and Headquarters & Service (H&S) Company, with a strength of about 1200, including 45 officers. At the time of activation, four of the officers were Regular Army, and all the rest were reserve officers, professional engineers representing a wide variety of specialties: highway engineers, bridge designers, utility company engineers, a hard rock mining engineer, and so forth. It seemed that in every specialized part of training our troops, there was some officer that had experience in that particular specialty.

Our enlisted men came mostly from the area of New York and northern New Jersey, although we did receive filler replacements from the Midwest in the summer of 1941. We trained our own men, as this was before the completion of the big training centers which trained most of the recruits during World War II. We participated in the 3rd Army maneuvers in Louisiana in the summer of 1941, then returned to our home station of Camp Shelby, Mississippi.

We were placed on alert immediately after Pearl Harbor, and departed from Camp Shelby on January 11, 1942, en route to Camp Murray (part of Ft. Lewis), Washington, where we encamped while supplies were assembled for our movement to Alaska. The regiment was split up for Alaska service, A and B Companies

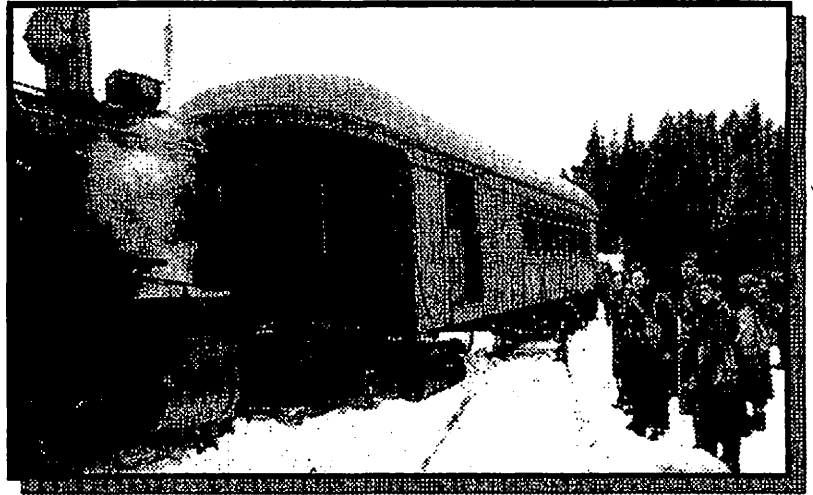


PHOTO COURTESY THE AUTHOR

CR&NW PASSENGER TRAIN. ENGINE #101 AND COACH-BAGGAGE 51. DERAILMENT AT SWITCH, CORDOVA STATION. TRAIN WAS CARRYING D COMPANY, 42ND ENGINEERS TO MILE 13 TO ENCOMP.

going to Juneau, C Company to Yakutat, D and E Companies to Cordova, and F Company to Unmak. Detachments of Headquarters & Service Company accompanied the several line companies.

Our battalion commander, Major V. L. Womeldorff, flew to Cordova sometime in February to look the situation over and establish contact with the U. S. Engineer Office and the Morrison-Knudsen superintendent, who were constructing the airfield at mile 13.

Traveling on the S. S. Baranof, which was chartered from the Alaska Steamship Co. for the trip, D Company and a detachment of H&S Company arrived in Cordova on or about March 15, 1942. While the ship was being unloaded and supplies taken by rail to mile 13, we ate and slept on the Baranof in comfort for about four days and nights. At this time trains to mile 13 were operated by a number of former railroaders recalled to

duty, temporarily on the Morrison-Knudsen payroll.

En route to Cordova, the steward personnel of the Baranof had arranged for the production of a variety show by our troops, which was put on one of the nights on shipboard. This show was really pretty good, and the men had a lot of fun doing it.

Someone got the idea that it would be a good way for the troops to meet the citizens of Cordova by repeating the show for them, and this was done one night at the Masonic Lodge, I believe, while we were still quartered on the Baranof. It was a real success.

In the spring of 1941 the army had arranged for rail to be taken up from the abandoned Copper River & Northwestern Railway for use at Fort Richardson at Anchorage. The army, in its usual "hurry up and wait" practice, wanted rail removal to start without delay. It was early spring, and the sand

sheds on the Copper River flats were plugged with ice and frozen sand, so rail removal had to be from mile 29, the location of the first sand shed. Rail was pulled up as far as mile 13 during the spring and summer of 1941 and stored at Cordova. This rail hadn't yet been shipped out when we arrived in March 1942. Morrison-Knudsen had fired up a locomotive when necessary to take heavy equipment out to mile 13, using locomotive 100, an 1888 Baldwin Mogul (2-6-0) which had been purchased at least third-hand from the stillborn Alaska Central, and had been used as the Cordova switcher. This engine was to go to Fort Richardson, and by the time of our arrival had been made ready for the trip. It was loaded onto the S. S. Tanana on March 19.

Locomotive 101, also a 2-6-0, but somewhat newer (Alco 1909) was fired up and hauled our freight to mile 13.

With the Baranof unloaded, the three passenger cars available at the time were coupled up to engine 4, the only survivor of the original coal-burning saddle tank engines, and took D Company to mile 13. The trip was uneventful except for the derailment of one of the cars at the switch at the Cordova station, which required about a half hour to get back on the iron.

At mile 13 we put up our pyramidal tents, a far cry from the comforts of the Baranof which we had been enjoying for the past week. Someone had determined that the tents could be heated by the Coleman oil-burning stoves which were later to be used in our Yakutat

huts when we erected them, so the Sibley coal-burning stoves usually used to heat tents were not provided. This was a mistake. The oil stoves were fine for an insulated building, but didn't put a dent in the cold in a tent. A pan of water placed on top of the oil stove would contain a solid cake of ice by morning. And this was spring, not winter. Another oversight was that the Coleman stoves each needed an elbow. We had lots of 6-inch stovepipe, but



PHOTO COURTESY THE AUTHOR

ENGINE 102 WAS RESURRECTED FOR MOVING FREIGHT.

no ells. Major Womeldorf went to the Cordova Commercial Company, who came to our rescue with a couple hundred 6-inch stovepipe elbows. The Cordova Commercial Company continued to amaze us by getting out of one hole after another by the diversity and quantity of their stock.

It was determined that the army should run the railroad to mile 13, and I was selected to run it with my platoon. I wasn't a real railroader, but in my three years with General Electric had worked for a time in GE's locomotive works at Erie, and I had an interest in railroads as far back as I can remember, so of the officers available, I was the logical choice. My platoon moved back to Cordova, bunking in the top floor of the railroad warehouse. The top floor was a dark

tunnel of a place, but the men thought they were better off than in tents. I bunked in a little room at the west end of the building, also on the second floor. It had windows, and was very comfortable.

At mile 13, the Yakutat huts were erected in a row in the clearing north of the railroad. These huts were prefabricated 16 x 16 wooden structures, furnished in 4 x 16 floor sections and 4 x 8 wall sections, and were easy to erect and very comfortable. After about eight or nine of these had been erected, orders were received from Ft. Richardson to disperse them in the woods, so these were taken down and reassembled. The first hut took more than a day to erect, but the men became quite good at it. In a competition some time later, huts were erected in much less than an hour.

On March 22, E Company arrived and went into camp at mile 13. By this time the boats carrying supplies started arriving in a steady stream. At times one wasn't unloaded before the next one showed up. To keep the freight moving required two trains, one at the ocean dock switching cars within reach of the ship's gear, while the other ran out to mile 13, unloaded and returned. For this we needed a second road engine, the 4 spot not being suitable for the job, so engine 102 was resurrected. The 102 hadn't run since the road had shut down in 1938, and was really a rust bucket in appearance until we got some time and covered the rust with paint, but she ran all right.

Yates, the Morrison-Knudsen superintendent, a very capable and

cooperative man, had arrived in Cordova some time before the army, and had found out what former CR&NW employees were in town and available. Six of these men, Tom Burchett, Dan McCarthy, Charlie Johnson, Norval Miller, Ed Oss and John Vinquist, were picked up on the U.S. Engineer Department payroll, and were invaluable in operating the remnant of the railroad. We used the CR&NW men as engineers and conductors, with soldiers as firemen and brakemen. Tom Burchett, engineer, and Dan McCarthy, conductor, with two soldiers were one crew. Charlie Johnson, engineer, and Norval Miller, conductor, with two soldiers constituted the other. Ed Oss was man of all jobs, especially for operating the 15-ton Brownhoist locomotive crane. John Vinquist supervised our track gang.

I still remember how elated I was when the snow on the ground melted and uncovered all sorts of scrap material—timber, old tanks (a supply of boiler plate), switch parts, etc., all junk, but material that could be used to improvise repairs and keep the railroad running.

In addition to running freights, we ran passenger trains three nights a week, when boats weren't being unloaded, to bring the men in to town on pass (the equivalent of liberty in the navy). At first this posed a problem. The Siwash Indians living in Eyak village learned that oil-soaked journal packing was good for starting fires, and had robbed the packing from a number of the cars stored in the yard. So when we ran passenger cars, we had to take packing from freight cars, and vice versa, as there wasn't enough to go around. You can bet that my first emergency requisition was for two bales of wool waste to be shipped

from Seattle. Lubricants were obtained from Standard Oil of California at Cordova, as they had supplied the CR&NW.

There was also necessity for a considerable amount of individual travel between mile 13 and town during the day. Some men were detailed with the Alaska Communications Service in town, there was business with the U.S. Engineer Office, and on paydays, a pay run from the bank. To provide transportation we ran a scheduled speeder service, with trailer, if necessary, two round trips in the morning and two in the afternoon. The superintendent's 1928 Erskine sedan was used for this, and one of the speeders. The speeders were forever breaking down in this service, being pretty much worn out, and not very powerful to begin with. I had a mechanic assigned from the motor pool who was a whiz with these old gasoline engines, and was kept busy maintaining them. I ordered two big Fairmont speeders, but they were a long time coming.

Morrison-Knudsen got their men back and forth to mile 13 by speeder trains—a big speeder and five trailers, out in the morning and back in the evening, and occasional trips during the day without trailers, as needed. These M-K operations were of course performed under orders from our dispatcher. The only fatality caused by a moving accident during our operation occurred when one of the M-K speeder trains, cleared only to mile 7, came on through without calling for orders at mile 7 and hit our track gang's speeder on one of the curves along Eyak Lake. Our speeder was demolished. One of the Morrison-Knudsen men back in a trailer suffered a head injury and died several days later.

In the early months of our time in Cordova we had an

unusual labor arrangement for unloading ships. Obviously military labor was available to serve as stevedores, and was to be used. According to the Alaska Steamship Company's labor agreement, the stevedores had to be paid. But military personnel couldn't accept pay in addition to their army pay. As a temporary arrangement, the wages the soldiers earned as stevedores were paid by the steamship company to the several company funds, for the benefit of the enlisted men who earned it. In a few months this bizarre arrangement was discontinued, and the soldiers worked as stevedores as part of their army duties. But by this time a considerable amount of money had been accumulated in the company funds, and had to be spent for the benefit of the men who had earned it. It was decided to let each company have a night on the town, for free. I don't remember whether their credit was good at all the bars, or just at certain ones where arrangements had been made. But, believe me, each company had a grand bash!

When cargo was being unloaded from ships, we worked in a frenzy to get the ship unloaded and on its way. The men worked in 12-hour shifts, I think. I worked at the lock about 16 hours and would be relieved by an officer from mile 13. We were running out of unloading space at mile 13, so some materials, such as aerial bombs (unfused, of course) and barrels of asphalt for use in paving the runway, were simply kicked or rolled off the cars along the track where there was room. Bombs and asphalt barrels cluttered the right-of-way for a couple of miles west of mile 13. These were later picked up by the Brownhoist crane, reloaded on cars, and taken for use or proper storage.

The freight cars available for

our use were seven gondolas, eight steel flats, and one stock car with the spaces between the slats filled in, so it was essentially a box car. There was a combine coach at mile 13 as M-K office and a box car full of bomb fuses. At the ocean dock were another combine and another box car, used as office and warehouse for Standard Oil of California, until their new facilities were built about 1943. The shipments arriving for use at the mile 13 camp included a lot of materials, such as electrical equipment, that shouldn't get wet, and with Cordova's usually rainy weather, needed shelter en route. One box car wasn't enough.

There was an old box car without trucks on the ground outside the car shop. It was obviously pretty rotten, but the only thing around resembling another box car. And here was an old wooden flat car on the lumber track, so water-soaked it was green with moss, but it had trucks. These were ancient trucks, bearing UPRR initials and a date in the 1870's. I had never seen trucks like them—not only the bolsters, but the transoms were of wood, but they were trucks. The box car body was really rotten—every time we attacked a rotten board, we found the one next to it rotten. The draft timbers were rotten too, and we scabbed together some replacements. Our repairs would not have met AAR standards, but they served. I realized that this car, though providing shelter from the weather, was weak, and shouldn't be loaded heavily, so painted a stripe inside, half way up the sides, with the inscription "DO NOT LOAD ABOVE THIS LINE."

On the first trip out for this car, to carry material unloaded from ship, I had worked at the dock until late at night as usual, and was relieved by the Quartermaster captain. The Quartermaster

captain evidently didn't believe in signs. I was greeted next morning by conductor Dan McCarthy, who was taking a train out to mile 13. He told me, "Lieutenant, you couldn't get another box of corn flakes in that car." There wasn't much to do but proceed, but take it easy. He made it all right through the curves along the lake, and got as far as mile 7, where the impact of going through the passing track frog was enough to collapse the wooden transoms on one of those old Union Pacific trucks. It couldn't have happened at a better place. He shoved the car into the passing track, wheels scraping on the underframing, and left it.

By afternoon a couple of flat cars were empty, so I went out with a detail to unload the box car. The contents completely filled two flat cars. All that afternoon we kept a lot of mosquitoes happy, or maybe it was no-see-ums. I don't think any of us had ever been eaten so much. It was bad at mile 7. We got the car back to town with the crane holding up one end. Shortly afterwards, a newer pair of trucks from under a caboose someone had bought became available, and the box car was retrucked, and ran as long as we ran the railroad.

Winter storms on Eyak Lake had eroded the edge of the right-of-way along the lake, so it was necessary to dump gravel fill along the outer edge of the track. We restored locomotive steam shovel X-35, which hadn't run in years, and laid a switch and track into a former gravel pit at about mile 5. To get the shovel running, we took on Dick Cook, Cordova's milkman. Dick, who was in his 60's, had been a machinist on the railroad. He had four cows, and fed them hay shipped from Seattle which cost him \$36 a ton, a high price in 1942. He worked for us in

the afternoons, after he had finished his dairy duties.

To haul the gravel we needed dump cars, but only one had survived, as an idler car for the X-61 ditcher, a small steam shovel. We spotted the ditcher on the B&B track, and relieved it of its dump car, but that wasn't enough. There were about a hundred wooden dump car bodies piled in a heap at the edge of Eyak Lake, where they had been picked off their underframes and discarded. The steel underframes and trucks had been loaded aboard ship, and sent to Japan—to be shot back at us. There were two tender underframes, from engines 21 and 22. The tender tanks had been sold and shipped away. The tender underframes were about the right length to take a dump car body, but the side sills prevented the dump body from tipping far enough to unload. We built up a structure using old bridge timbers, higher than the original dump cars, to allow them to tip far enough to clear the load. Of course there was no air dump on these cars, so they were loaded heavy on one side, and the chain released from the other (high) side at the dumping site. The tender bottoms had couplers at only one end, so we coupled them front-to-front using the drawbar that had connected them to the engine. The gravel operation was carried on for a month or longer.

About May 1942 two infantry companies arrived, Companies G and H of the 138 Infantry, a National Guard unit from somewhere in the Midwest—Ohio, I believe. Their Quonset huts were not erected at the time they arrived, so they bunked in the abandoned naval station at mile 7. The men were used as work parties at mile 1 under supervision of engineer troops, and this made for passenger runs to and from mile

13 until they moved to that location. These troops were to be the garrison to defend the airfield if necessary.

The commander of G Company of the 138th was Captain Wardell, in civilian life a telephone man, experienced in telephone line construction. In conjunction with the Alaska Communications Service in town, he installed a 26-pair lead cable from town to mile 13, strung on the poles which carried the iron wire railroad dispatcher circuit. He taught his detail of men to be pole climbers. When this line was completed, the dispatcher's circuit was cut over to a pair in the cable, supplanting the old one iron wire and ground circuit, which was unreliable in wet weather. But after a year or so this cable became unreliable in wet weather. What happened was that the cable, being pretty light, about as thick as your finger, flapped in the wind at the west end of Eyak Lake. This motion caused the cable to chafe on the suspending rings and wear through, admitting water. The problem was solved by burying the troublesome section of cable. Captain Wardell transferred to the Communications Service and was subsequently moved elsewhere.

The warehouse at Cordova contained a fair amount of railroad supplies which we could use, but its most interesting content from a historical point of view was the collection of weird and wonderful small gasoline-powered motor cars from the early years of the railroad. The almost mint condition of some of these bespoke that they probably didn't get much use because they weren't very reliable. But they really constituted a museum collection. I found a roster listing and identifying all of these by manufacturer and date. For my

own use I took the earliest of them, more rugged than most, a 1909 Duntley, which could carry two men, three if you had a tail wind. This ancient machine had no throttle. To go slower or stop you simply cut the ignition on one or both cylinders. It had been used by the foreman at Chitina, and in a crossing accident, had killed a horse. In 1944 I carelessly ran through a switch with this machine, and splintered a wooden

manager of Cordova Commercial Company, hours before the news came through military channels.

Shortly after the Dutch Harbor bombing, and the Japanese had taken Attu and Kiska, we were directed to make a reconnaissance by air of the CR&NW beyond mile 13. It was feared that the Japanese might gain control of the Pacific and interfere with our supply by ship. An alternate supply route would be



PHOTO COURTESY THE AUTHOR

1909 DUNTLY SPEEDER. AUTHOR ON LEFT AT CONTROLS. ON RIGHT IS LT. STEVE AKIN.

front wheel.

On Memorial Day 1942 the troops, at least the 42nd Engineer companies, put on a parade for Cordova. A special train was run and Tom Burchett and Dan McCarthy dressed up for the occasion, Tom in a brand new set of overalls and Dan in his Sunday suit and American Legion cap. The troops were under arms in class A uniforms and World War I tin helmets, and made quite an appearance. Photographs of the parade and the train are, I believe, in possession of the Cordova Historical Society. Just five days later, on June 4, the Japanese bombed Dutch Harbor. I learned about it from Jack Clawson,

the Alcan Highway, then under construction, over the Tok cut-off, and through Chitina to Cordova, if the railroad were restored. A plane was chartered from Cordova Air Service and our post commander, by then Lt. Colonel Womeldorff, two other officers and myself made the trip. We flew over the line to Chitina, noting its condition. To make the reconnaissance complete, we got hold of O. A. Nelson in Chitina and traveled in his rail bus to McCarthy, where the plane met us and returned us to Cordova. I don't think I shall forget the experience of crossing the fast-flowing Copper River at Chitina in Nelson's long skiff which was spun around by the current

end for end numerous times during the crossing. Every time this happened, Nelson would just pole (or paddle, I forget which) in the new direction without missing a stroke.

It wasn't long after this that Colonel Womeldorff was recalled to the states, promoted to full colonel, and placed in command of the 50th Engineers. The 50th got to Kiska, and was involved in the Japanese counter-attack. Colonel Womeldorff was a fine officer. He was succeeded as Post Commander at mile 13 by Lt. Col. Lowell H. Ludwig of the 138th.

In the first months of the camp at mile 13 there was no mechanical refrigeration, so a truck would be sent up to the glacier and shoveled full of glacial ice. As this melted, you could see the huge crystals characteristic of prehistoric ice, hexagonal in shape, as thick as your finger, and three or four inches long, outlined by the mud which was in the mixture.

During the time that troops were stationed at mile 13, several big movie personalities visited the camp to entertain. In the summer of 1942 there were Jerry Cologna and Frances Langford. Later on there was Ingrid Bergman, and there may have been others whom I have forgotten. At least in 1942, when Cologna and Langford visited, there was no building at camp suitable in which they could perform. So Colonel Womeldorff arranged for the performance to be held at the theater in town, and invited Cordova citizens to fill the surplus seats.

Like most passenger cars of their vintage, those on the CR&NW had been built with clerestory roofs—the kind with a



PHOTO COURTESY THE AUTHOR

O.A. NELSON'S RAIL CARS—CHITINA TO MCCARTHY.

row of little windows that could be opened for ventilation. These were a nuisance to railroads and trolley lines everywhere, because they usually leaked. They have long ago been eliminated in subsequent designs. In Cordova's wet climate, the leaks were evidently a real problem, and the roofs had been modified by enclosing the clerestory windows, producing a turtleback roof. This was done on all but one car, the coach-observation car. That roof would leak, and drip water inside for a week, if dry weather lasted that long.

We did not reactivate the big power plant boiler which had furnished "house steam" to heat the railroad buildings, make hot water, and provide steam to start up a cold oil-burning locomotive. Instead, we kept one locomotive hot all the time for this purpose, coupled up to the house steam line. Boiler tests were made by a couple of old hand Coast Guard officers who came through once a year. I don't remember just how I made this arrangement with the Coast Guard, but it worked out well.

The track needed considerable rehabilitation to support as much traffic as we were running, and

that meant we needed a supply of ties. Somehow I learned that George Roberts had cut about 5,000 ties on the mainland somewhere around Sheep Bay. These had been cut for use on the CR&NW, but when the road closed he was stuck with them. I contracted with Roberts to purchase these ties, delivered to Cordova. He had an old wooden barge, formerly a steamer, on which he would transport the ties. When this job was to be finished, I also made arrangements to take the barge to Katalla, to load a Fairbanks-Morse/Brill motor car, about 30 passenger capacity, much larger and heavier than our speeders. It would have been ideal to get over the flats to mile 13 in the winter, when snow drifted across the tracks, on which occasions we had to run an engine and passenger car, because speeders couldn't get through. The ties arrived with the old barge swamped. If the load hadn't been timber, it would have sunk. But within the next week or so Roberts and his two men were lost out in the sound in a storm. I never pursued the Katalla motor car matter further.

(To be continued.)

Airplanes in the Wrangells

"Harold Gillam—update"

BY KENNY SMITH

In our March-April 2000 issue of WSEN this series honored Harold Gillam. In the article we mentioned that Harold Gillam was sweet on Marvel Crosson, the first woman pilot in Alaska. Marvel was Joe Crosson's sister. Joe Crosson was one of the original pilots in Alaska as well as partner to Alaska's first bush pilot, Carl Ben Eielson. Gillam came to Alaska in 1923. By 1927 he owned his own cross-country bulldozer train freighting outfit and had met Joe Crosson. Both Joe and his sister undoubtedly had a lot to do with Gillam's interest in aviation.

We also mentioned that in 1929 Gillam planned on setting up a flying service in McCarthy, after he received his pilot's license. What we did not know was the extent of his romance with Marvel and their plans for the future. The Alaska Aviation Heritage Museum in Anchorage and the First National Bank provide us with this new insight:

Marvel Crosson first came to Alaska in 1927 with her brother Joe Crosson. That same year she passed her flight examination, and became the first woman in Alaska to earn a pilot's license. Marvel was warmly accepted by Alaska's pioneer aviators, and

featured Amelia Earhart and the finest female pilots of the day. The \$25,000 prize money—which Marvel felt confident she'd win—was to provide a stake for her return to Alaska and the flying venture she had planned with Harold Gillam.



On August 19, 1929, Marvel Crosson's Travel Air was found demolished on the third leg of the derby. She died doing what she did best and loved most.

Evidently Harold and Marvel had intended to locate their new air service in McCarthy and use the \$25,000 prize money to get started. Marvel's death and his involvement in the search

one in particular, Harold Gillam, asked her to be his partner in a flying business and in life. Marvel accepted, and they were engaged.

In the spring of 1929, she set a woman's altitude record of 23,996 feet and in the fall of that year entered the National Women's Air Derby. The race, from Santa Monica to Cleveland,

for Eielson at the end of 1929 obviously postponed Gillam's plans. Gillam did establish an air service in the Wrangell Mountains early in 1930 but he changed his mind and located at Chitina and Copper Center instead of McCarthy.

2000 Census

McCarthy population—42

On March 19, the U.S. Census Bureau Data was released. Statewide the population is 626,932; House District 35 came in with a total of 12,769 while House District 36 was 13,564. Copper Valley Communities with their populations are: Chistochina 93, Chitina 123, Copper Center 362, Copperville 179, Gakona 215, Glennallen 554, Gulkana 88, Kenny Lake 410,

McCarthy 42, Mendeltna 63, Paxson 43, Slana 124, Tazlina 149, Tolsona 27, and Tonsina 92. If you are interested in a community that is not listed, you can visit the DOL at: <http://146.63.75.45/census2000/>

Wrangell-St. Elias' ranger Sharp honored

(WASHINGTON, D.C.)

How do you become the "best ranger" in the National Park Service (NPS)? It's not easy, but that is exactly what Hunter Sharp is being considered by his peers in the NPS. Hunter is currently the Chief Ranger at Wrangell-St. Elias National Park and Preserve (NP&P) in Alaska and on April 25, 2001, in a ceremony in Washington, D.C., Hunter was awarded the 2001 Harry Yount National Park Ranger Award.

The Yount Award is a peer recognition award that honors rangers whose record shows both tangible and intangible benefits to the park ranger profession. Honorees have demonstrated outstanding leadership, high standards of performance, dedication to the park ranger profession and excellence in

traditional ranger skills. "It is a real honor for a ranger to be presented with the Harry Yount National Park Ranger Award," said Deny Galvin, acting Director of the NPS. "Being a park ranger requires an individual to have effective leadership skills, adaptability to change, and a strong work ethic."

Hunter Sharp's career in the NPS has spanned 27 years and has involved duties ranging from being a seasonal lifeguard on the Gulf Coast to Acting Superintendent at Wrangell-St. Elias NP & P. Hunter currently oversees operations and rangers whose lifestyle and duty requirements harken back to earlier NPS days. Protecting 13.2 million acres of wilderness glaciers, rivers, tundra, mountains and forest by

aircraft, foot, boat and even dogsled requires the most capable and the most skilled rangers.

Hunter has served as a role model and mentor to many men and women pursuing ranger careers. He has a keen interest in encouraging the next diverse generation of rangers and preparing them to take the duties and responsibilities of the 21st Century National Park Service. According to Superintendent Candelaria, "Hunter has in every way and at every opportunity shown himself to be the epitome of what it means to be a National Park Service Ranger. He is certainly worthy of the Harry Yount award and of standing in the select company of previous award recipients."

NPS News

Hello from Vicki Snitzler, Park Planner and for this summer, the Superintendent's representative to Kennecott/McCarthy. Hunter Sharp, Chief Ranger, who has been fulfilling this role for the past year is in Washington D.C. until June on a temporary assignment. Hunter will be the Alaska Desk Officer, which means he will be the Regional Director's representative in Washington D.C. on all Alaska Park issues.

I plan to arrange my schedule so that I will be in the McCarthy/Kennecott area every two weeks or so starting in May. I look forward to working with all the community members on our variety of issue and projects.

I wanted to give you a brief

overview of all the activities I am aware that are planned for this field season in the McCarthy/Kennecott area. First off, the Cultural Landscape Report and Operations Plan for the Kennecott NHL is currently being published. It should be available for coffee tables shortly. I want to thank everyone for their participation in the planning process. I think the document was vastly improved by all your comments. As far as planning projects for this summer, there are a couple of things to mention.

We will be continuing to work on plans for camping in the area. We will be considering a walk-in campground on the east side of the Kennicott River on the glacial moraine near the airport. We are also temporarily closing the area adjacent to the Kiosk to camping due to con-

cerns with human /bear conflicts, access to private property and competition with private campground operators. Hours of the closure will be from 10pm to 6am. Until we can build an adequate facility that will minimize bears accessing human food we feel it unsafe for visitors to camp. All of these issues and a myriad of related ones will be analyzed in an environmental assessment that we hope to have out for public review in a few months.

Additionally, we will be starting a transportation plan for the area this coming July. We hope to look at issues of transportation within the NHL and from the end of the McCarthy road up to the NHL. We hope to have both community member and State DOT&PF participation on this planning effort. We will continue to work with DOT&PF on the Kennicott River Wayside

project and the McCarthy Road Roundtable project.

The Architectural Control Committee for the Kennecott Mill site Subdivision will have revised covenants and architectural guidelines for review. We may also get some survey work done as well.

Our Maintenance Division, led by Will Tipton and Jim Baker, will have another busy summer. Currently, Will is looking for a project manager to help him with the workload. They are scheduled to do stabilization work on the West Bunkhouse, Machine Shop, Recreation Hall, Depot, General Manager's Office and Company Store. Lead paint abatement will be started on the schoolhouse. We will be looking into improving the low water crossing at National Creek and we will be looking for a place along the old wagon road where

we can store materials. Along the McCarthy Road in the Crystalline Hills area, the trail crew will be constructing a short day hiking trail.

Our Resource Management Division will be closing adits at Jumbo and Bonanza mines for safety reasons. They will be cleaning up abandoned mining sites at Nikolai Ridge, and Glacier Creek/Radovan. They will be sponsoring research at Iceberg Lake and at the Kennecott Mines.

All of these projects will mean a variety of staff. There will be four interpreters, which will include Nancy Cook, Gaia Thurston-Shaine and Katy Steiger. Jim Baker will have a maintenance crew of 16, a lot of folks from last year's crew will be returning. Seasonal Ranger Rich Richotte will also be stationed in the area this

summer.

Most folks know Ranger Rich Richotte since he has worked in the Wrangell's for the past 10 summers. Rich will be stationed in the Kennecott area this summer. He is an enforcement ranger and will have a variety of duties including: assisting regional personnel with adit closures and posting, assessing needs on local trails and backcountry camping areas, and working to secure the mill site structures to enhance public safety and protect the artifacts therein. He will be working to enforce the campground closure as described above. Rich is also an EMT and will be able to respond to emergencies, and is an experienced Search and Rescue person. Please remember that he is NOT a Trooper or VPSO and has jurisdiction on Federal Public Lands.

Janet Clarice Nelson Epton remembered

Editor's note: Jan, as we in McCarthy called her, was a very special and unique lady. Since the summer of 1999 when she joined her son, Chris, at the seasonal tasks of operating Glacier View Campground, many of us quickly adopted her. The more I think of it, however, I wonder if it was the other way around—she adopted us!

Jan's smiling face behind the counter always welcoming us, her honest interest in our activities, the friendly wave when we couldn't stop for one of her delicious grilled burgers—all these wonderful attributes always brought a smile to my face. She was a great neighbor.

When Jan discovered I was sweet on red licorice, she insisted Chris keep a good supply on hand. Even when Chris would come to our place of business to purchase propane, if Jan couldn't get away she would send that special little brown bag and I always knew what was inside! I will miss her this summer and many summers to come, not because of steady supply of licorice, but because she always made me feel special and loved. What a lady!

The following testimonial was written by her son, Chris, and read at her funeral in Salem, Oregon, on February 22, 2001. Jan died February 10.

TESTIMONIAL

BY CHRIS EPTON

It is hard to put into words how much our mother meant to us. Family was always her number one priority. She use to reminisce about her early days in Wisconsin and spending summers on the farm with Aunt Carry. At harvest

time the thrashers would work round the clock and the women would gather in the kitchen and cook and bake all day. She lost her mother when she was young and was raised by our grandfather much the same way as she raised us kids when our father died thirty years ago this week. She was married to our dad for

seventeen wonderful years and has never remarried in the thirty years that followed.

We grew up in Bellingham where she was a stay-at-home mom until we were all in high school. One night when our cousins were visiting, she piled us all into the car in our pajamas to go for ice cream and a drive. We

wanted to see the Peace Arch in Blaine but somehow ended up crossing the border into Canada. The border patrolman asked her what was the purpose of our trip to Canada and she replied, "just to turn around." She loved all us kids whether they were family or friends and was affectionately known to many people as simply "Aunt Jan."

Our lives eventually brought us to Oregon where Julie and I went to college. She would spend hours typing our term papers at the dining room table on her old Royal typewriter as well as coming to our concerts and even driving us to and from school. She also had time for her own activities, which involved mostly music. She was an active member of St. Mark Lutheran Church and sang in the choir every Sunday. She also sang in the Willamette community chorus, which performed difficult and demanding music. One day at church she found a lost kitten covered in fleas and brought her home and fixed her up and to this day Ethel the cat is still known as her little Lutheran.

Aside from music she loved her Washington Husky football games which she began attending with her father in 1949. She

rarely missed a single home game while living in Washington and even after moving to Alaska she still made it a priority to see at least one game a year. Most recently the 2001 Rose Bowl just six weeks ago.

In 1987 at age 54 she took her first airplane ride to Alaska of all places to visit her son at his teaching job in Bethel. She so loved the beauty of the state that she requested a work transfer from Salem to Anchorage and began working and living in Alaska in 1991. While most residents loved the summers and tolerated the winters, she embraced the darkness, the cold, and especially the snow. Any snow day was a good day and curiously enough after a relatively snow less winter this year, the day she left us was marked by the biggest snow storm of the year. Eighteen inches in twenty-four hours.

Of course living in Alaska means traveling a lot and mom loved to travel. One of her favorite destinations was Las Vegas, which she visited at least once a year. She loved to go to the shows and see the big name entertainers like Tom Jones, Wayne Newton, Dean Martin, and her favorite Frank Sinatra. She

also traveled to help the family when they were in need and its been a busy year for that starting with her daughter Julie's long stay at the Salem Hospital followed by the death of our uncle and the unexpected illness of our aunt in Seattle. But she made it through all of these things and still managed to visit her daughter Jennifer in Baltimore and ultimately ended up in Pasadena on January first and we all know how much that meant to her. Just two weeks ago she received her Alaska Airlines MVP card for traveling fifteen thousand miles in one year. Way to go Mom!

She spent the last two summers of her retirement helping her son Chris at his campground in the Wrangell-St. Elias National Park where the landscape is so vast and untouched that it seems to be frozen in time. One day she mentioned that if anything ever happened to her she would want her ashes scattered over the mountains and glaciers that surround this magnificent place. We will grant that wish. So let it be known to the world that Janet Clarice Nelson Epton was here and that a part of her will live on in each and every one of us.

Florence M. Barrett 1908-2001

Florence M. Barrett passed away in her home on February 16, 2001. Born in Poulsbo on May 6, 1908, she attended the U of W where she met and married Laurence O. Barrett of McCarthy, Alaska. Upon graduation, Mrs. Barrett taught business until the birth of her first child. Laurence Barrett's career with the US Forest Service took them to Arkansas, South Carolina, Vancouver, Washington and ultimately, Seattle. For the last 48 years, the Barretts resided in Magnolia. Mrs. Barrett

had a passion for helping others and was widely known for her tireless work in collecting, refurbishing and outfitting dolls for needy children. For over 30 years she donated many hundreds of such dolls for children through Harborview Hospital, the Fire Departments Toy Drive and the Marines' Toys for Tots program, among others. Mrs. Barrett was active in PTA, Scouts, Eastern Star, Lady Lions, Garden and Crafts Clubs, Seattle Children's Hospital, Alaska-Yukon Guild and other philanthropic organizations. She is survived by

her husband of 68 years, Laurence O. Barrett; her children Marilyn Wall of Magnolia, Paul Barrett of Queen Anne, and Patsy Crawford of Berkeley, CA.; her grandchildren: Michael and Mark Nelson, Alison Abbo, Adam Crawford, Wade, Zach, Cole and Doyl Barrett; and great grandchildren: Barrett, Carter and Max Nelson. Remembrances may be made to the Order of Eastern Star Hospice Program c/o Queen Anne Chapter OES, 8013-20th Ave. N.E. Seattle, WA 98115 or to Children's Hospital, PO Box 5371, Seattle, WA 98105.

Good News from the Wrangells

BY BONNIE KENYON

It is my desire today to warm your heart; to remind you of your uniqueness and importance in life. Sometimes you and I might think our uniqueness depends upon such things as the way we dress, wear our hair or maybe even the place where we live. Then if those things are threatened and change, that distinctiveness that we place so much importance on causes us to feel somehow unworthy, unimportant, unnecessary and useless to anyone.

On a very personal note, I

The Teacher

Her name was Mrs. Thompson.

As she stood in front of her 5th grade class on the very first day of school, she told the children a lie.

Like most teachers, she looked at her students and said that she loved them all the same. But that was impossible, because there in the front row, slumped in his seat, was a little boy named Teddy Stoddard.

Mrs. Thompson had watched Teddy the year before and noticed that he didn't play well with the other children, that his clothes were messy and that he constantly needed a bath.

And Teddy could be unpleasant. It got to the point where Mrs. Thompson would actually take delight in marking his papers with a broad red pen, making bold X's and then putting a big "F" at the top of his papers.

At the school where Mrs. Thompson taught, she was required to review each child's past records and she put Teddy's off until last.

However, when she reviewed his file, she was in for a surprise.

Teddy's first grade teacher wrote, "Teddy is a bright child with a ready laugh. He does his work neatly and has good manners...he is a joy to be around."

His second grade teacher wrote, "Teddy is an excellent student, well liked by his classmates, but

believe there is a God—a God Who loves me—not because of any external qualifications but because that is just the way He is. The Creator of this universe created you and me, not to be a failure to ourselves and to others, but to make a good difference in this world. He has done His very best to provide you and me the means to succeed in life and be a blessing. That doesn't mean everyone will understand us or even love us in return, but there is always someone who needs what you and I can give.

In accepting God's gift to

us—His Son—it is God's way of making a difference in us, His creation. We, then, in return can take that "difference" and touch other people's lives with good. I see this as God's way of passing on His goodness.

Subscriber Richard Huff has passed onto me this story of how a 5th grade teacher made a difference in a young man's life and as it so often happens, she experienced a wonderful change in her own life. You are special! You can be different and you can make a difference.

he is troubled because his mother has a terminal illness and life at home must be a struggle."

His third grade teacher wrote, "His mother's death had been hard on him. He tries to do his best, but his father doesn't show much interest and his home life will soon affect him if some steps aren't taken."

Teddy's fourth grade teacher wrote, "Teddy is withdrawn and doesn't show much interest in school. He doesn't have many friends and he sometimes sleeps in class."

By now, Mrs. Thompson realized the problem and she was ashamed of herself. She felt even worse when her students brought her Christmas presents, wrapped in beautiful ribbons and bright paper, except for Teddy's.

His present was clumsily wrapped in the heavy, brown paper that he got from a grocery bag. Mrs. Thompson took pains to open it in the middle of the other presents.

Some of the children started to laugh when she found a rhinestone bracelet with some of the stones missing, and a bottle that was one quarter full of perfume.

But she stifled the children's laughter when she exclaimed how pretty the bracelet was, putting it on, and dabbing some of the perfume on her wrist.

Teddy Stoddard stayed after school that day just long enough to say, "Mrs. Thompson, today

you smelled just like my Mom used to."

After the children left she cried for at least an hour. On that very day, she quit teaching reading, and writing, and arithmetic. Instead, she began to teach children.

Mrs. Thompson paid particular attention to Teddy. As she worked with him, his mind seemed to come alive.

The more she encouraged him, the faster he responded. By the end of the year, Teddy had become one of the smartest children in the class and, despite her lie that she would love all the children the same, Teddy became one of her "teacher's pets."

A year later, she found a note under her door, from Teddy, telling her that she was still the best teacher he ever had in his whole life.

Six years went by before she got another note from Teddy. He then wrote that he had finished high school, third in his class, and she was still the best teacher he ever had in his whole life.

Four years after that, she got another letter, saying that while things had been tough at times, he'd stayed in school, had stuck with it, and would soon graduate from college with the highest of honors.

He assured Mrs. Thompson that she was still the best and favorite teacher he ever had in his whole life.

Then four more years passed and yet another letter came. This time he explained that after he got his bachelor's degree, he decided to go a little further.

The letter explained that she was still the best and favorite teacher he ever had. But now his name was a little longer—the letter was signed, Theodore F. Stoddard, MD.

The story doesn't end there. You see, there was yet another letter that spring. Teddy said he'd met this girl and was going to be married. He explained that his father had died a couple of years ago and he was wondering if Mrs. Thompson might agree to sit in the place at the wedding that was usually reserved for the mother of the groom.

Of course, Mrs. Thompson did.

And guess what? She wore that bracelet, the one with several rhinestones missing. And she made sure she was wearing the perfume that Teddy remembered his mother wearing on their last Christmas together.

They hugged each other, and Dr. Stoddard whispered in Mrs. Thompson's ear, "Thank you Mrs. Thompson for believing in me. Thank you so much for making me feel important and showing me that I could make a difference."

Mrs. Thompson, with tears in her eyes, whispered back. She said, "Teddy, you have it all wrong. You were the one who taught me that I could make a difference. I didn't know how to teach until I met you."

Please remember that wherever you go, and whatever you do, you will have the opportunity to touch and/or change a person's outlook. Please try to do it in a positive way.

"Friends are angels who lift us to our feet when our wings have trouble remembering how to fly."

Engagement

Matt Miller of Kennicott, Alaska, and Julie Vernon of Grand Rapids, Michigan, are pleased to announce their engagement.

Matt and Julie met last year while Julie worked at the Kennicott Glacier Lodge during the summer season.

Julie is expected to arrive in McCarthy area mid May and will work for Jeannie Miller at the Pizza Parlor. Matt has a job this summer at Kennicott with the National Park Service.

A wedding date has been set for November 3, 2001, at Grand Rapids.

We extend best wishes to this fine young couple.



OUR TOWN

May 1926 June

FOR SALE

160 acre ranch with 40X60 barn and two room cabin, four miles from town—80 acres cleared—6 acres timothy—74 acres ready for plowing. All fenced.

Also 1 mower, 1 rake, 2 harrows, 1 plow, 1 light wagon, 1 seeder, 1 baler, 1 wheel barrow, forks, and axes; 2 stoves, cooking utensils, 3 beds and mattresses, 1 gun, 2 dozen chickens and two roosters.

Terms \$2000—\$1000 cash and four \$250 payments.

Emil Isaacson

MRS. GUS JOHNSON DIES AT SEATTLE

A telegram was received yesterday by Mrs. J. P. Hubrick from Seattle asking her to notify Gus F. Johnson at Strelna of the death of his wife. No further details were given.

Mr. Johnson will leave by first boat.

May 1

SUMMER RESORT FOR McCARTHY

The amount of travel to Baltoff Lake for an outing last season has produced results. Bill Mahar has undertaken to build a good trail from the Nizina bridge to the lake, a distance of about two miles and reports that he already has this practically finished. He has erected three tents and is to start erecting a cabin in the

course of a few days.

This resort should draw large crowds this season for it is easy of access with a good car road to the Nizina and a good trail from there to the lake. Fish are there in abundance and the water is ideal for bathing.

ROAD COMMISSION TO START WORK

Word has been received the Alaska Road Commission will begin work on the Sourdough Road almost immediately. A small crew only will be put on at first to do some necessary work and it will probably be camped at the five mile. It is expected that work will get underway by Monday.

OIL DISCOVERED AT NIZINA

STAMPEDES RUSH TO STAKE

Excitement reigns in McCarthy with the discovery of oil indications beyond the Nizina River in the vicinity of Baltoff Lake and already the towns people have flocked almost in a body to stake up the ground around the discovery. Some thirty of forty claims have already been staked and recorded.

Mrs. Sam Seltenreich was the originator of the excitement when she disclosed to a few friends that surface indications of oil existed on the sloughs and low lying bench land in the vicinity of Baltoff Lake which is about two miles beyond the new Nizina

bridge and about twelve miles from town. Eight people of the town, Mrs. Seltenreich, Mrs. Kate Kennedy, J. B. O'Neill, Chas. O'Neill, Sigurd Wold, Carl Anderson, and E. P. Harwood immediately staked and recorded eight claims on the site, and, as the information became general, a rush was for the district was soon in progress and Commissioner Harwood was kept busy supplying Powers of Attorney and recording claims.

Prospectors report a good oil shale formation and while many remain skeptical the enthusiasm of the stamperers remains undampened.

Bill Henry furnished the second thrill when he appeared in town with a pint bottle of crude oil and a small bag of fine appearing shale which gives every promise of being the real thing. The oil was taken to Kennecott and assayers of the Corporation report it to be an exceptionally grade of oil. Staking is rendered somewhat difficult to snow and water which still lies on the ground but was no hindrance to the stamperers.

Commissioner Harwood is planning an early trip to the ground to verify for his own satisfaction the surface indications and the samples of oil and shale obtained in order to guard against fraud and misrepresentation. Every effort will be made to

avoid the broadcasting of false reports but no effort is to be spared in learning the exact nature and commercial possibilities of the strike.

One of the chief factors in its favor is its easiness of access and the facility with which it could be brought to a marketable position.

Kennecott officials are astonished at the samples furnished.

THE OIL SITUATION

In spite of the seriousness of the thing the present McCarthy oil stampede has perhaps furnished more amusement for the spectators than all the others put together. Following is the impression gained by ye editor from passing comment—

"Staked your oil claim yet?"

"Naw! It's the bunk. I'll wait until I can stake closer home. Walk twelve miles to stake a slice of swamp? Not me!"

"Yes, but did you hear that Carl Anderson stepped into a hole and a spout of oil gushed up and almost drowned him and he had to run for his life? They are commencing to evacuate Sourdough cabin and the road house."

"Yes and Bill Mahar caught a grayling in Baltoff Lake and honest to Louie! It had installed a motor and developed a rudder and was burning crude oil. Pretty soft for the fish."

"Oh, you fellows just go ahead and rave, says Sig, but just wait a while. You will all be singing a different tune."

"Pretty soon, says Shorty, all the taxi drivers will have to do is stand at the mouth of Kennecott Creek with buckets and scoop up pure gasoline as it comes down the Nizina."

"Wonder whose crank case Bill got that bottle of oil from?"

Moral—if you don't like being kidded don't admit that you staked an oil claim. Also don't forget to rub it in when the gusher starts to gush.

May 8

I SEE BY THE PAPER THAT:

BORN: At Kennecott hospital Thursday, May 13 at 10 a.m. to Mr. and Mrs. C. F. Pugh, a daughter (7 lbs.).

Mrs. Nils Tjosevig who spent a few days in town, returned Wednesday to the Green Butte.

MORE OIL SAMPLES ARE BROUGHT IN

Two more samples of oil from the scene of the strike were brought into town this week both of which test high grade oil.

Miss Barbara Wilson brought in the first which she obtained just a few miles from town over Sourdough Hill. The second was secured by Jas. Murie from his own claim across the Nizina.

Several more claims have been staked during the week.

May 15

HANSEN - HANSEN

The services of U. S. Commissioner Harwood

were requisitioned Tuesday evening last when he was called upon to unite in the holy bonds of matrimony Miss Hansen and Mr. Axel Hansen both of Kennecott. Mr. and Mrs. Victor Johnson accompanied the young couple as witnesses.

The bride is a sister of Mrs. Chris Jensen of Kennecott.

May 22

SEE BY THE PAPER THAT:

Several fishing parties are taking advantage of good weather and transportation to visit Long Lake and vicinity these days. Some nice catches have been brought in.

Dusty Malehorn received by freight today an electric player piano and will dispense music at the Arcade.

May 29

I SEE BY THE PAPER THAT:

Jno. E. Barrett took a party consisting of the Misses O'Neill, Smith and McKay on a tour of inspection of the Green Butte Mine Sunday going down to the 400 level. Mr. Barrett reports that no flooding has taken place to that point.

Sam Seltenreich arrived in McCarthy today with his son Freddie after an absence of over a year in Seattle.

June 5

I SEE BY THE PAPER THAT:

Mr. and Mrs. Jack Schultz, E. P. Harwood and J. B. O'Neill went on a fishing trip to Baltoff Lake Tuesday and Wednesday.

Geo. Flowers of Long Lake who was in town

several days last week returned to his home Saturday.

YOUNG CREEK BRIDGE NEARING COMPLETION

Mr. Cameron A. R. C. Engineer in charge of the work on the Young Creek Bridge, announces that all the piling is now driven and capping nearly completed on that structure. The work has been hampered by the fact that frozen ground was encountered in driving the piling and considerable thawing necessary to get to the required depth. The bridge will consist of two forty-foot spans.

When the present work is done the crew will move in to the five mile point and spend some time in putting the road over Sourdough Hill into shape for traffic and widening the approach to the bridge from the McCarthy end where the shale is sloughing.

June 12

I SEE BY THE PAPER THAT

McCarthy is having a street repairing bee this week. Tailings are being spread on the main streets and the stretch between O'Neill's and Marshall's leveled off.

Mrs. R. L. H. Marshall and Mrs. Nils Tjosevig and daughter Eleanor, left by Sunday's train for Seattle where Mrs. Marshall will consult a specialist.

June 19

I SEE BY THE PAPER THAT:

Lawrence Barrett arrived on today's train from Seattle. He graduated from high school there and intends spending a year with

his father.

C. O. Marwood who underwent an operation Tuesday at Kennecott hospital is coming along nicely.

CHITITU ESCAPES BEING DESTROYED BY FIRE

While burning brush in the creek bottom at the lower camp at Chititu, a high wind sprang up and carried burning embers to the grass side hill a couple of hundred yards away. Owing to the dryness of the moss grass etc., the side hills on both limits of Chititu were soon on fire. It became necessary for Mr. Kraemer to set two giants at the mill and commissary to supplement his numerous lines of fire hose, in order to save the camp and buildings. The fire is now burned back from the camp and, although still burning, the camp is no longer in danger. Mining has been resumed as usual both on Chititu and Dan Creeks.

VOLCANO REPORTED ERUPTING

A small volcano was seen in eruption on June 18, about two miles west of the Copper River Northwestern Railroad tracks at Mile 75.

The smoke was first seen by F. A. Hansen and R. J. DeLeo while on their way to Cordova in a speeder. Mr. Hansen and Mr. DeLeo report that they saw the smoke appearing over the top of the mountain and that several dark puffs came out.

The mountain is in the vicinity of Henry Glacier and the temperature there has been unusually hot.

June 26

Students build a quiet snowmachine

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

BY NED ROZELL

Jason Rohwer of Fairbanks likes the gritty, oily smell of snowmachine exhaust, and he loves the roar of his machine when he's out in the mountains. He also realizes that these sensations, which stir good memories of sunny days outdoors with his family, drive other people crazy. That's one of the reasons why Rohwer, along with fellow engineering student Edwin Dale Hahn, is trying to build a better snowmachine.

Rohwer, 22, and Hahn, 23, both seniors at the University of Alaska Fairbanks, recently returned from the Society of Automotive Engineers Clean Snowmobile Challenge, held in Jackson, Wyoming. Though they didn't come home with medals, Hahn and Rohwer are doing their part to continue the evolution of the snowmachine.

In the contest, students from 15 schools created models designed to be less stinky, less noisy, and less thirsty than conventional snowmachines. Contestants were asked to shoot their machines up mountainsides to compare performance, gun their throttles past a microphone to test decibel levels, and drive 100 miles while averaging 45 miles per hour to see who burned the least fuel. They also turned their machines over to professional drivers, who rated the handling performance. In the end, a team from the University of Waterloo in Ontario finished with the highest score. The UAF team of Hahn and Rohwer finished ninth despite shipping

problems that caused their 1998 Arctic Cat Powder Extreme to miss the emissions testing event.

At their best, the students in the contest designed machines that exhaled two percent of the noxious gases of a standard "control" snowmachine. Their machines averaged 20 miles per gallon on a soft track, which was five miles per gallon better than the control machine. The best student exhaust systems muffled up to 75 percent of the noise.

"When they were idling, you couldn't tell the machines were running," Hahn said, adding that the UAF team had the second-quietest snowmachine.

Hahn and Rohwer modified a car engine for their entry, using the same engine block that is under the hood of a Geo Metro. They chose a four-stroke engine instead of the conventional two-stroke engine beneath the cowl of almost every snowmachine in use. Though powerful and light, two-stroke engines spit out as much as 40 percent of their unburned fuel-and-oil mixture in their exhaust, Hahn said. Four-stroke engines use a system of intake and exhaust valves that close when the pistons fire, which prevents unburned fuel from escaping with exhaust gases.

The Environmental Protection Agency is proposing emission standards for snowmachines that might take effect by September, 2002. Snowmachine manufacturers are now producing a few four-stroke models, but the light and powerful two-strokes will be hard to replace.

"The biggest challenge is finding out the best way to make compromises," said Chris Wright, an emissions engineer for Arctic Cat in Thief River Falls, Minnesota. "You have to figure out how to satisfy the customer's demand for power and handling and make progress on emissions and noise at the same time."

Hahn and Rohwer developed their clean machine as an after-school project. Two of their major modifications were turbocharging the 4-stroke engine for more power, and redesigning the oil pan so the larger engine would fit under a conventional hood.

"One of our goals was to keep it looking like a snowmobile," Hahn said.

"Some of the other entries looked like tractors," Rohwer said.

Wright, the Arctic Cat engineer, attended the competition in Wyoming as a judge and an industry sponsor. He said the students don't have the real-world constraints of making the machines attractive or durable, but the industry is getting some good ideas from the student designs. Though a clean, lightweight snowmachine with power is still a thing of the future, the future might not be that far off with the impending EPA regulations and the contributions of young riders who also happen to be engineers.

"People get the idea that a sled can't be fast and clean," Hahn said. "That's simply not true."

Kennecott Kids Korner

Would the REAL copper spike please stand up!

March 13, 2001 Ogden, Ut.

Dear Bonnie & Rick,

John Killoran wrote in the Sept./Oct. 1999 issue of WSEN that the Copper Spike was alive and well in Utah.

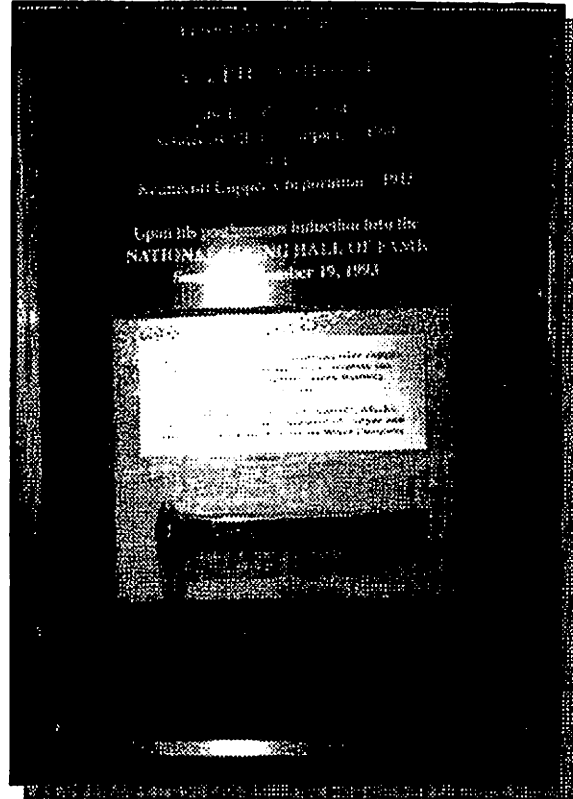
I have visited Kennecott's Bingham Canyon Mine visitors center. There is a copper spike on public display at the center, but it is not THE Copper Spike that was driven at the completion of the railroad at Kennecott. The inscriptions on the larger plaque and the smaller one the spike is attached to are confusing. The first inscription reads: Presented to the Family of Steven Birch the first President of Kennecott Mines Company 1906 and Kennecott Copper Corporation 1915 upon his posthumous induction into the National Mining Hall of Fame—Sept. 19, 1993. The second inscription (which the copper spike is attached to) reads: This is a replica of the Commemorative Copper Rail Spike that was driven to complete the Copper River & Northwestern Railway March 29, 1911.

When the induction ceremony was held in 1993, Steven Birch had no surviving direct descendants. When his daughter Mary died in 1981, the family possessions were sold at auction.

When the Kennecott Company decided to use the copper spike in the ceremony it was obviously missing from the company's collection, so they made a replica.

I am still wondering what became of the Copper Spike that was driven at the completion of the railroad.

This Kennecott Kid believes it belongs in the



McCarthy/Kennecott museum.

Sincerely,

Jim McGavock

527 E 43RD ST.

Ogden, Ut. 84403—2809

Editor's Note: A recent email from Jeanne Morris included the following tidbit:

We had received the latest edition of WSEN...and Frank told me a little P.S. to a story in the Our Town—January & February 1926 article. In the article that was headed "Bungalow Inn Raided Sunday," well, it seems as though Slim Lancaster was unable to raise the money for the fine so he was serving out his time in the local jail. Frank says that the miners in the Jumbo Mine took up a collection and paid his fine so they could have decent moonshine again. No one made good moonshine like Slim Lancaster did. His was the best. It was kept pretty quiet where he set up operation again.

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.

McCarthy sees red!

McCARTHY—

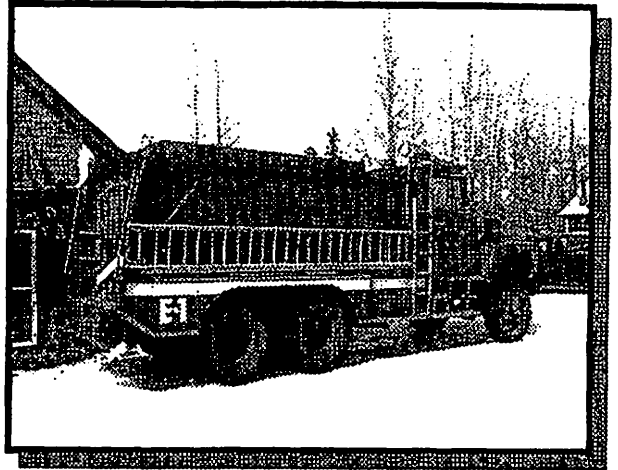
If this publication were in color you wouldn't have to be told what color this fire truck is. The truck, new in 1975, was first purchased by Alyeska for use up and down the pipeline, says Lane Moffitt, who played a big hand in getting this beauty safely to McCarthy.

When Alyeska wanted to upgrade their equipment, this truck found a new home with Petro Star of Valdez, who did some upgrades to it while they owned it.

Due to the efforts of the Kennicott-McCarthy Chamber of Commerce the truck was recently donated by Petro Star for use by the McCarthy Volunteer Fire and Rescue in serving our community. The Chamber is presently in the process of organizing a local team of volunteers, says Moffitt. The truck has 13,000 miles on it and has a multi-use with the capability of spraying purple K, foam and water.

The fire truck was shipped from Valdez to Chitina in November where Lane took charge of its first run on the McCarthy Road. Winter travel on the McCarthy Road is always a challenge and adventure, but the little red fire truck made its way safely to its new home in McCarthy.

On Thanksgiving Day, all the local kids had a



WSEN Staff photo

chance to take a short ride with Keith Rowland at the wheel. Needless to say, it is a fine piece of equipment and even though no one wishes to see it ever summoned into service, it is a comfort to know it will be available if called upon.

Thanks to Petro Star, Jim and Jeannie Miller, Betty Adams and Lane Moffitt for all their efforts to obtain this fine piece of equipment.

McCarthy Volunteer Fire and Rescue seeks volunteers

McCARTHY—

Fire Chief Jeannie Miller is looking for local volunteers to join her and others in serving our community in the area of fire protection. Wildland fires will be the major topic of upcoming classes to be held in McCarthy May 11 and 12. These will be all-day classes.

In co-operation with the Department of Natural Resources, the McCarthy Volunteer Fire and Rescue will sponsor these fire-training classes.

If you are interested in attending and would like to volunteer your time and services, please call Jeannie at 554-4455.

Kennicott and McCarthy seek a Master Utility Plan

BY BONNIE KENYON

McCARTHY—

A Master Utility Plan is being developed to identify long-term improvement goals for water, wastewater, and solid waste systems and associated facilities for the communities of Kennicott and McCarthy. Short-range goals will address the immediate need for a safe, dependable, and

environmentally-sound method for year round disposal of septic and solid waste.

The study was commissioned by the Kennicott-McCarthy Chamber of Commerce through the efforts of Betty Adams of the Chamber and Michael Allwright on behalf of the McCarthy Area Council (MAC). Because of

meeting schedule constraints for both organizations, it was determined to be more expeditious to apply for the grant money through the Chamber.

This past December, the Chamber received notice they had been approved for the \$50,000 Village Safe Water (VSW) grant to do a twenty-year feasibility study to address the

problems of water, sewage, trash and fuel transport and storage. VSW is a state-funded program within the Alaska Department of Environmental Conservation that provides sanitation improvements in rural Alaska. Both MAC and the Chamber played pivotal roles in applying and receiving this grant.

On Friday, March 2, 2001, Tom Wolfe with VSW, Kenny Smith representing the Chamber, and Trig Trigliano for MAC, reviewed requests for proposals from several engineering consultants. The interviews were conducted at the offices of CH2MHill in Anchorage.

The engineering firm, Michael L. Foster & Associates (MLFA) of Eagle River, was chosen to provide engineering services for this project. As a valuable consultant, they will assist the community with evaluations of existing conditions, mapping, recommendations for improvements, comparisons of alternatives, cost estimates and strategies for immediate and long-term needs. MLFA's project manager, Michael Foster, grew up in the Copper River Basin area and is intimately familiar with the needs, limitations and resources of the area.

A public workshop was held in McCarthy on April 18. Michael Foster and his team, J. Simon Bruder, Project Coordinator, and Wende Wilber, Project Planner, along with Tom Wolfe of VSW introduced themselves, and described the Master Planning process and project.

Community input outlined existing conditions. Drinking

water is primarily from creeks supplied by local springs with several sanitation concerns such as animals, camping, visitors and area outhouses. Sewage is presently hauled out by Glennallen-based Copper River Sanitation with a pumper truck that must cross the Kennicott River. Solid waste is hauled out by individual households and businesses to Chitina or Glennallen. Fuel transfer must also come across or through the river.

Possible solutions for each issue was addressed by Foster. He did stress that the community should seriously consider forming an Improvement Corporation—a nonprofit entity—that would and could manage community sanitary systems. He pointed out that the town of Glennallen has this in operation to date and allows the group to accept funding, user fees and devise ordinances for the use and management of the systems.

Pressing priorities were mentioned such as fire protection, safe water and a solid waste transfer site. A centrally-located building could entail a public system for water and fire protection. However, it was pointed out that year round heat was necessary as well as a source of power.

Alternative solutions for each issue was given and discussed: Personal filtration, commercial treatments, individual wells, a public water system, treatment of surface water being used and a limited haul system for local drinking water. Sewage solutions consisted of leach systems for ground disposal, a lagoon for

surface disposal or a high maintenance system turning waste water into clean, drinking water. A sewage treatment site was discussed as well as the use of pipes attached underneath the Kennicott footbridge. User fees could be charged for whatever system is chosen. Solid waste could be illuminated with an incinerator, a permitted and locally-operated landfill or transfer station. Compaction and recycling was addressed as a further solution.

Concerns were raised over the appearance a transfer station would present to area visitors.

It is hoped the finalized Master Utility Plan will be developed before the end of September. Included in the Plan is assistance in finding funding for selected systems and applying for those funds.

At the next public meeting, the project team will lay out feasible options for long and short term improvements. Everyone is encouraged to attend.

"We truly believe that we have an outstanding project team and that we will work well with the Kennicott-McCarthy Chamber of Commerce and VSW in preparing a Master Utility Plan that will serve the community for many years to come," says Foster.

If you would like to contribute your input directly to Michael Foster & Associates, you are encouraged to contact J. Simon Bruder at (907) 696-6207 or email her at: jsb@mlfa.alaska.com

Public meeting

"Communities of Kennicott and McCarthy Master Utility Plan"

Please meet with the Michael L. Foster & Associates planning team!

The planning team will be presenting a 35% draft of the Master Utility Plan, which will identify a variety of options for long and short term sanitary improvements. The plan will address water, wastewater, and solid waste systems and associated facilities. Please come prepared to provide input and help decide which alternatives the planning team should carry forward as the study progresses.

May 30, 2001, Wednesday at 12 Noon at McCarthy Lodge.

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May 17, 9:30-5

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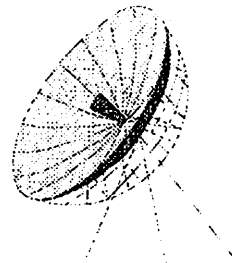
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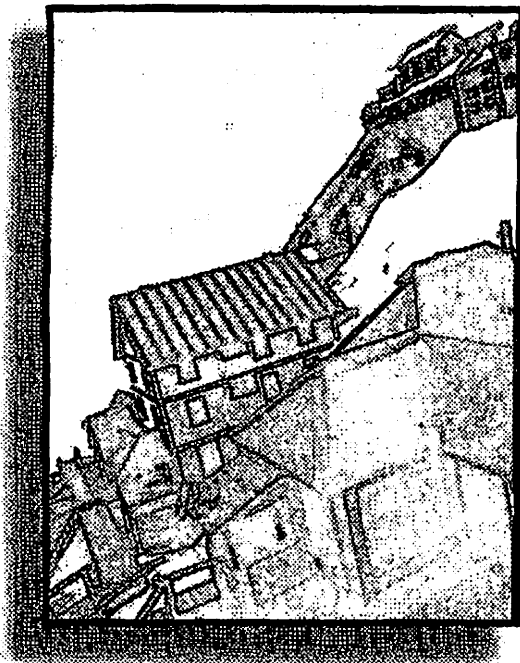
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Dedication ceremony for the 1:24 scale historic model of the Copper River & Northwestern Railway, Chitina Local, will be at the **Copper Rail Depot, Copper Center** on Sunday, May 27th at 1 PM. There will be a Sunday brunch prior to that at the Copper Center Lodge, which is about a quarter-mile east of the Depot.



Speakers will include:

- Nels Konnerup: Grew up at Kennecott and worked on the Bonanza aerial tram and in the Bonanza and Jumbo Mines.
- William D. Douglass: Oldest son of William C. Douglass, the popular superintendent at Kennecott during the 1920's.
- Al Swalling: Worked on the CR & NW Railway 1928-38 and was on the Last Train Out. Swalling shut down each of the railroad facilities on the way out.
- Elizabeth Tower: author: *Icebound Empire* and *Ghosts of Kennecott*, among others.
- Lone Janson: author: *The Copper Spike*.
- Geoff Bleakley: historian.

For more information phone (907)822-3522 or visit crnwrrailway.com

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Depart McCarthy 4:00p.m.
Arrive Chitina 7:00p.m.
Arrive Glennallen 8:30p.m.

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RT different day \$105
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Chitina to McCarthy

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VALDEZ / COPPER RIVER AREA
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The burn permit shown can be validated by following these steps:

1. Fill in the location of the property where burning will occur.
2. Sign in space provided for permittee signature.

3. Call the Division of Forestry at 822-5534 during normal business hours to obtain permit number, name of issuing officer, and / or any current burning stipulations that may be in effect.

CLASS A BURNING PERMIT NO. _____

In accordance with the laws and regulations of the State of Alaska, the undersigned is hereby granted permission to burn: one pile of debris 4 ft. high x 10 ft. in diameter and / or less than one acre of mowed lawn / field with grass 4 inches or less in length on the following described property: _____

Burning is authorized subject to the following terms and conditions:

1. Construct a firebreak 10 feet wide to mineral soil around pile. For lawns / fields, mow, rake, and wet down a 10 foot perimeter. DO NOT burn within 25 feet of woods, structures, or other flammable materials.
2. Have a minimum of one adult in attendance at all times while burning.
3. Have a shovel / rake for each person, and have a charged water hose capable of reaching the entire burn area. In lieu of a hose, a wet gunny sack and a minimum of one 5-gallon container of water for each person can be used.
4. Burn with winds less than 5 mph only!
5. Fires must be completely extinguished before attendee leaves the immediate premises.
6. The burning of any material which creates black smoke is prohibited.

Call D.E.C. at 835-4698 for further information in reference to D.E.C. regulation 18 AAC 50.030.

This permit is issued under the authority of AS 41.15.050 and 41.15.060 of the Public Resources Statutes governing the establishments of fire seasons and the regulating of burning permits.

This permit may be modified, suspended, or revoked at any time.

The permittee shall have this permit in their possession at all times when burning and shall display it upon request from any duly authorized agent of the commissioner.

The permittee agrees to hold the State harmless from any claim or damage caused by negligent acts or omissions of permittee, his/her employee, or his/her agent, arising during or as a result of activities covered by this permit.

Willful or negligent disregard of the terms of this permit constitutes an illegal act and makes you criminally liable. This permit does not relieve the permittee from responsibility for fire damage.

**THIS PERMIT IS GOOD THROUGH
SEPTEMBER 30, 2001**

DATE ISSUED _____

PERMITTEE SIGNATURE:

ISSUED BY:

ISSUING AGENCY:

ALASKA DIVISION OF FORESTRY-VCRA
PHONE: (907) 822-5534
FOREST PROTECTION AREA: VALDEZ /
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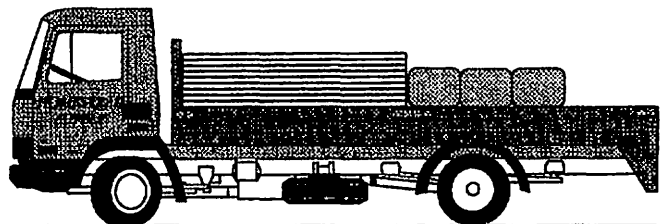
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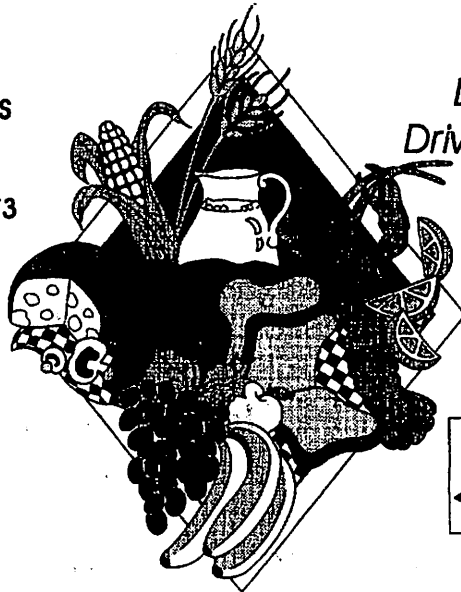
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JoAnne's Cooking Column

BY JOANNE WOOLEVER

Spring is officially here! Fresh fruit and wonderful berries have started to find their way from all over the world to our grocery store produce bins.

A brightly-colored rainbow of tart and sweet flavors are inviting us to purchase and enjoy them. Hip! Hip! Hooray!

I will be passing on to you the easiest and positively best fruit cobbler recipe I have used since I first began to cook. The only other decent cobbler recipe (and easy as well) was the one on the Bisquick box many years ago. If you have that one, please send me a copy. I have lost mine and finally after searching endlessly for it, I called the company. Unfortunately, all that they had was a new and improved (?) one. It might have been new but it most certainly was not an improvement over the old one! It also was more complicated and required more than double the necessary ingredients. Not the simple and yummy recipe that I used beginning when I was a child. Don't you just dread it when you hear the words new and improved when it relates to something that you are already quite happy with? I certainly do!

I have stopped using more products because of their "improvements." The only drawback, if you consider it one, is that you must use self-rising flour. The equivalent substitute that we are "allowed" to use in so many other recipes simply does not make the grade in this one. In my opinion the "substitute" renders this wonderful cobbler totally inedible. But, I keep self-rising flour in my pantry just for this recipe because it is worth it.

My favorite fruits are peaches and blackberries and when fresh fruit is available (or too expensive for my pocketbook) I use the frozen berry mix that is usually available in the grocery store.

Last summer all I had was canned pineapple and it was terrific as well. The only fruit that I have never used were strawberries. I don't like mine warm but I'm sure that they would work. It all depends on your personal preferences. I never add sugar to my fruit and only use half of what the recipe calls for in the dough. I also spray my baking dish with "Pam" and only melt a "pat" of butter in the bottom. This cuts down on the calorie and sugar content but has not affected the richness, texture or tenderness of the dough. You cannot eliminate all of the sugar because the yeast needs something to "feed on."

I like the natural flavor of fruit so I buy "no added sugar" or "packed in their own juice," frozen or canned fruit when fresh is unavailable.

The Very Best Cobbler

- 1 stick of butter or margarine (1/4 lb. or 4 oz.)
- 2 cups self-rising flour (does not work very well if you substitute all purpose flour plus additional leavening ingredients)
- 2 cups sugar
- 2 cups milk (any fat content)
- 2 cups of fruit (any type, fresh or canned, must be drained, or frozen, thawed and drained)

Preheat oven to 350 degrees (325 degrees for glass or dark coated pans). Put butter or margarine into heat-proof pan or casserole dish. (I use Pyrex or

Corningware) and put into oven to melt.

Mix together the rest of the ingredients except for the fruit. When the butter/margarine has melted pour batter on top of butter.

Drop spoonfuls of fruit on top of batter and place back into the oven. Bake until golden on top and batter tests done. Peaches and berries are the best fruit to use but you may use any.

The next time you are in the Anchorage area whether stocking up for the season or just passing through you need to check out the locally-owned "fast food" restaurant—The Arctic Roadrunner. They have good burgers (some with pretty exotic names but not exotic ingredients) and fries plus other sandwiches. Nothing too fancy but good basic, reasonably-priced food. My personal favorite is their "Halibut Patty." I was hesitant to try this since my previous experience with "fish patties" was a lot of breading (or more mysterious fillers) and only a hint of fish. In a weak moment I took a chance, after all, their burgers were good so why not. I'm glad that I did. The "patty" is a grilled halibut fillet. It covers the bun, which in this era is a small miracle in itself! I take mine with tartar sauce, cheddar cheese and lots and lots of dill pickles. Lucky for us, they have two locations. The 2477 Arctic Blvd. store has a drive-thru window and the 5300 Old Seward Highway location has picnic tables next to Campbell Creek. Both are closed on Sundays. They also have a nice carrot cake. Another favorite of mine. Enjoy!

Here is a fun and good-tasting recipe for the children in your family to make. It was taken from the "Care Bear" cookbook for children, and who can resist those bears!

Tenderheart Tarts

Tenderheart loves to make heart tarts for all his friends. But he always saves one or two for himself because they are so good!

Here are the things you need:

- 1 cup of smooth peanut butter
- ½ cup of honey
- 1 ¼ cups of dry milk

Raspberry jam
A big bowl
A wood board

Here is what you do:

1. Put the peanut butter in the bowl.
2. Pour in the honey and mix with a spoon.
3. Add the dry milk.
4. Mix everything together with your hands. Squeeze it! Pound it! Roll it around! (Make sure your hands are very clean!)
5. Keep mixing with your hands until you have a soft, smooth ball of dough.
6. Break off a small piece of

the dough. Roll it on the wood board into a ball about the size of a big marble.

7. Press the ball down to make a round cookie. Then make the cookie into a heart shape. You will be able to make about 30 hearts.

8. Put a dab of jam in the middle of each heart. Now it is a tart!

9. Put the tarts on a plate. Keep them in the refrigerator for one hour or more.

10. Then enjoy with your family and friends!



WSN staff photo

MCCARTHY—
APRIL 28, 2001

"What's the matter, can't you read the sign?! This cow moose and her yearling calf enjoy breakfast in Clear Creek, just off the McCarthy Road. A third moose is downstream, out of camera range. Tim Mischel had spotted 5 black wolves near his Angle Station above Kennicott a few hours earlier. No doubt the moose felt safer in town than in the "wilderness."

A LOOK AT THE WEATHER

BY GEORGE CEBULA

February and March saw a continuation of the above normal winter temperatures. The precipitation was above average for February and a bit below average for March.

The high temperature for February was 42 on the 26th and 28th (48 on Feb. 19, '00 and 37 on Feb. 18, '99). The lowest temperature recorded at McCarthy in February was -16 on the 10th, 16th, 18th, and 19th (-19 on Feb. 15, '00 and -48 on Feb. 11, '99). The high was 30 or above on 6 days and the low was -10 or lower on 6 days. The average February temperature was 13.6, almost 4 degrees colder than last year. This is still warm compared to -5.9 in '99 and 9.9 in '98. *Silver Lake had a high of 38 on February 27th (43 on Feb. 3, '00 and 36 on Feb. 16, '99) and a low of -18 on February 18th and 19th (-17 on Feb. 15, '00 and -48 on Feb. 11, '99). The average February temperature at Silver Lake was 11.3 (17.3 in '00 and -9.7 in '99).*

The February precipitation was high compared to the past several years with 3.02 inches of liquid (0.23 in '00 and 0.40 in '99). .25 inches fell as rain on the 27th. Total snowfall was 14.2 inches (2.5 in '00 and 4.1 in '99). *Silver Lake had 1.41 inches of liquid (0.16 in '00 and 0.39 in '99).* McCarthy began February with 18 inches of snow on the

ground, increased to 26 inches on the 13th and ended the month with 24 inches on the ground. *Silver Lake had 4 inches on the 1st, increased to 15 inches on the 13th and ended February with 4 inches.*

The second half of March saw the return of below zero temperatures and plenty of sunshine. The high temperature for March was 49 on the 15th (52 on Mar. 16, '00 and 49 on Mar. 23, '99). The low temperature for March was -22 on the 21st (-14 on Mar. 10, '00 and -31 on Mar. 8, '99). The average March temperature at McCarthy was 20.9 compared to 24.9 in Mar. '00 and 17.9 in Mar. '99. The high reached 40 or higher on 14 days and the low was zero or below on 11 days. *Silver Lake had a high of 43 on March 11th and 31st (47 on Mar. 27, '00 and 46 on Mar. 26, '99), a low of -13 on March 21st and 22nd (-12 on Mar. 12, '00 and -27 on Mar 8, '99) and a March average of 20.7 (21.3 in Mar. '00 and 15.1 in Mar. '99).*

March precipitation was light. Liquid precipitation was 0.14 inches (trace in Mar. '00 and .11 in Mar. '99) and snowfall was 2.3 inches (trace in Mar. '00 and 2.2 in Mar. '99). *Silver Lake had 0.43 inches of liquid (trace in Mar. '00 and 0.34 in Mar. '99) and snowfall of 4.0 inches (trace in Mar. '00 and 4.0 in Mar. '99).* By the end of March the snow cover was 21 inches at McCarthy and only 1 inch at Silver Lake.

The total snowfall for '00-'01 was 84.0 inches (65.8 in '99-'00 and 38.9 in '98-'99), with 29.5 inches in September. The greatest snow depth was 26 inches. This compares with an average (I included the years from 1980 to 2000) of 64.4 inches and a snow depth of 27 inches. The greatest snow fall was 99.9 inches in '90-'91 and the lowest was 27.3 inches in '86-'87. The greatest snow depth was 39 inches in '90-'91 and the lowest was 16 inches in '86-'87 and '98-'99. *Silver Lake had a total snowfall of 36.8 inches and the greatest snow depth was 15 inches.*

The melting continues into the first half of April. The skies have been generally partly cloudy with temperatures ranging from lows in the teens to highs near 50. The snow is soft and there is standing water in the open areas. Breakup has finally arrived.

May should see a rapid increase in temperatures with highs in the 60's by mid month. Precipitation is usually on the light side with an average amount of less than an inch. Breakup will be a bit on the wet side again this year with plenty of ground water and ice. June is usually the warmest month at McCarthy with an average temperature in the mid 50's, highs in the 70's and about 2 inches of rain.

"We note that the polypragmatol are not backing off. Turns out that in Massachusetts, sushi is now illegal. The socialists hate to think that any one of their subjects might risk himself by taking a small bite of raw fish. Well, we do not spend much time in Massachusetts, and it is a small state anyway with easily accessible borders."—Jeff Cooper

FOR YOUR CONSIDERATION

Voters Deserve Final Say on Boroughs

OPINION PIECE SUBMITTED BY SENATOR GEORGIANNA LINCOLN

Senate Bill 48, introduced by Senator Gary Wilken, would direct the Department of Community and Economic Development to annually present to the Local Boundary Commission a list of areas in the unorganized borough that seem to satisfy existing standards for borough incorporation or annexation. Currently, voters have the final say on matters of incorporation. If SB 48 were to pass, the right to vote on the formation of a new borough would be lost.

Senator Wilken penned this legislation as a means to address what he perceives as the "unfair disparity in state law" which "required citizens living in Alaska's organized municipal school districts to contribute \$144 million to local education" last year, while citizens of the unorganized borough contributed using other means. The benefactor of the legislation, he claims, is the educational system, which will be strengthened financially.

However, brushed over in this debate is the fact that not every resident of organized boroughs contributes directly to local education. Boroughs that are blessed with abundant natural resources and/or tourism have avoided levying a property tax on their citizens. Similarly, the citizens of the unorganized borough do not contribute directly to local

education through property taxes. However, because of extensive federal ownership of land in the unorganized borough, the communities of the unorganized borough are eligible for Federal Impact Aid. According to a memorandum from the United States Department of Education dated March 29, 2000, "the U.S. Department of Education received notification from the Alaska Department of Education. . .of its intent to consider a portion of payments received under the Impact Aid program as local revenues in determining State aid payment." Thus, the unorganized borough brings in education dollars not directly from the citizens, but as payment in lieu of taxes from the federal government. The unorganized borough is contributing money to local education.

Furthermore, the debate surrounding borough incorporation overlooks the 18 home rule and first class cities located within the unorganized borough, that are already contributing local dollars towards education. These communities are clearly accepting personal responsibility for their local schools. However, they may be located within the boundaries of a "model borough" that as a whole does not yet meet the standards for incorporation.

In 1955 the Constitutional Committee on Local Govern-

ment stated that, "The committee on local government aimed at providing a maximum of self-government to people in all parts of Alaska. To meet this goal, two basic local government units were established - boroughs and cities. This framework is designed to accommodate today's needs and tomorrow's growth and development." Many of the smaller communities surrounding the 18 home rule and first class cities of the unorganized borough have yet to experience substantial "growth and development," and the 18 cities themselves cannot bear the cost of borough government alone.

Perhaps in 1955, members of the Constitutional Committee believed that all of Alaska would benefit from vast natural resources and projected future industry, but this has clearly not been the case. Rural/Bush Alaska continues to struggle to build a sustainable economic base. Until this is accomplished, the price of an incorporated form of government may be too high. While there is a role for the State to assist in evaluating the resources and common interests of a region, the final decision should ultimately be made by the residents of the affected area.

SB 48 is currently in the Senate Finance Committee, co-chaired by Senators Pete Kelly and Dave Donley.

"A man will occasionally stumble over the truth, but most of the time he will pick himself up and continue on." —Winston Churchill

LETTERS TO THE EDITOR

Editor's Note: Although the following letter is addressed to the Department of Transportation and Public Facilities, Mr. Syren asked that we share it with WSEN readers.

Stephen Syren
HC-05, 6910
Palmer, AK 99645
907-746-0606
April 8, 2001

Janet Brown, P.E.
Project Manager
2301 Peger Road
Fairbanks, AK 99707
Dear Janet:

I enjoyed our last meeting in Anchorage at the Loussac Library.

I am sending my response to the Kennicott Wayside Project. I have made selections, with comments off to the side.

As I have stated orally, and in writing many times before, there is no "need" for the State of Alaska to build a wayside. A wayside is, and has been in existence since 1982. The existing wayside is privately owned. If the State of Alaska builds any facilities, it will put the State in direct competition with the private sector.

As the patented, private property, owner, who owns the easement, I must assert my ownership. "The dedicated public easement — as shown hereon," on the West McCarthy Subdivision Plat, shows a highway easement only. There are no parks, campgrounds, trash receptacles, toilets, or wayside parking, shown on the West McCarthy Subdivision Plat.

If and when the State of Alaska builds a highway, they will be allowed to build a highway

only, no wayside, or any other non-highway facilities are allowed by state law.

The State of Alaska through DOT&PF has no jurisdiction in the West McCarthy Subdivision, until highway construction begins. Highway construction is not scheduled until 2006/Design.

The SOA/DOT&PF has no jurisdiction to issue permits for non highway use in the easement of the West McCarthy Subdivision, without permission from the owners of the said easement. This must include the owners on both sides of the Kennicott River.

At the March 7, 2001, wayside meeting, the sponsors of the wayside project were identified as the National Park Service, and the McCarthy Area Council (MAC). It is interesting to note that the sponsorship documentation, has not been shown at any of the public meetings to date.

These sponsors have also not been at any of the public meetings, to state their reasons to have this project built by the State of Alaska. It is also interesting to note that these same organizations were the primary sponsors of the bottleneck created by the footbridge access only to the McCarthy, Kennicott region of the Wrangell St. Elias National Park. Both of the organizations also have their primary holdings on the other side of the footbridge that is now in place. These facts show that

there is no legitimate "need" for a wayside. The wayside project would give these organizations free access to private property, to enjoy their gated community, and private property on the other side of the footbridge. This manipulation of the public process, and use of public money must stop immediately. This obviously shows proof that no "need" exists. This is also true since all public "need" is being done by the private property owner at the end of the road.

The next matter to arise from these gross manipulations of the public process, is the very serious conflict of interest that it will create if the State of Alaska continues with this ill conceived project. Because FHWA money is being used, the State of Alaska should research the issues regarding the State's obligations regarding rights of private property ownership and free enterprise and the State of Alaska's competition with those private citizen's rights.

As of this letter I am requesting, through the freedom of information act, all documentation of the sponsoring of the Kennicott Wayside Project. Please send all requested information to my address at HC-05 Box 6910, Palmer, Alaska 99645.

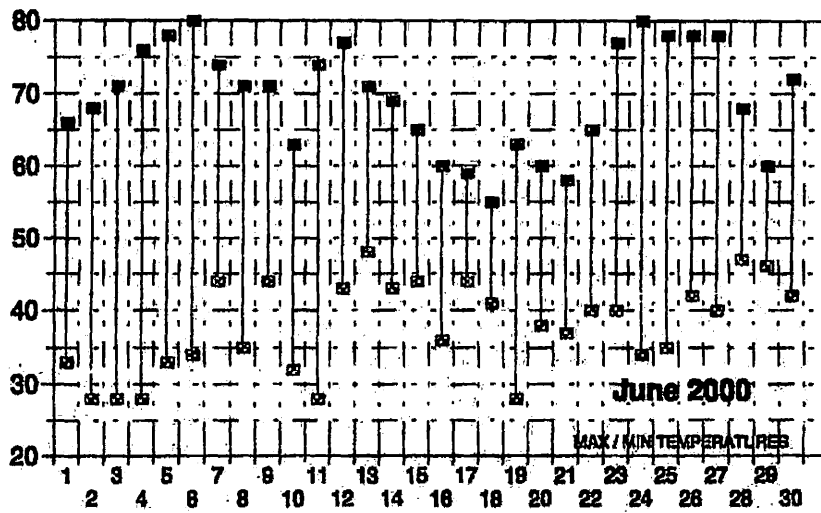
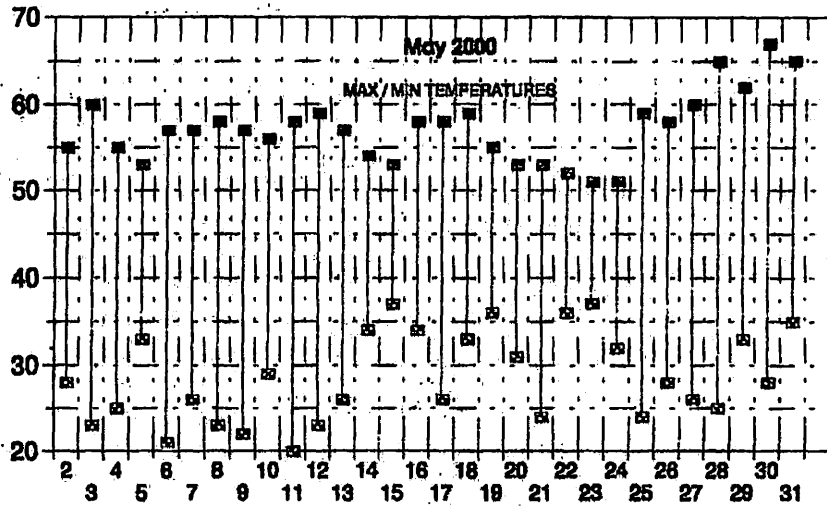
Thank you for your time and attention with these matters.

Sincerely,
Stephen D. Syren

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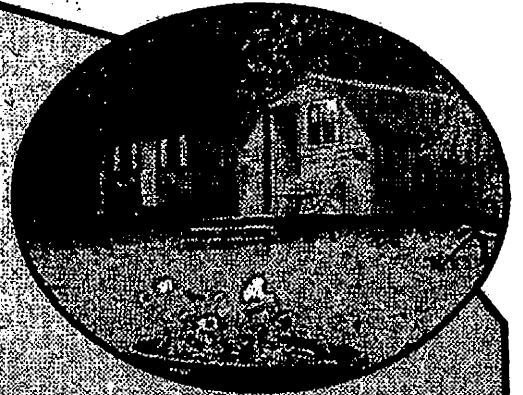
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See us on the WEB at <http://mccarthy-kennicott.com/WSENBB.htm>

Your hosts, long-time residents Rick & Bonnie Kagan.